



Operations Committee Agenda

Monday, August 11, 2025

Tom Davies Square

Councillor Signoretti, Chair

9:00 a.m. Open Session, Council Chamber / Electronic Participation

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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 **Traffic Control – Solstice Street at Eclipse Crescent**

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This report provides a recommendation regarding traffic control at both intersections of Solstice Street at Eclipse Crescent in Sudbury.

5. **Managers' Reports**

5.1 **Residential Tipping Fee Holiday Pilot Project Update**

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This report provides a recommendation to formalize a once-per-year Spring Tipping Fee Holiday to enhance program efficiency given the successful outcomes of the pilot project that adjusted the Residential Tipping Fee Holiday from two weeks to one.

6. **Members' Motions**

7. **Correspondence for Information Only**

7.1 **Winter Control and Spring Cleanup 2025**

18

This report provides information regarding winter maintenance activities for the 2024-2025 winter control season including the 2025 street sweeping program.

8. **Addendum**

9. **Civic Petitions**

10. **Question Period**

11. Adjournment

Traffic Control – Solstice Street at Eclipse Crescent

Presented To:	Operations Committee
Meeting Date:	August 11, 2025
Type:	Routine Management Reports
Prepared by:	Mofor Augustine Linear Infrastructure Services
Recommended by:	General Manager of Community Infrastructure

Report Summary

This report provides a recommendation regarding traffic control at both intersections of Solstice Street at Eclipse Crescent in Sudbury.

Resolution

THAT the City of Greater Sudbury controls the intersection of Solstice Street at Eclipse Crescent with a yield sign facing eastbound traffic on Solstice Street;

AND THAT the City of Greater Sudbury controls the intersection of Eclipse Crescent at Solstice Street with a yield sign facing westbound traffic on Eclipse Crescent;

AND THAT the City of Greater Sudbury directs staff to prepare a by-law to amend Traffic and Parking By-Law 2010-1 in the City of Greater Sudbury to implement the recommended changes as outlined in the report entitled “Traffic Control – Solstice Street at Eclipse Crescent,” from the General Manager of Community Infrastructure, presented at the Operations Committee meeting on August 11, 2025.

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 the existing approved operating budget and staffing resources.

Background

As part of the ongoing development of the Moonlight Ridge Subdivision, the city has assumed Solstice Street and Eclipse Crescent as public roads shown in Figure 1 below. The assumption of these roads has created two new uncontrolled “T” intersections which require traffic control, as shown in Figure 2 & 3 below.

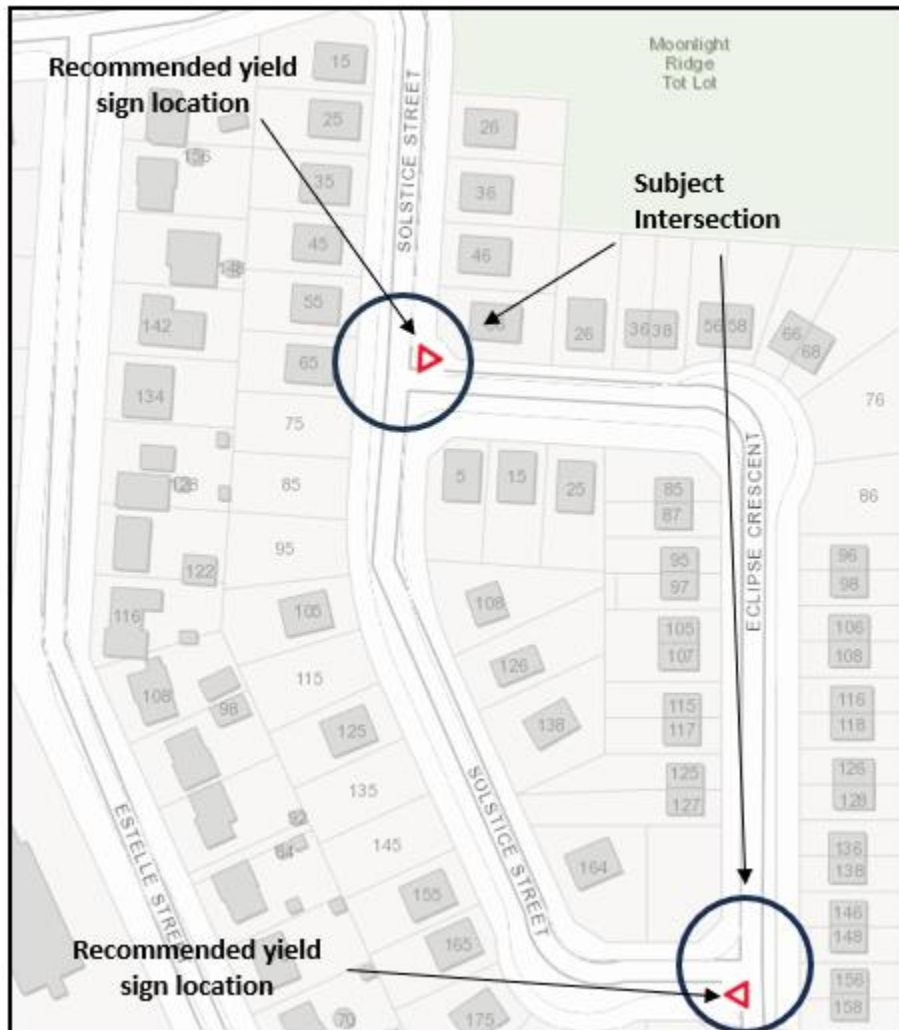


Figure 1: Intersection of Solstice Street and Eclipse Crescent



Figure 2: Solstice Street looking south with Eclipse Crescent to the east



Figure 3: Eclipse Crescent looking North with Solstice Street on the west

Uncontrolled intersections have no stop or yield signs and operate under the “Right of Way Rule.” Under this rule, when vehicles approach the intersection at the same time the driver on the left yields right of way to the vehicle on the right. Uncontrolled intersections are becoming less common in urban areas as unnecessary conflicts may be created.

The standard form of traffic control at a “T” intersection is to have a yield sign facing incoming traffic on the intersecting road.

According to Book 5 of the Ontario Traffic Manual, a yield sign is appropriate when:

- Traffic volumes are low,
- Sight lines are good and
- Stopping is not always required.

All these conditions are met at both intersections.

Next Steps

To implement a standard form of traffic control at the newly created intersections, it is recommended that traffic be controlled with yield signs facing westbound traffic on Eclipse Crescent at Solstice Street, and eastbound traffic on Solstice Street at Eclipse Crescent.

Resources Cited

Ontario Traffic Manual Book 5, Ministry of Transportation, 2021. Accessed Online:

<https://www.library.mto.gov.on.ca/SydneyPLUS/Sydney/Portal/default.aspx?component=AAAAIY&record=d5777174-8f0a-4720-8dd6-476b859b3682>

Residential Tipping Fee Holiday Pilot Project Update

Presented To:	Operations Committee
Meeting Date:	August 11, 2025
Type:	Managers' Reports
Prepared by:	Robyn White Environmental Services
Recommended by:	General Manager of Community Infrastructure

Report Summary

This report provides a recommendation to formalize a once-per-year Spring Tipping Fee Holiday to enhance program efficiency given the successful outcomes of the pilot project that adjusted the Residential Tipping Fee Holiday from two weeks to one.

Resolution

THAT the City of Greater Sudbury directs staff to formalize the residential tipping fee holiday once per year in the Spring as detailed in the report entitled “Residential Tipping Fee Holiday Pilot Project Update” from the General Manager of Community Infrastructure presented at the Operations Committee meeting on August 11, 2025.

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

This report refers to Asset Management and Service Excellence as well as Climate Change as outlined in the 2019-2027 Strategic Plan and to the Community Energy and Emissions Plan goal to achieve 90% solid waste diversion by 2050.

The recommendation to formalize a single, spring-only Residential Tipping Fee Holiday supports the City’s strategic objectives by promoting waste diversion, reducing operational strain at landfill sites, and enhancing the effectiveness of existing roadside collection services. These outcomes demonstrate alignment with the City’s broader goals of delivering high-quality municipal services while protecting environmental and financial resources for the future.

The Community Energy and Emissions Plan identifies waste management as a key area for reducing community emissions. By promoting the use of existing roadside collection programs and reinforcing waste diversion through graduated tipping fees, the report supports the goal of minimizing landfill-related emissions and encouraging more sustainable waste practices.

Financial Implications

Maintaining the tipping fee holiday at one week per year on a permanent basis will result in ongoing tipping fee revenue of \$66,000.

Background

The residential tipping fee holiday was originally introduced in 2005 as part of a broader strategy to reduce litter and illegal dumping. The program initially offered residents one week in the spring during which they could dispose of waste at the landfill without paying tipping fees. In 2007, a second week was added in the fall, establishing a bi-annual event.

While the program has become a popular service among residents, there is no clear evidence to suggest that it has effectively reduced littering or illegal dumping in the community.

Waste Diversion and Fee Structure

The City employs a graduated tipping fee structure to promote waste diversion. Divertible materials—such as cardboard, tires, electronics, and scrap metal—are not subject to tipping fees when properly separated and deposited in designated diversion areas at the landfill. Conversely, mixed loads incur higher fees: garbage containing blue box recyclables is charged at three times the standard rate, while garbage mixed with electronics or scrap metal is charged at double the standard rate.

During the tipping fee holiday, however, these financial incentives for waste separation are suspended, reducing the effectiveness of the City's diversion strategy.

Recent Developments

As part of the 2024/2025 budget process, Council approved Resolution FA2023-75-A26 from the Finance and Administration Committee, which introduced a pilot project to reduce the tipping fee holiday to one week in the spring. This change aims to improve operational efficiency and better allocate municipal resources. The resolution also included a directive to implement a public education campaign to increase awareness of available roadside collection services.

Analysis

Public Education Campaign

Between September 2024 and January 2025, staff conducted a public education campaign aimed at increasing awareness of the comprehensive roadside waste collection services available to low-density residential households. The campaign utilized a range of communication strategies and advertising channels to effectively reach the target audience. A detailed overview of the campaign tactics is provided in Appendix "A". The ad reach data is provided for paid social media ads only.

Tipping Fee Holiday Feedback

In 2024, the City held a single residential tipping fee holiday in May, foregoing the typical fall event. The 2025 spring tipping fee holiday occurred from May 12 to May 17.

Between January 1, 2024, and May 30, 2025, the City received 80 complaints through the 311 call center regarding the cancellation of the fall tipping fee holiday. When compared to the historical volume of residential landfill visits during the holiday period, this represents a relatively low level of concern from the public.

Operational Impacts During Residential Tipping Fee Holidays

During residential tipping fee holidays, landfill usage increases significantly, resulting in extended wait times for both residential and commercial users. To address potential customer service challenges and ensure safe and efficient site operations, additional measures are required. These include:

- Deployment of supplementary security personnel and traffic control staff to manage on-site vehicle queues and traffic flow on adjacent public roads.

- Implementation of bypass routes for waste haulers and other operational vehicles essential to the delivery of other municipal services.
- Engagement of paid duty police officers to manage traffic congestion and ensure public safety, along the Kingsway corridor.

These actions are critical to maintaining service levels and minimizing disruptions during peak usage periods.

Landfill Usage Trends

An analysis of the 2018 to 2025 residential landfill visits during the residential tipping fee holidays between indicates no notable increase in the number of visits or in the total tonnes of waste delivered (refer to Appendix “B”).

As demonstrated in Appendix “C”, further analysis of the total number of residential visits and tonnes delivered over the months of May and September indicates no notable increase. In May 2020 (during COVID) and September 2024 when no residential tipping fee holiday weeks were held there were fewer overall visits and tonnes delivered to the landfill site. This suggests that the reduction to a single tipping fee holiday week did not result in a surge in landfill usage.

Over the last five years, over 51% of residential loads that were delivered to the landfills during the residential tipping fee holiday weighed 100 kilograms or less and 22% of total deliveries weighed 50 kilograms or less. This suggests that much of the waste delivered to the landfill during the holiday could have been managed through the City’s existing roadside collection programs. These services include unlimited Blue Box recycling, green cart organics, leaf and yard trimmings, and large furniture, appliances, and electronics. Additionally, residents may use an unlimited number of garbage bag tags for waste exceeding the standard bag limit.

In September 2024, following the cancellation of the fall tipping fee holiday, both the number of residential landfill visits and the volume of waste disposed decreased significantly (Appendix “C”). This trend suggests that, rather than concentrating visits within a single week, residents may have distributed their landfill visits over a longer period or used their roadside collection services rather than delivering small loads to the landfill. This likely contributed to reduced wait times and improved customer service delivery.

Illegal Dumping Trends

An analysis of the number of illegal dumping complaints received by Environmental Services between 2022 and 2024 is provided in Figure 1. There are no indications that the cancellation of the Fall 2024 residential tipping fee holiday increased illegal dumping.

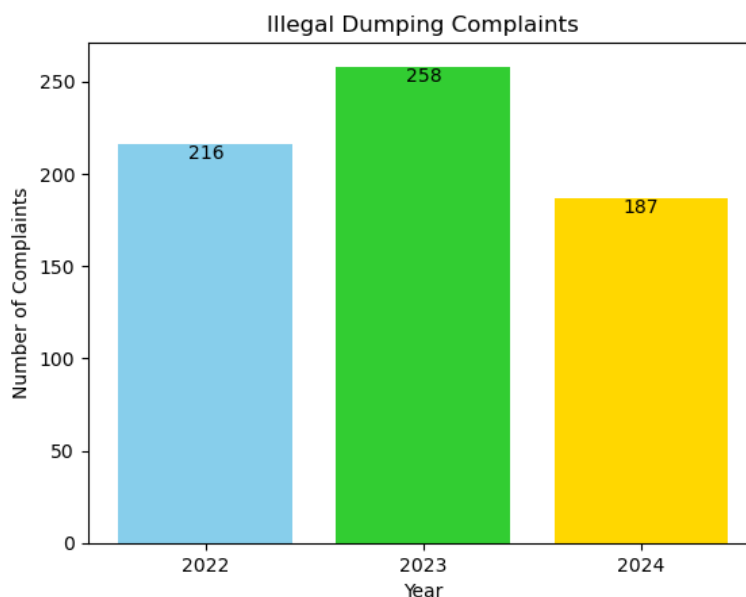


Figure 1.

Conclusion

The pilot project to reduce the Residential Tipping Fee Holiday from two weeks to one has demonstrated positive outcomes in terms of operational efficiency, customer service delivery, and resource management. The change did not result in increased landfill usage or waste tonnage, and public feedback regarding the cancellation of the fall event was minimal. Operational challenges, such as long wait times, were reduced when the tipping fee holiday did not take place. Spreading residential landfill visits over a longer period helps alleviate congestion and improves the overall user experience.

The accompanying public education campaign further supported the transition by increasing awareness of existing roadside collection services and helping residents make informed and sustainable waste disposal choices.

These findings support the recommendation to formalize a single, spring-only tipping fee holiday. This approach aligns with the City's strategic goals of environmental stewardship, fiscal responsibility, and improved service delivery, while also enhancing the effectiveness of waste diversion programs.

Resources Cited

December 19, 2023 City of Greater Sudbury Finance and Administration Committee Resolutions available at:

<https://pub-greatersudbury.escribemeetings.com/FileStream.ashx?DocumentId=52123>

Appendix A

Roadside Waste Collection Education Campaign



September 3, 2024

Green Cart Organics - Crab Apples

September 2024

Large Furniture, Appliances and Electronics - Book Your Request

September 7, 2024

Leaf and Yard Trimmings - Acceptable Leaf and Yard Trimmings

September 10, 2024 - *Targeted Mail Out

Large Furniture, Appliances and Electronics - Book Your Request

September 14, 2024

Green Cart Organics - Get the Smell Outta Here

September 19, 2024

Green Cart Organics - Crab Apples

September 26, 2024

Hazardous Waste - 24/7 Outdoor Battery Collection Bin

October 2024

Leaf and Yard Trimmings - Fall Yard Clean Up

October 10, 2024

Leaf and Yard Trimmings - Grasscycling



Social Media Ad



Radio Ad



City Connect



Other



Newspaper Ad



October 10, 2024 **Ad Reach ~3,150
Leaf and Yard Trimmings - Keep Them Covered



October 17, 2024 **Ad Reach ~3,200
Green Cart Organics - Waste Reduction



October 24, 2024
Green Cart Organics - Waste Reduction



October 30, 2024 **Ad Reach ~7,800
Green Cart Organics - Pumpkins



October 31, 2024
Green Cart Organics - Pumpkins



November 6, 2024 **Ad Reach ~8,350
Blue Box Recyclables - Unlimited Roadside Collection



November 2024
Hazardous Waste - 24/7 Outdoor Battery Collection Bin



November 7, 2024 - *Presentation
Trash Talk Lunch and Learn - English



November 7, 2024
Green Cart Organics - Don't Waste Landfill Space

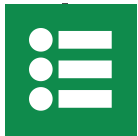


November 14, 2024
Waste Wise App



November 19, 2024 **Ad Reach ~7,700
Green Cart Organics - Same Waste, Better Bin





November 20, 2024 - *Presentation

Trash Talk Lunch and Learn - French



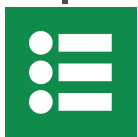
November 26, 2024 **Ad Reach ~20,000

Large Furniture, Appliances and Electronics - Book Your Request



December 3, 2024

Hazardous Waste - Toxic Taxi



December 5-31, 2024 - *Billboard Ads

Green Cart Organics - Use Your Green Cart



December 2024

Seasons Sortings



December 5, 2024

Blue Box Recyclables - Paper Gift Wrap



December 8-14, 2024

Blue Box Recyclables - Be a WRAP star



December 12, 2024

Blue Box Recyclables - Surplus Recyclables



December 13, 2024

Hazardous Waste - Take It Back Programs



December 13, 2024

Winter Waste Placement



December 14, 2024

Holiday Waste Tips





December 15-21, 2024

Green Cart Organics - Feed Your Guests, Not Your Garbage



December 17, 2024

****Ad Reach ~21,500**

Green Cart Organics - Feed Your Guests, Not Your Garbage



December 19, 2024

Green Cart Organics - Tissue Gift Paper



December 23, 2024

Garbage - Know Your Limit



December 23, 2024

Blue Box Recyclables - Seasons Sortings



December 28, 2024

Leaf and Yard Trimmings - Christmas Trees



December 29, 2024 - January 5, 2025

Curb Your Waste



January 2, 2025

Leaf and Yard Trimmings - Christmas Trees



January 6, 2025

Hazardous Waste - Batteries



January 15, 2025

Waste Wise App



Appendix B

History of Residential Landfill Visits During the Residential Tipping Fee Holidays

		Residential Tipping Fee Holiday Dates	Residential Visits	Residential Tonnes Delivered
2018	Spring	May 7 - 12, 2018	9,047	1,973
	Fall	September 24 - 29, 2018	7,098	1,571
2019	Spring	May 13 - 18, 2019	10,275	2,691
	Fall	September 23 - 28, 2019	7,751	1,734
2020	Spring	Cancelled due to COVID	N/A	N/A
	Fall	September 21 - 26, 2020	7,053	1,697
2021	Spring	May 10 - 15, 2021	7,834	1,598
	Fall	September 20 - 25, 2021	6,489	1,107
2022	Spring	May 9 - 14, 2022	8,655	1,770
	Fall	September 19 - 24, 2022	7,454	1,287
2023	Spring	May 8 - 13, 2023	8,569	1,651
	Fall	September 18 - 23, 2023	7,292	1,207
2024	Spring	May 6 - 11, 2024	8,278	1,546
	Fall	Pilot - No Fall Tipping Fee Holiday	N/A	N/A
2025	Spring	May 12 - 17, 2025	9,238	1,791

Appendix C

Historical May and September Residential Landfill Visits and Tonnes Delivered

		Total Residential Visits at All Landfill Sites	Total Residential Tonnes Delivered to All Landfill Sites
2019	May	29,140	5,623
	September	24,082	3,986
2020 Spring tip fee holiday canceled due to COVID	May*	10,472	2,060
	September*	24,057	3,961
2021	May	29,030	4,883
	September	25,305	3,840
2022	May	30,014	4,338
	September	26,757	3,176
2023	May	29,496	4,016
	September	27,753	3,260
2024	May	29,450	3,906
	September	16,396	2,102
2025	May**	24,816	4,460

**COVID

**Estimate

Winter Control and Spring Cleanup 2025

Presented To:	Operations Committee
Meeting Date:	August 11, 2025
Type:	Correspondence for Information Only
Prepared by:	Dan Thibeault Linear Infrastructure Services
Recommended by:	General Manager of Community Infrastructure

Report Summary

This report provides information regarding winter maintenance activities for the 2024-2025 winter control season including the 2025 street sweeping program.

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 June 30, 2025. The estimated result for June 2025 is an over expenditure of approximately \$3,579,000 when compared to the 2025 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. As per the Reserves and Reserve Funds Bylaw, any winter control over expenditures may be funded from the Roads Winter Control Reserve Fund.

Background

This report is intended to provide a summary of winter maintenance activities for the 2024-2025 season including the 2025 street sweeping program, along with a final financial position.

The City of Greater Sudbury maintains approximately 3,600 lane kms of roadway and 350 kms of sidewalk which are to be cleared and passable within 24 hours after the end of a winter storm. To accomplish this, the City deploys over 80 pieces of City owned and contracted equipment during a storm.

In the spring the City sweeps approximately 2,800 lane kilometers of curbed and curbless road. The City also sweeps approximately 425 kilometers of sidewalk. This sweeping is typically completed over an eight-week period and the City utilizes over 60 pieces of City owned and contracted equipment to complete this program.

During the 2024-2025 winter control season there were 11 winter events that required the full deployment of City crews and subcontractors.

This report provides financial results for the entirety of the 2024-2025 winter control season including the 2025 street sweeping program. The results for the 2024-2025 winter control period are an over expenditure of approximately \$3,763,000. The estimated result for the year-to-date period ending June 30, 2025, is an over expenditure of approximately \$3,579,000 when compared to the 2025 year-to-date budget. As per the Reserves and Reserve Funds Bylaw, any winter control over expenditures may be funded from the Roads Winter Control Reserve Fund.

Weather Statistics

Overall, the 2024-2025 winter control season had less snow than the 10-year average. The average temperature for the winter control season was relatively on par when compared to the 1991-2020 climate normals.

Climate normals, as described by Environment Canada, are used to summarize the average climatic conditions of a particular region. These climate normals are calculated at the completion of each decade using the climate data from stations with at least 15 years' worth of data.

Figure 1 depicts the statistical information for the 2024-2025 winter season, including the 10-year average (2014-2023) for snowfall. This winter season had approximately 22 per cent less snow than the 10-year average of 3.12 metres or 10.2 feet.

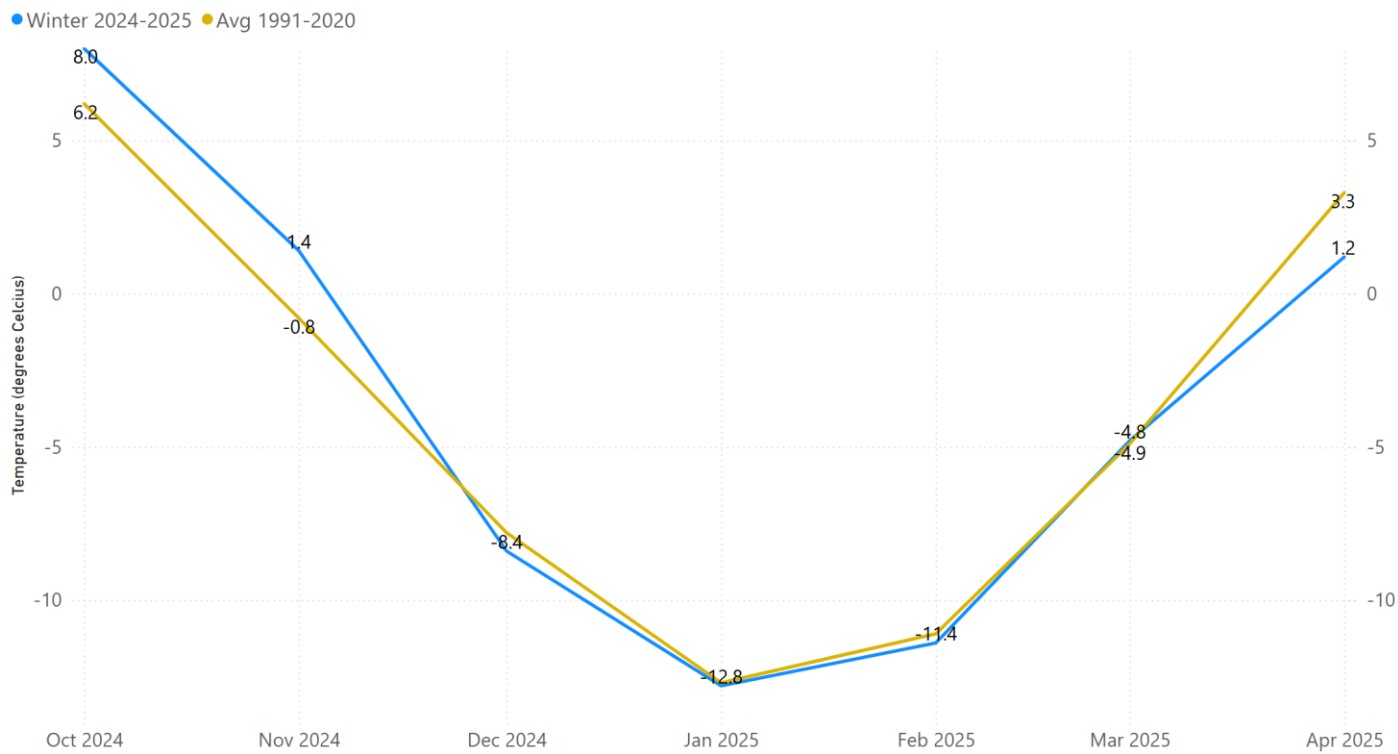
Figure 1 – Winter Control Snowfall Statistics (June 2024 through May 2025)

Month	Snow Accumulation (cm)	10 Year Average (cm) (2014-2023)	Percentage Increase/(Decrease) Compared to 10-Year Average	Snow Events	Rain/Freezing Rain Events
Jun-Sep	-	-		0	0
Oct	1.40	6.60	-79%	0	0
Nov	20.10	38.41	-48%	1	0
Dec	63.70	60.02	6%	3	0
Jan	49.40	72.98	-32%	1	0
Feb	47.60	67.90	-30%	3	0
Mar	38.50	38.60	0%	0	2
Apr	21.60	27.70	-22%	1	0
May	-	-		0	0
Totals	242.30	312.2	-22%	9	2

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

The average temperature (monthly) this winter season was comparable to the 1991-2020 climate normals. Figure 2 portrays the average monthly temperature taken from the 1991-2020 climate normals and compares that to the average monthly temperature experienced during the 2024-2025 winter season. As depicted, average temperatures were observed during the months of December, January, and February. The month of April was slightly colder than average while the months of October, November and March were slightly warmer than average.

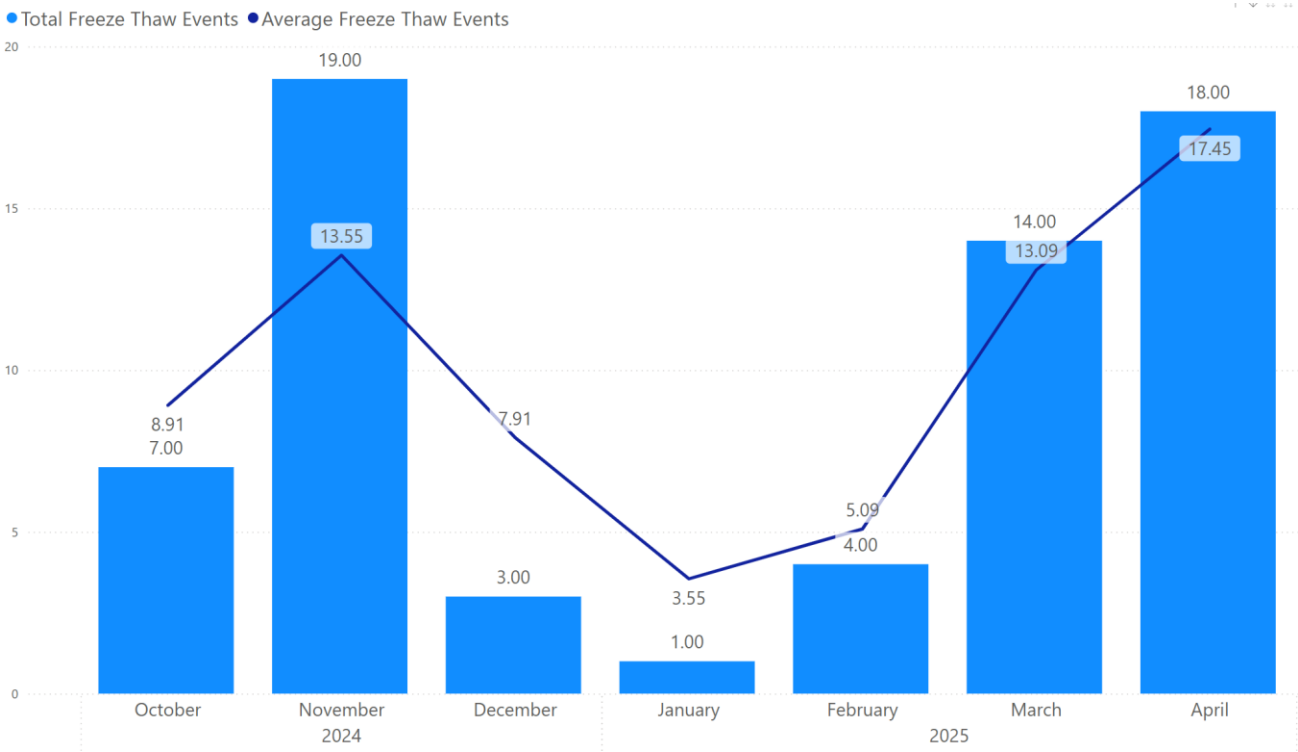
Figure 2 – Winter 2024-2025 Average Temperature vs 1991-2020 Climate Normals



Note: Climate normals from Environment Canada website for station Sudbury.

Staff also summarized data on the number of freeze thaw cycles compared to the 10-year average. For the purposes of this report a freeze thaw cycle is defined as having a daily minimum temperature below 0 degrees Celsius and a daily maximum temperature above 0 degrees Celsius. Figure 3 depicts the 2024-2025 winter season freeze thaw events per month as compared to the monthly average over the last 10 years.

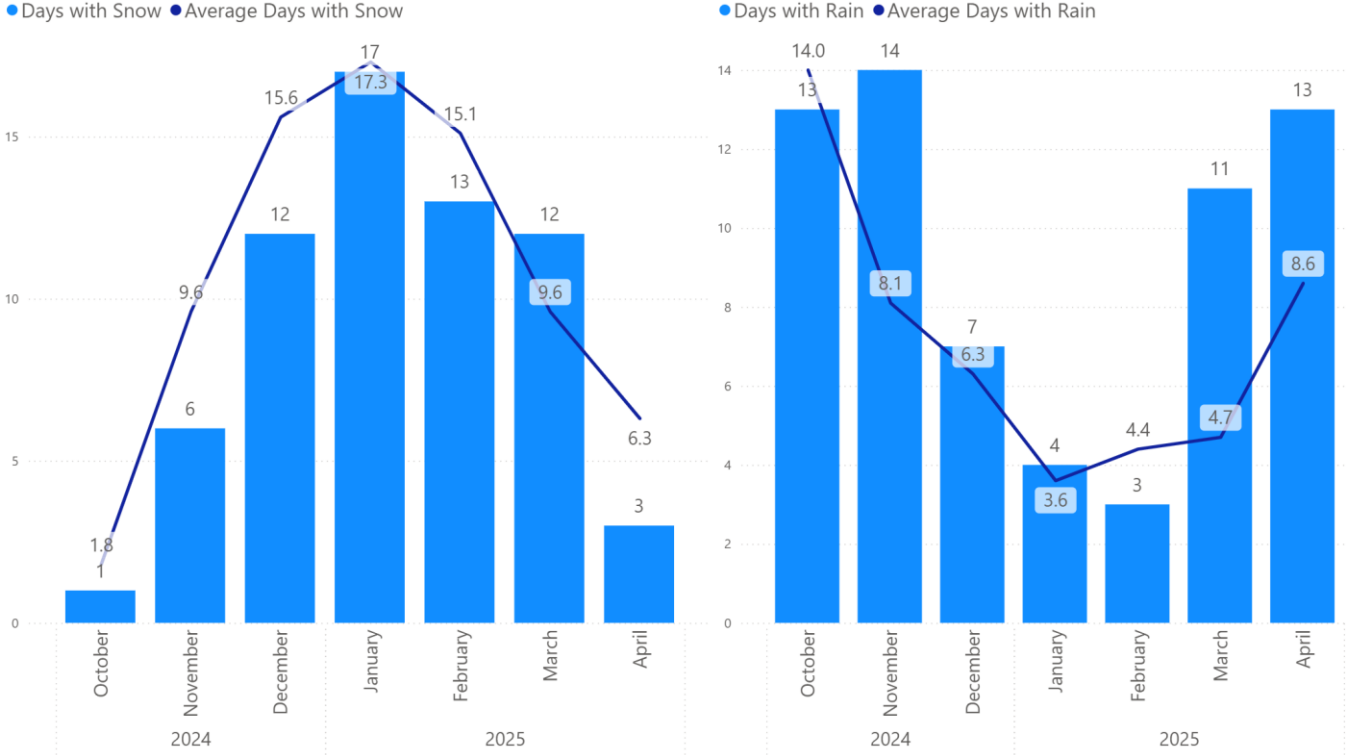
Figure 3 – Winter 2024-2025 Freeze Thaw Events Compared to Average



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

Summarized in Figure 4 is the number of days with precipitation. This displays the number of days during the month in which we received snow or rain as compared to the 10-year average.

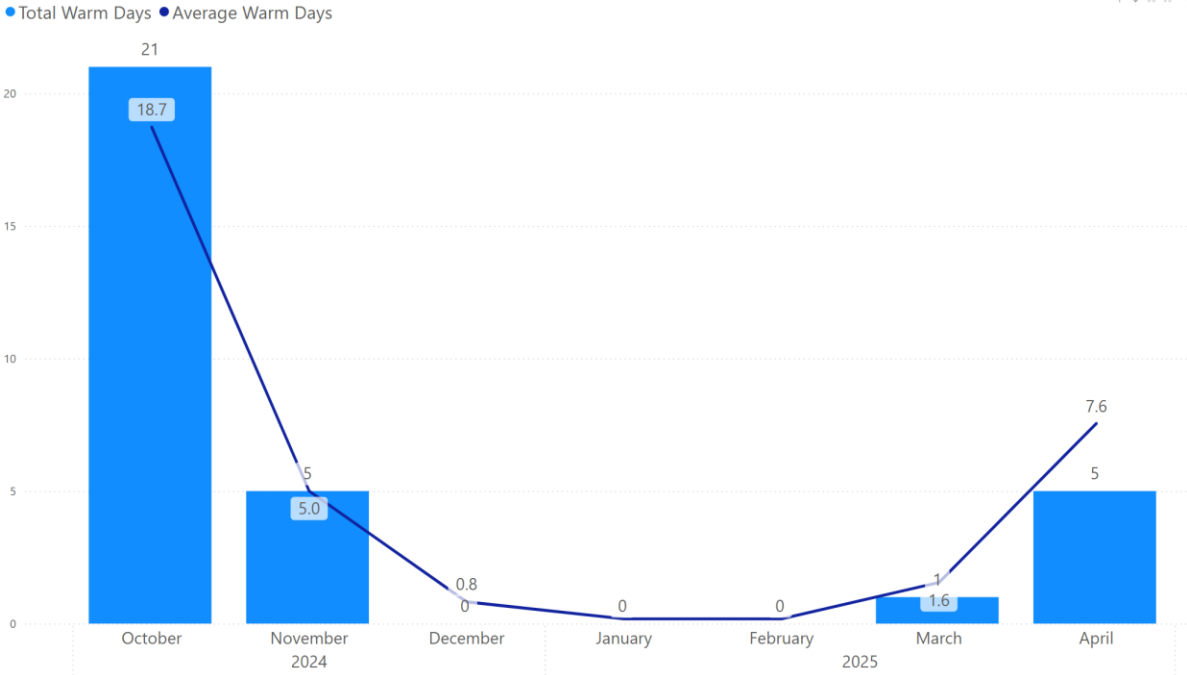
Figure 4 – Days with Precipitation Compared to Average



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

Staff also reviewed temperature data to determine the number of warm days compared to the 10-year average. For the purposes of this report a warm day is defined as having a daily minimum temperature above 0 degrees Celsius and a daily maximum temperature above 0 degrees Celsius. In other words, a “warm day” is a day where the temperature never drops below 0 degrees Celsius. Figure 5 depicts the 2024-2025 winter season warm days per month as compared to the monthly average over the last 10 years.

Figure 5 – Winter 2024-2025 Warm Days Compared to Average



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

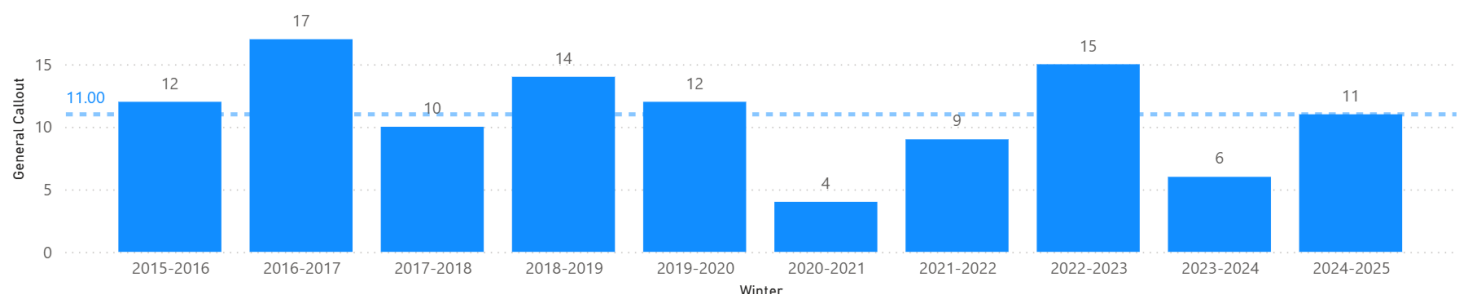
This weather information forms the basis for the remainder of the report. Although there was less than average snowfall as compared to the 10-year average, the 2024-2025 winter season was a more “normal” winter with 11 general callouts, which is the average from the last 10 years. This includes two significant weather events due to freezing rain in March and one significant weather event due to snow in April.

General Callouts

For the 2024-2025 winter season there were 11 general callouts. Nine of these events were snow events totaling approximately 120 cm of snow. Two of the events were due to freezing rain for which we had approximately 13 mm of rain.

This winter season also had the declaration of three significant weather events. One snow event received greater than 17 cm of snow and the two freezing rain events received approximately 13 mm of rain. As a comparison, over the last 10 years, the average is 11 general callout events per winter season.

Figure 6 – Number of General Callouts Compared to Average

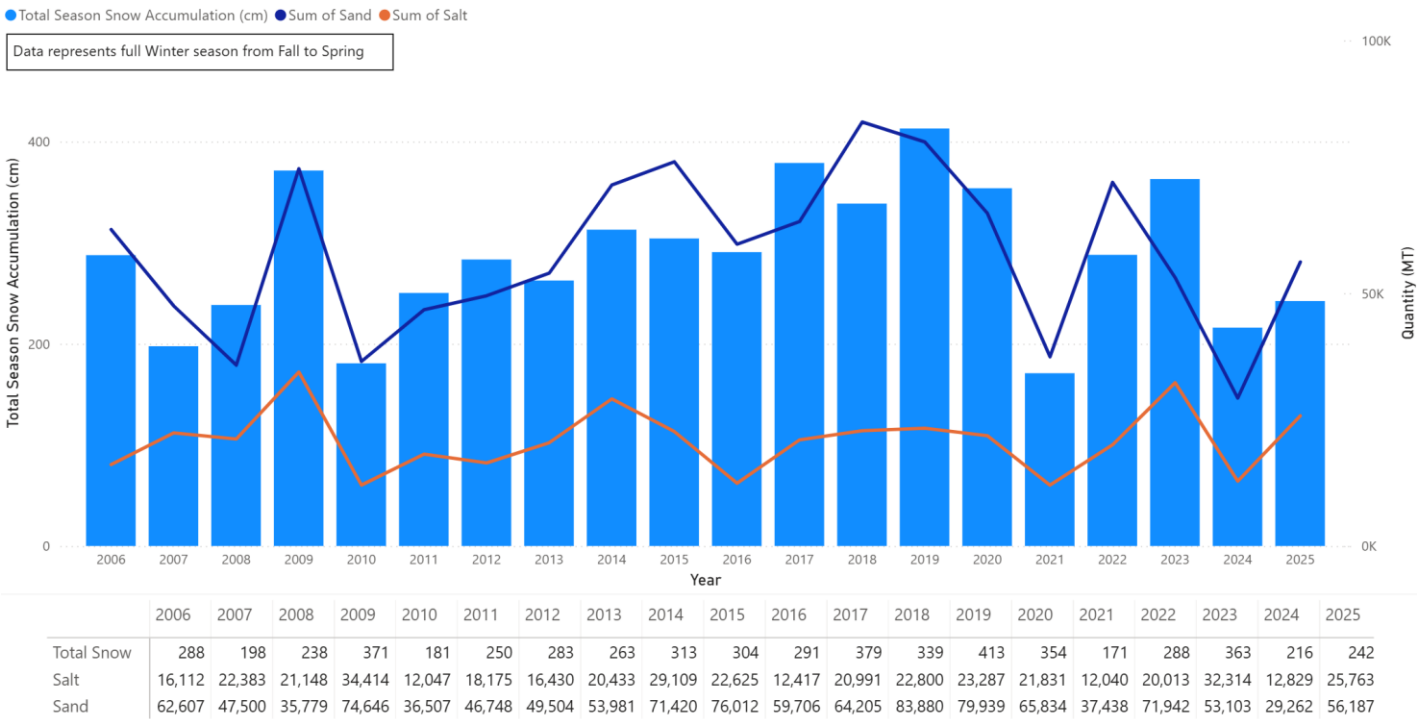


Material Usage

To maintain the road and sidewalk infrastructure during the winter months the City utilizes both sand and salt (sodium chloride). The application of sand and salt is intended to reduce slippery conditions on both roads and sidewalks. The determination of when to use salt or sand is based on weather conditions and road classification. When the temperature is between zero to -12 degrees Celsius, salt is utilized. When the temperature falls below -12 degrees Celsius sand is utilized since salt is no longer effective. This is also dependent on road classification. Roads classified as class 1-3 receive salt and sand depending on weather conditions mentioned above, while class 4-6 roads only use sand. Further information can be found on the city’s website (<https://www.greatersudbury.ca/live/transportation-parking-and-roads/road-maintenance/salting-and-sanding/>).

As depicted in Figure 7, a more “normal” winter resulted in higher than average usage of salt and a slightly lower than average usage of sand. The 2024-2025 winter control season had an increase of salt usage by 26 per cent and a reduction of sand usage by 3 per cent as compared to the average from 2006-2024.

Figure 7 – Snow Accumulation (cm), Total Salt and Sand Quantities (MT)



Figures 8 and 9 provide a monthly breakdown of salt and sand usage, respectively. Figure 8 shows above average salt usage for all months with the exception of October and November. Figure 9 shows below average sand usage for all months with the exception of March and April.

Figure 8 – Salt Usage (MT) by Month for the 2024-2025 Winter Season Compared to Average since 2016

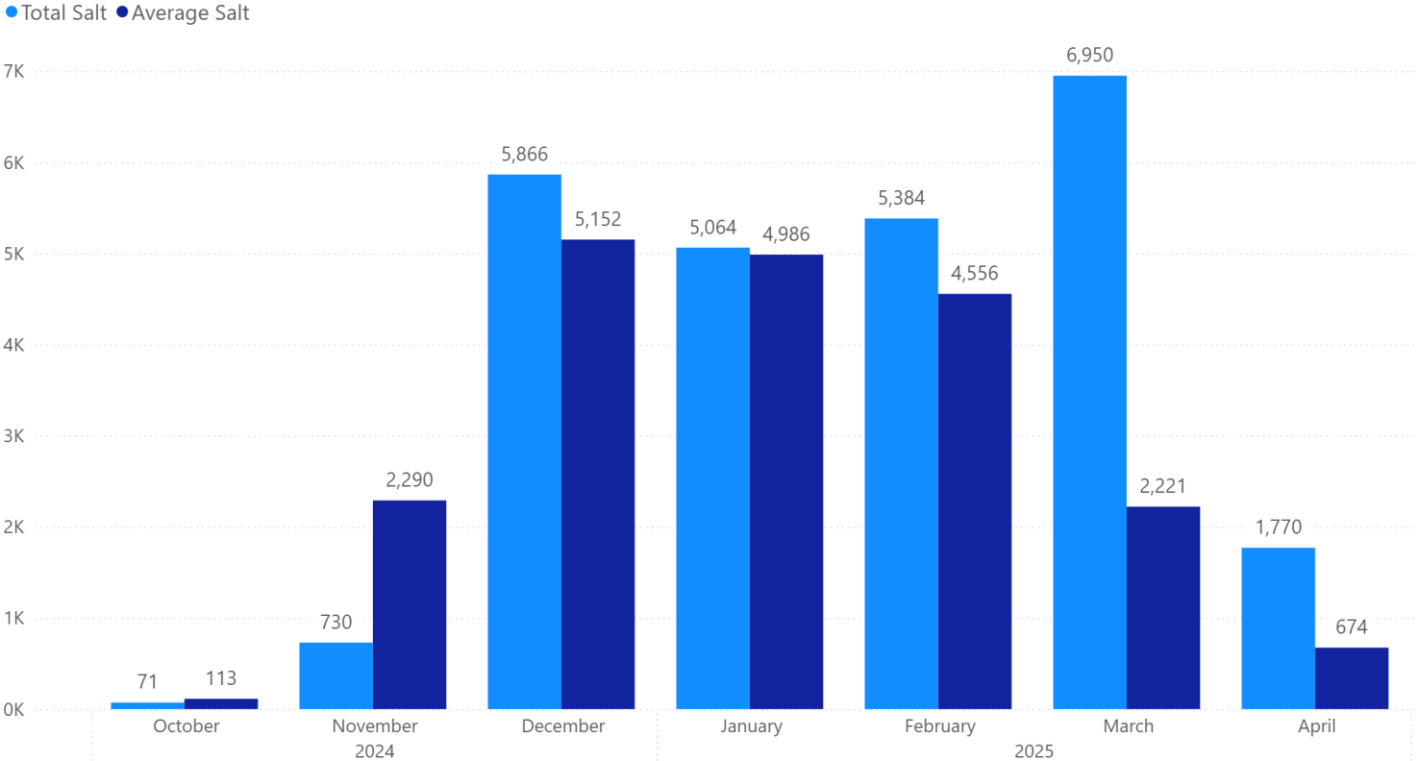
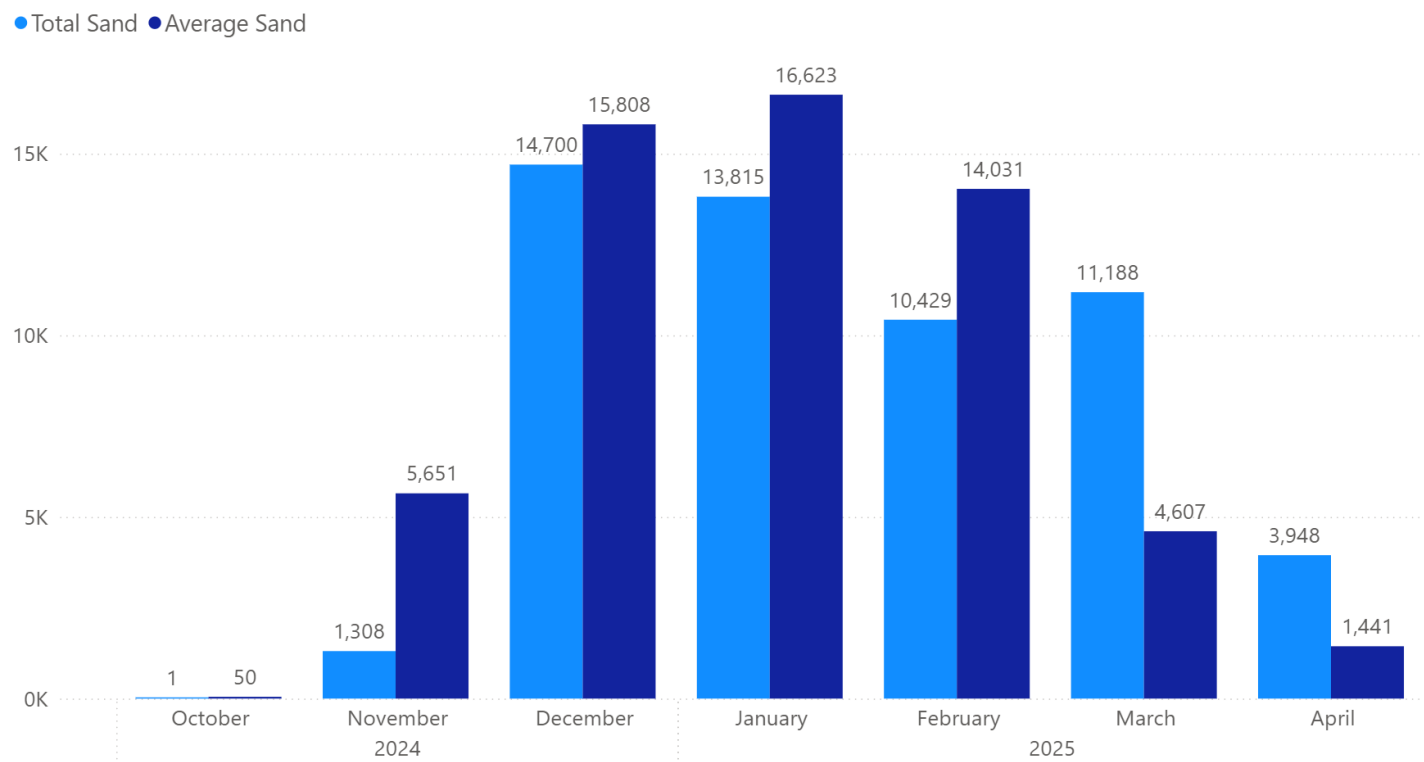


Figure 9 – Winter Sand Usage (MT) by Month for the 2024-2025 Winter Season Compared to Average Since 2016

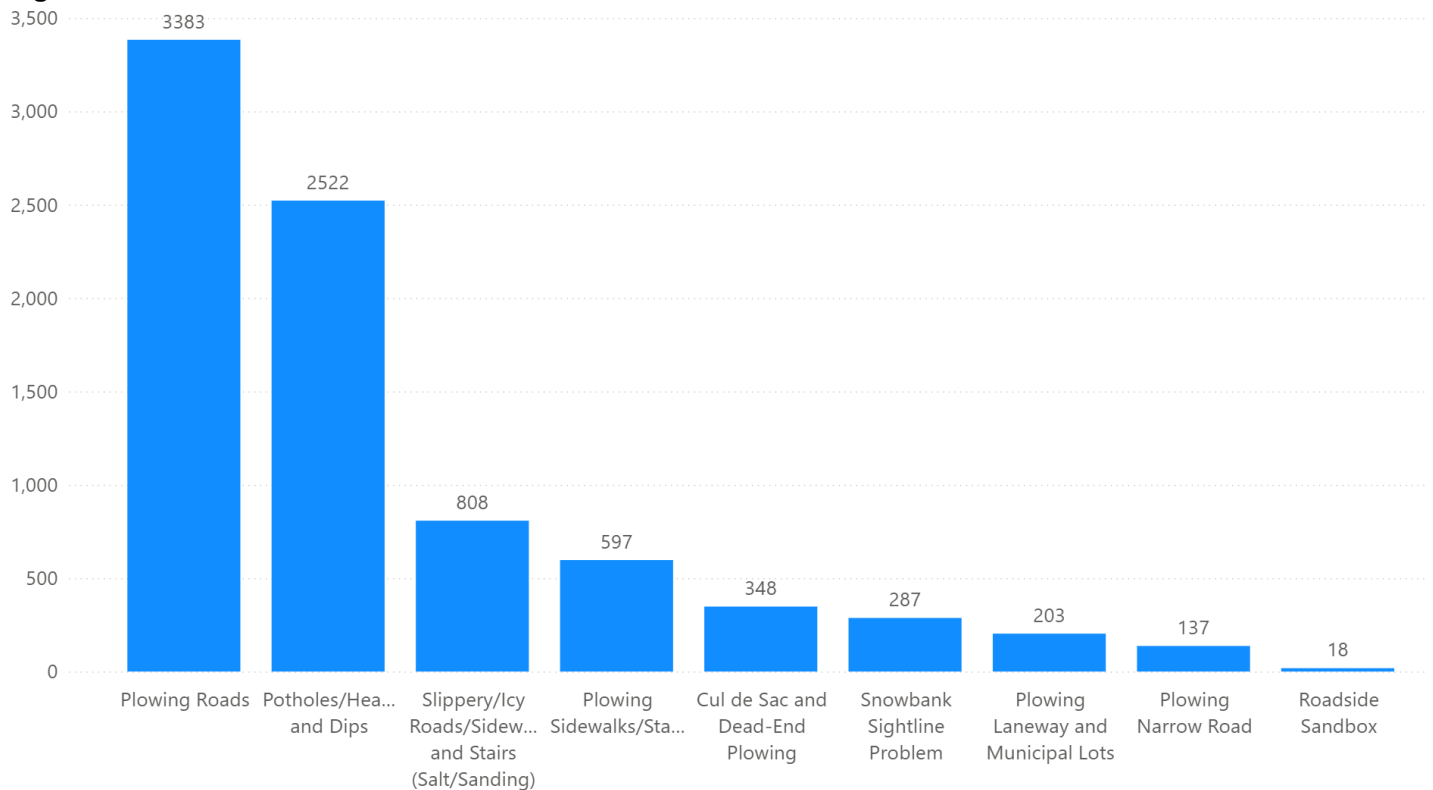


Placing particular focus on the months of March and April which had drastically higher than average use of salt and sand. The month of March had close to average temperature but had higher than average freeze thaw cycles and had higher than average rain and snow days. All combined with two significant weather events due to rain, led to an increased usage of both salt and sand. Similarly, the month of April was below average for temperature, had higher than average freeze thaw cycles and had higher than average rain. Combined with a significant weather event due to snow, this led to an increase usage of both salt and sand which are key contributors to the over expenditure seen in the “Snow Plowing/Sanding/Salting” line item.

311 Calls

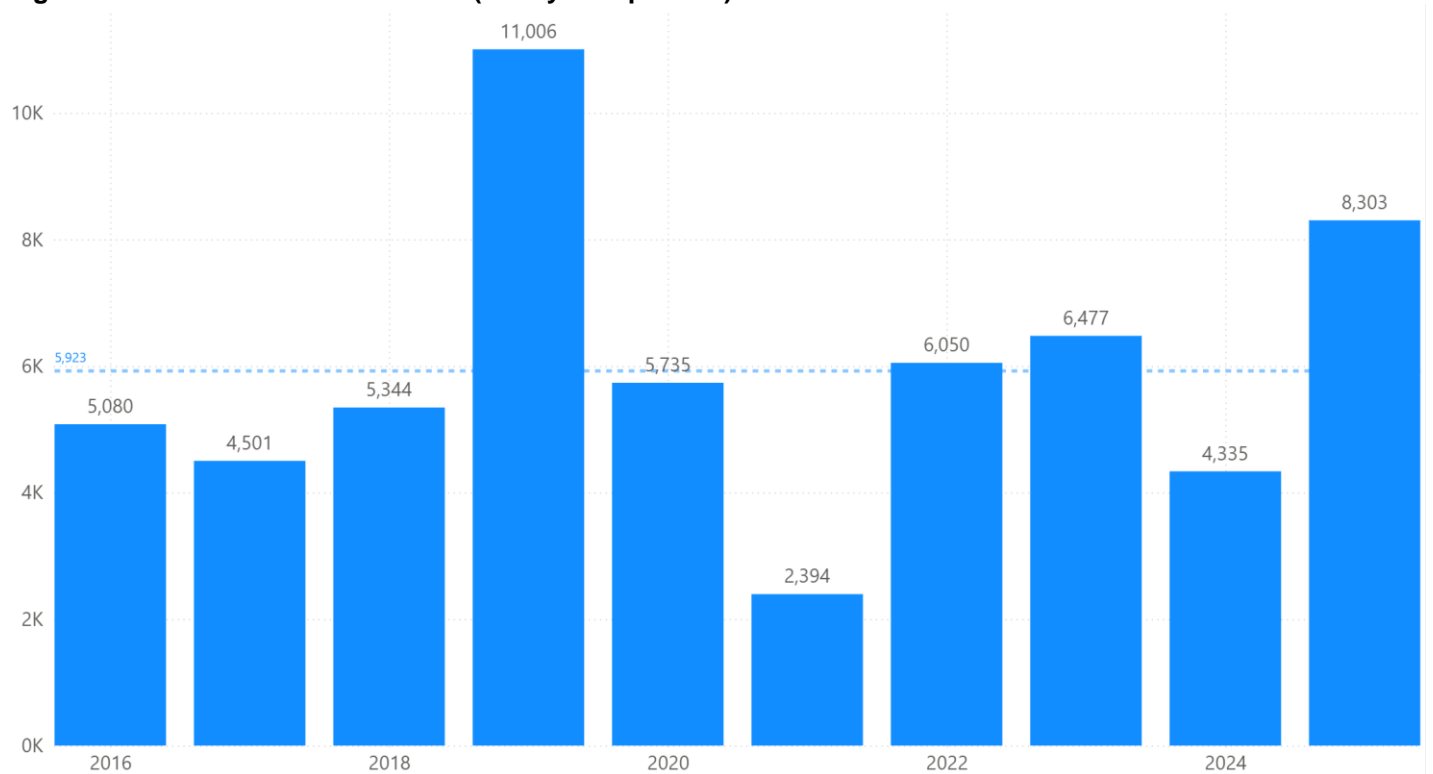
Figure 10 is a breakdown of the calls received by 311 throughout the 2024-2025 winter season. As depicted in the chart “Plowing Roads” had the greatest number of calls, followed by “Potholes/Heaves and Dips” and “Slippery/Icy Roads/Sidewalks and Stairs (Salt/Sanding).” This ranking of 311 calls is fairly consistent throughout the years dating back to 2016 with the exception of “Plowing Roads”. Normally this category ranks second behind “Potholes/Heaves and Dips.” The winter event on February 24, 2025, coupled with above freezing temperatures created a situation that led to snow and ice chunks being deposited at the end of driveways throughout the community. This generated a large amount of service requests with residents stuck in their driveways, which took several days to resolve. This event alone accounted for over 1,500 calls in a four-day period.

Figure 10 – Winter 2024-2025 311 Calls



As depicted in Figure 11, the 2024-2025 winter season had higher than average calls to 311. This winter had an average number of general callouts but also had 3 significant weather events. As mentioned above one general callout event generated over 1,500 calls to 311.

Figure 11 – Winter Control 311 Calls (Yearly Comparison)

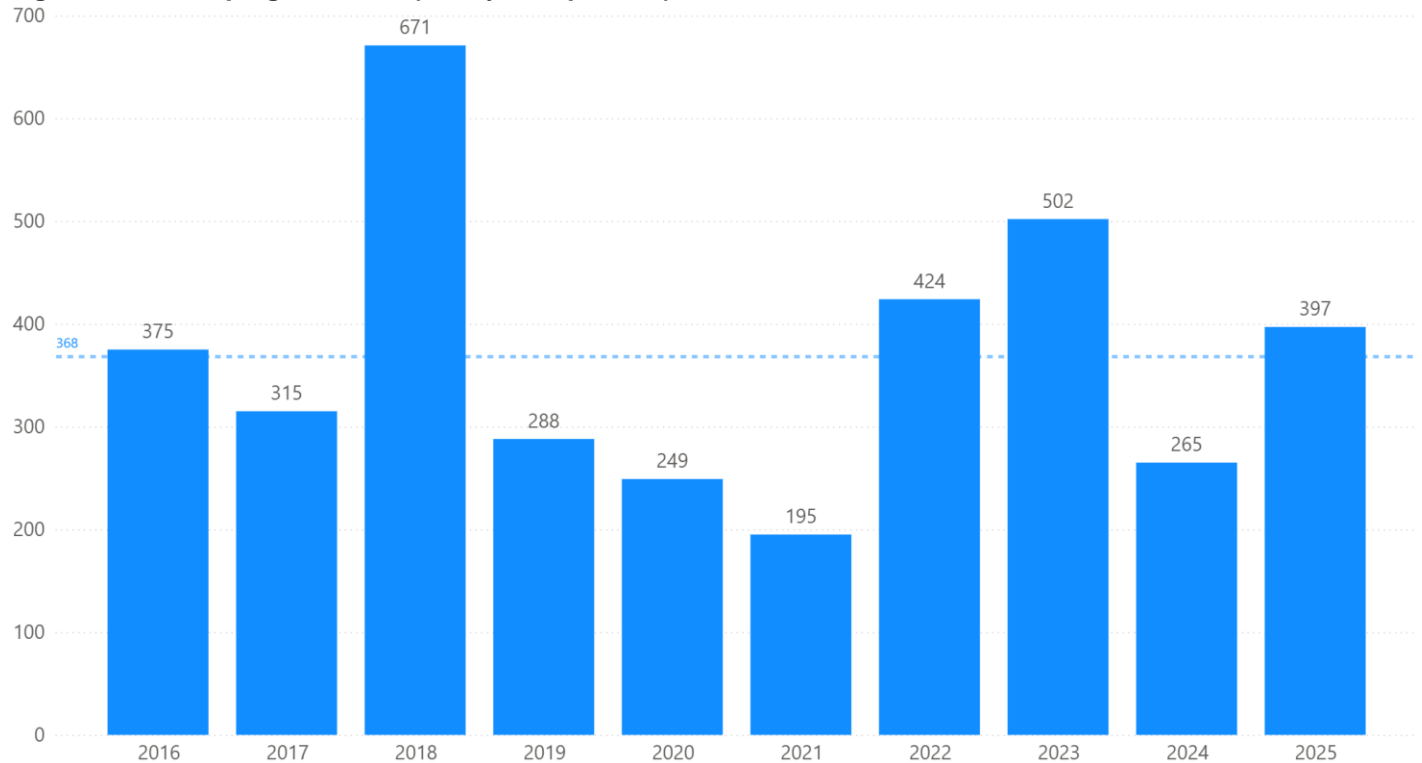


Note: First Call Resolution tracking was introduced in May 2021. Data represents a full winter season from Fall to Spring.

Street Sweeping Program

This year introduced changes to the street sweeping program in the form of a “street sweeping train” as presented at the April 23, 2025, Operations Committee meeting. Changing the way the City has historically delivered its street sweeping program. The change in operations resulted in the sweeping program completing in just over 6 weeks. As a comparison, the street sweeping program in 2024 was completed in 8 weeks with half the amount of sand being used that winter season. This change coupled with the introduction of the public facing map resulted in an average amount of 311 calls regarding street sweeping despite the change in approach and an average year for sand usage.

Figure 12 – Sweeping 311 Calls (Yearly Comparison)



Note: First Call Resolution tracking was introduced in May 2021

Public Facing Maps

This year two new public facing maps were introduced: one for plowing status and one for street sweeping status. These tools provide information to the public with regards to the City's operations with the goal of improving transparency into the work that is delivered. As depicted in Figure 13, the plowing map was utilized by residents mostly following general callouts. This is expected behaviour since residents are more likely to inquire about the status of their streets during a winter event. Figure 14 displays the usage of the street sweeping map. This usage is also typical since residents want to know when their street will be swept at the start of the street sweeping program. Since the sweeping train stayed fairly close to the original schedule there is little reason for residents to return once they have their projected start date.

Figure 13 – Plowing Map Page Views

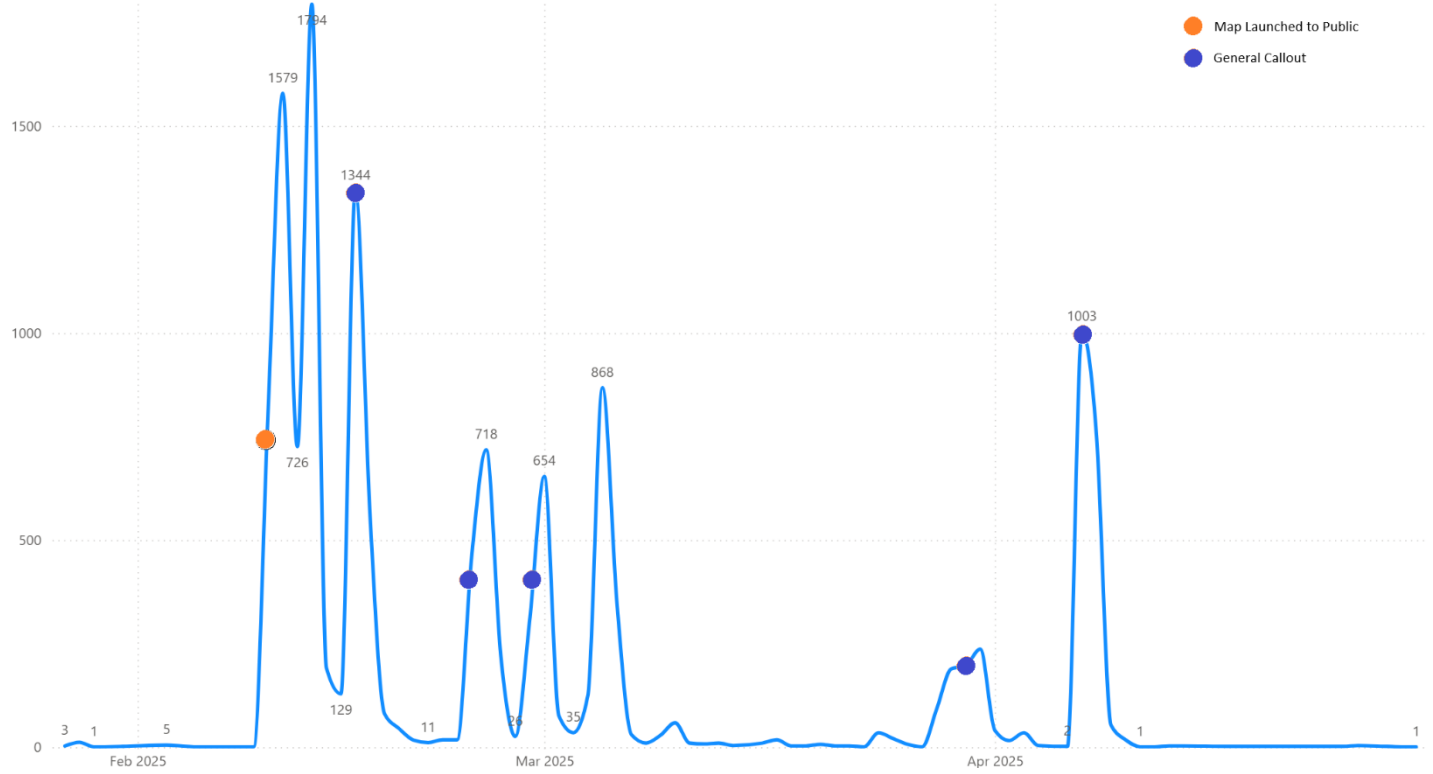
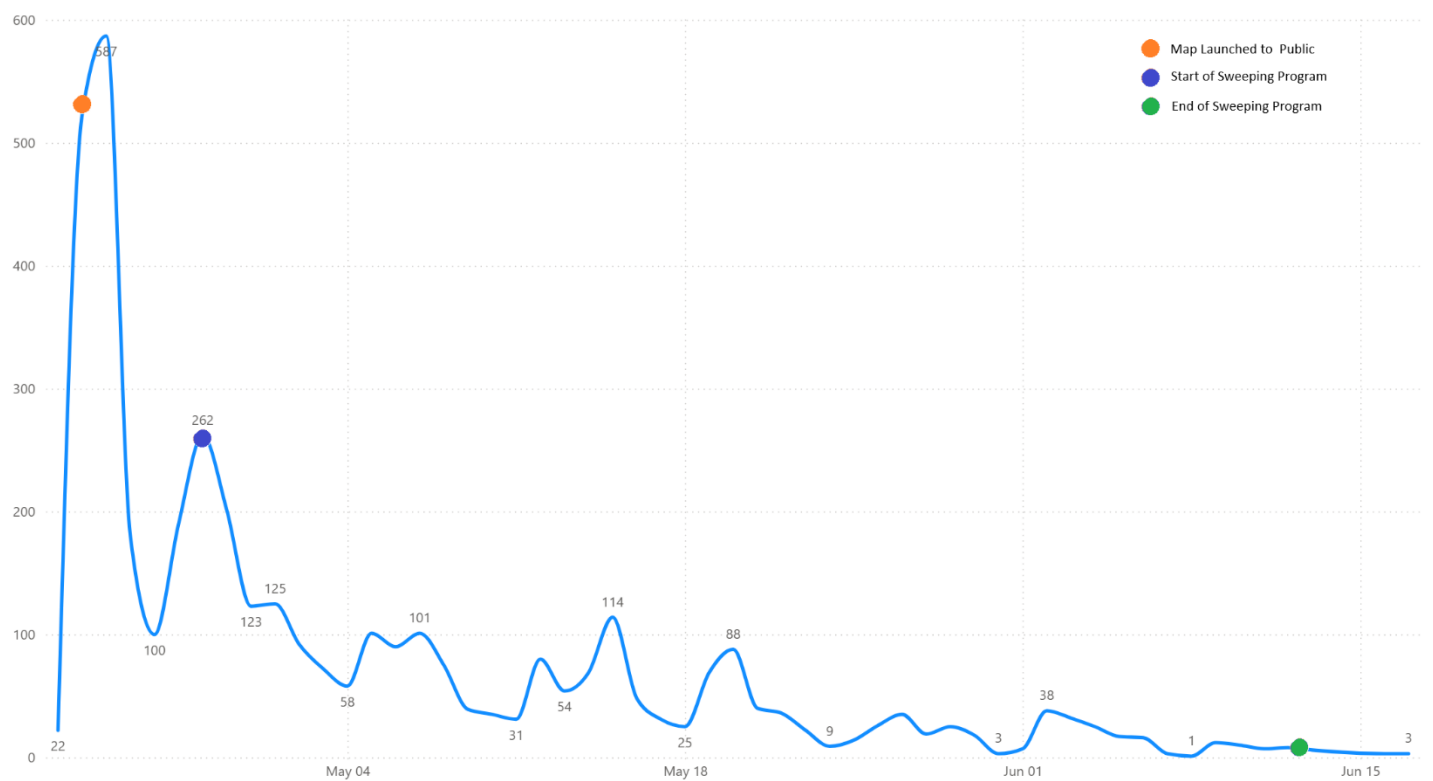


Figure 14 – Sweeping Map Page Views



Financial Results

The estimated financial results for the period ending June 30, 2025, are summarized below. As shown in Figure 15, June 2025 is estimating an over expenditure of approximately \$3,579,000 when compared to the 2025 year-to-date budget. The winter control surplus/deficit will form part of the year-end position.

Figure 15 – YTD Financial Results

2025 Winter Summary						
As of June 30, 2025						
	Annual	2025 YTD				% Spent YTD
	Budget	Budget	Risk	Actual	Variance	
Snow Plowing/Sanding/Salting	8,705,770	5,725,553	(325,000)	7,733,321	(2,332,768)	143%
Snow Removal	1,304,046	1,009,790		1,524,551	(514,761)	151%
Winter Sidewalk Maintenance	1,423,640	925,366		997,124	(71,758)	108%
Snow Plowing - Graders/Loaders/4x4s	1,866,543	1,367,759		1,088,452	279,307	80%
Winter Ditching/Spring Clean Up	3,981,244	3,929,898		4,067,398	(137,500)	103%
Asphalt Patching Winter	1,667,680	1,167,376		2,003,684	(836,308)	172%
Miscellaneous Winter Maintenance	7,415,926	4,653,906		4,618,628	35,278	99%
Total	26,418,420	18,779,649	(325,000)	22,033,159	(3,578,511)	119%

Figure 16 portrays the end results for the 2024-2025 winter season which shows an over expenditure of approximately \$3,763,000.

Figure 16 – 2024-2025 Winter Season Financial Summary

2024/2025 Winter Season Summary				
As of June 30, 2025				
	Season Budget	Risk	Season Actual	Variance
Snow Plowing/Sanding/Salting	8,654,343	(500,000)	11,125,559	(2,971,216)
Snow Removal	1,297,727		1,716,074	(418,347)
Winter Sidewalk Maintenance	1,437,324		1,463,085	(25,761)
Snow Plowing - Graders/Loaders/4x4	1,902,792		1,480,841	421,951
Winter Ditching/Spring Clean Up	3,981,561		4,132,413	(150,852)
Asphalt Patching Winter	1,587,145		2,436,358	(849,213)
Miscellaneous Winter Maintenance	6,827,884		6,597,084	230,800
Total	25,688,776	(500,000)	28,951,414	(3,762,638)

Summary

As depicted in the report, this winter season had lower than average snowfall and temperatures that were closer to the climate normals. Despite the lower than average snowfall, this winter received 11 general callouts which is in line with the 10-year average. This winter had a few challenges which ultimately led to the financial deficit presented in this report.

The winter event on February 24, 2025, coupled with above freezing temperatures created a situation that led to snow and ice chunks being deposited at the end of driveways throughout the community. This generated a large amount of service requests with residents stuck in their driveways, which took several days to resolve. This type of event creates delays to preventative maintenance such as winter ditching and catch basin clearing. This event alone accounted for over 1,500 calls in a four-day period.

In addition, the months of March and April in particular had some unique challenges. As mentioned above, these months were at or below average for temperature, above average for freeze thaw cycles, had more days with precipitation than average and had combined three significant weather events. All these factors combined generated a much higher than average usage of salt and sand for the months of March and April which is one of the contributing factors to the over expenditure.

These factors combined with an average winter with regards to general callouts are the contributing factors for the financial position reported.

Resources Cited

1. 2025 Street Sweeping Program Presentation
<https://pub-greatersudbury.escribemeetings.com/FileStream.ashx?DocumentId=56930>
2. Snow Clearing Activities Interactive Map Presentation
<https://pub-greatersudbury.escribemeetings.com/FileStream.ashx?DocumentId=56207>
3. Canadian Climate Normals 1991-2020 (SUDBURY)
https://climate.weather.gc.ca/climate_normals/results_1991_2020_e.html?searchType=stnName_1991&txtStationName_1991=sudbury&searchMethod=contains&txtCentralLatMin=0&txtCentralLatSec=0&txtCentralLongMin=0&txtCentralLongSec=0&stnID=203000000&dispBack=1