



## Operations Committee Agenda

**Monday, April 20, 2026**  
**Lionel E. Lalonde Centre**  
**239 Montée Principale, Azilda**  
**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 Chambers at the Lionel E. Lalonde Centre 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](mailto:clerks@greatersudbury.ca).

1.	<b>Call to Order</b>	
2.	<b>Land Acknowledgement</b>	
3.	<b>Roll Call</b>	
4.	<b>Declarations of Pecuniary Interest and the General Nature Thereof</b>	
5.	<b>Presentations</b>	
5.1	<b>Road Safety Overview Presentation</b>	5
	This presentation by David Knutson provides information regarding a comprehensive overview of the road safety strategy employed by Traffic and Transportation staff to assess, manage, and improve roadway safety across the community.	
5.2	<b>Continuous Improvement Initiatives in LIS</b>	
	This presentation by Joe Rocca will outline continuous improvement initiatives that will be undertaken within Roads Operations, Distribution & Collection and Traffic and Transportation during 2026.	
6.	<b>Managers' Reports</b>	
6.1	<b>Request for Drain Minor Improvement – Majcher-Perras Drain C</b>	13
	This report provides a recommendation regarding the approval of the Notice of Request for Drain Minor Improvement for the Majcher-Perras Drain C and to appoint K. Smart Associates Limited for the examination of the area and proceed with the requirements of the proposed Minor Improvement project in accordance with Section 78(5) and Section 8(1) the Drainage Act R.S.O. 1990, Chapter D.17.	
7.	<b>Referred &amp; Deferred Matters</b>	
7.1	<b>2025 Gateway Speed Limit Pilot Project Update</b>	16
	This report provides a recommendation regarding an update and next steps for the Gateway Speed Limit Pilot Project. This item was deferred from the November 24, 2025, Operations Committee meeting.	
7.2	<b>Residential Tipping Fee Holiday Options - Update</b>	21
	This report provides a recommendation regarding the implementation of an annual flexible residential tipping fee and gate fee exemption as well as a program for low-density residential non-services households beginning in 2027. This report is an update to the Tipping Fee Holiday Options report. This item was deferred from the November 24, 2025, Operations Committee meeting.	
8.	<b>Members' Motions</b>	

## 8.1 Security Features for Public Works Employees

As presented by Councillor Parent:

WHEREAS incidents of harassment, threats, intimidation, and dangerous interference by members of the public toward municipal public works employees are increasing as these employees carry out their duties;

AND WHEREAS City Council recently and unanimously supported calls to action aimed at strengthening protections for municipal public works employees and subcontractors, including urging the Province to introduce additional legislative and enforcement measures;

AND WHEREAS employees of the City of Greater Sudbury have the right to a safe work environment, free from actual, attempted, or threatened violence from any individual they interact with, including residents, clients, service recipients, and members of the public;

AND WHEREAS the City of Greater Sudbury is committed to maintaining a workplace free from violence, harassment, sexual harassment, discrimination, threats, and intimidation;

AND WHEREAS Council for the City of Greater Sudbury wishes to explore all available options to enhance the safety and protection of public works employees;

THEREFORE BE IT RESOLVED that the City of Greater Sudbury direct staff to investigate potential security measures for public works employees and to report back to the Operations Committee in the first quarter of 2027 with findings, including estimated costs and recommended implementation processes.

## 9. Correspondence for Information Only

### 9.1 2026 Annual Road Safety Report

30

This report provides an update regarding collision statistics and trends for roadways in the City of Greater Sudbury and outlines steps that have been taken to improve road safety for all users. In addition, the report provides an update on the red-light camera program and automated speed enforcement program.

### 9.2 Winter Control Update – January 2026

42

This report provides information regarding winter maintenance activities for 2026 up to and including the month of January 2026.

### 9.3 Westbound Protected Left Turn Phase – Lasalle Boulevard Pilot Project Update

45

This report provides an update on the protected left turn phase pilot project on Lasalle Boulevard at the Lasalle Court Mall in the westbound direction.

10. Addendum
11. Civic Petitions
12. Question Period
13. Adjournment

# Road Safety Overview

**David Knutson**  
Manager of Traffic and Transportation  
Linear Infrastructure Services Division  
Community Infrastructure Department



**2019-2027 Strategic Plan Priorities**

# Partners In Road Safety

ORGANIZATION	PRIMARY ROAD SAFETY ROLE	KEY EXAMPLES OF RESPONSIBILITIES
<b>Federal Government</b>	National Standards and Policy Leadership	Vehicle Safety Standards, National Research, Funding Programs
<b>Province of Ontario</b>	Legislation and Provincial Guidelines	Highway Traffic Act, Driver Licensing, Ontario Traffic Manual, Provincial Highways
<b>City of Greater Sudbury</b>	Municipal Road Design and Operations	Traffic Signals, Setting Speed Limits, Traffic Calming, Capital Safety Projects, Safety Campaigns
<b>Public Health Sudbury &amp; Districts</b>	Injury Prevention and Education	Safety Campaigns, Active Transportation Promotion
<b>Greater Sudbury Police Service</b>	Enforcement and Collision Response	Traffic Enforcement, Collision Investigation, Community Safety Initiatives

# Purpose, Scope, and Strategic Alignment of the Road Safety Program



## **Program Framework**

The program is structured around three core pillars: Assess, Manage, and Improve for road safety enhancements.

## **Data-Driven Assessment**

Assessment uses quantitative data like traffic volumes, speeds, and collision history to identify risks and deficiencies.

## **Operational Management**

Management applies findings to optimize signal timing, policy development, and asset management daily.

## **Safety Improvements**

Improvement delivers safety through capital projects, traffic calming, automated enforcement, and community programs.

# Assess – Technical Review and Data-Driven Analysis

## Comprehensive Data Collection

Robust data collection methods include multimodal traffic counts and radar speed studies to analyze road usage patterns.

## Collision Analysis Techniques

Collision analysis involves data collection, rate calculations, and diagramming to identify crash patterns and safety risks.

## Infrastructure Condition Assessment

Assessment of infrastructure includes evaluating sign visibility and roadside hazards.

## Warrant and Additional Safety Analyses

Formal analyses determines the necessity of traffic signals, pedestrian crossovers, and speed limit appropriateness.



# Manage – Network Operations, Assets, and Policy



## Road Network Screening

Annual review of collision data identifies and ranks high-risk locations for targeted safety interventions.

## Traffic Signal Network Management

Optimizing signal timing and coordinating corridors improve traffic flow and pedestrian safety.

## Asset Management and Maintenance

Proactive upkeep and lifecycle replacement of signal controllers and detection systems reduce failures.

## Policy and Technology Adaptation

Policies align with best practices and emerging tech like connected vehicles and data analytics manage risks.

# Improve – Capital Investments and Community Initiatives

## Capital Safety Projects

Projects target high-priority locations with intersection redesigns, signal upgrades, and accessibility improvements to enhance safety.

## Active Transportation Infrastructure

Expanding sidewalks, adding pedestrian crossovers, and building protected cycling lanes improve connectivity and safety for non-motorized users.

## Traffic Calming Measures

Speed humps, bollards, and gateway treatments reduce speeding and shortcutting in residential neighborhoods.

## Community Engagement and Enforcement

Automated enforcement and community programs promote safe behaviours and building trust through education and awareness campaigns.



# Summary



## A Coordinated Effort

- Road safety involves collaboration across all levels of government and community partners, each playing a key role

## Road Safety Program

- Assess
- Manage
- Improve

## Shared Responsibility

- Road safety depends on partnership with residents
- Small, everyday safe driving behaviours create meaningful community wide impact

# Questions?

**David Knutson**  
Manager of Traffic and Transportation  
Linear Infrastructure Services Division  
Community Infrastructure Department



**2019-2027 Strategic Plan Priorities**

## Request for Drain Minor Improvement – Majcher-Perras Drain C

Presented To:	Operations Committee
Meeting Date:	April 20, 2026
Type:	Managers' Reports
Prepared by:	Kayla Schmidt Engineering Services
Recommended by:	General Manager of Community Infrastructure

### Report Summary

This report provides a recommendation regarding the approval of the Notice of Request for Drain Minor Improvement for the Majcher-Perras Drain C and to appoint K. Smart Associates Limited for the examination of the area and proceed with the requirements of the proposed Minor Improvement project in accordance with Section 78(5) and Section 8(1) the Drainage Act R.S.O. 1990, Chapter D.17.

### Resolution

THAT Council receive the Notice of Request for Drain Minor Improvement for the Majcher-Perras Drain C, in accordance with Section 78(5) of the Drainage Act R.S.O. 1990, Chapter D.17;

AND THAT pursuant to Section 8(1) of the Drainage Act R.S.O. 1990, Chapter D.17, the City of Greater Sudbury appoints K. Smart Associated Limited to make an examination of the area and proceed with the requirement of the proposed Minor Improvement Project;

AND THAT the City of Greater Sudbury approves up to \$120,000 from the Capital Financing Reserve Fund – General of which the full amount will be billed and reimbursed from the Requesting Landowner once construction of the Minor Improvement is certified complete by the Engineer as outlined in the report entitled “Request for Drain Minor Improvement – Majcher-Perras Drain C” presented by the General Manager of Community Infrastructure at the Operations Committee meeting on April 20, 2026.

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

Allowing the landowner to reroute the municipal drain on their property supports the City of Greater Sudbury’s Strategic Plan by reinforcing Council’s focus on Asset Management and Service Excellence, which emphasizes maintaining resilient and dependable infrastructure to meet community needs. This improvement also contributes to a business-supportive environment, consistent with broader municipal objectives to enhance economic competitiveness and encourage investment within Greater Sudbury.

### Financial Implications

Under Section 75(8) of the Drainage Act, the full cost of a Minor Improvement Project is assessed entirely to the requesting landowner. As required by the Drainage Act, the City of Greater Sudbury must initially

frontend the project cost, estimated at up to \$120,000, with all costs to be recovered from the landowner upon project completion.

## Background

The subject property for the proposed Minor Improvement to the Majcher–Perras Drain C is located at 826 Bruno Street, Azilda. In the fall of 2025, the landowner’s representative contacted City staff to discuss the potential rerouting of the municipal drain to accommodate planned expansion on the property. City staff subsequently met with the representative on January 27, 2026, to review the Minor Improvement process. The Notice of Request for Drain Minor Improvement was formally received by the City of Greater Sudbury on February 9, 2026. A summary of the proposed works is provided in Figure 1.



**Figure 1:** Existing and Proposed Municipal Drain Alignment at 826 Bruno Street

As the full cost of the Minor Improvement Project is recoverable from the requesting landowner, and as the proposed re-routing is not expected to negatively affect the function or integrity of the Municipal Drain, it is recommended that Council approve the request. Should Council choose not to proceed, the landowner retains the option to petition for a new Municipal Drain or for a Major Improvement under the Drainage Act. Both options carry significantly higher project costs, with those costs assessed to the City of Greater Sudbury and other landowners within the drainage area.

If Council proceeds, the next steps will include the appointment of an Engineer, who will prepare and file an Engineer's Report within 180 days of appointment. The completed report will be presented to the Hearing Committee, providing the initiating landowner, the Conservation Authority, and other prescribed parties the opportunity to comment. The Engineer's Report will also include a cost estimate, allowing for more detailed financial implications to be presented in a subsequent report to Committee.

## **Conclusion**

The requested Minor Improvement to the Majcher-Perras Drain C represents a practical and low-impact solution that supports both responsible asset management and the landowner's continued business development. The proposed rerouting poses no anticipated detriment to the municipal drainage system, and all project costs will be fully recovered from the requesting landowner, minimizing financial risk to the City. Proceeding with this request allows the City to uphold its commitments to efficient service delivery and collaborative support for local economic growth.

## **Resources Cited**

Drainage Act, R.S.O. 1990, c. D.17: <https://www.ontario.ca/laws/statute/90d17>

Ontario Regulation 500/21: <https://www.ontario.ca/laws/regulation/210500>

Minor Improvement Projects under the Drainage Act, 1990 Fact Sheet, September 2021: <https://files.ontario.ca/omafra-minor-improvement-projects-drainage-en-2021-10-18.pdf>

## 2025 Gateway Speed Limit Pilot Project Update

Presented To:	Operations Committee
Meeting Date:	April 20, 2026
Type:	Referred & Deferred Matters
Prepared by:	Mohammad Nabipour Linear Infrastructure Services
Recommended by:	General Manager of Community Infrastructure

### Report Summary

This report provides a recommendation regarding an update and next steps for the Gateway Speed Limit Pilot Project. This item was deferred from the November 24, 2025, Operations Committee meeting.

### Resolution

THAT the City of Greater Sudbury adopts the Gateway Speed Limit Pilot Project and expands Gateway Speed Limits to all residential neighborhoods within the municipality;

AND THAT the City of Greater Sudbury increases the existing school zone 30 km/h posted speed limits within Gateway Speed Limit areas to 40 km/h as described in the report entitled “2025 Gateway Speed Limit Pilot Project Update”, from the General Manager of Community Infrastructure, presented at the Operations Committee meeting on March 23, 2026;

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 the Create a Healthier Community strategic initiatives as identified in the Strategic Plan and Goal 8: Achieve 35% active mobility transportation mode share by 2050 in the Community Energy and Emissions Plan. Reducing operating speeds on residential roads will make residents more comfortable using active modes of transportation and sharing the road with motorized vehicles.

### Financial Implications

If approved, staff will include the associated work as part of the 2026 Road Safety Projects report, presented in Q1 of 2026. The total one-time costs for implementing gateway speed limits in all residential neighborhoods within the municipality is \$260,000. It is recommended to fund these costs from the Tax Rate Stabilization Reserve – Committed utilizing the anticipated 2025 automated speed enforcement net revenues.

Ongoing sign maintenance costs of \$26,000 will be included in the 2027 base budget.

## **Background**

In May 2022, the Operations Committee received a report on the estimated cost and scope of a Gateway Speed Limit pilot project. Council passed Resolution OP2022-14, directing staff to:

- Prepare a business case for the 2023 Budget to fund the pilot project;
- Include an option to update 2019 estimates for city-wide implementation;
- Proceed with a 2022 pilot in one area, funded from the existing operating budget;
- Prepare a by-law amendment to implement the pilot.

During 2023 budget deliberations, Council approved the option for one gateway speed area per ward.

After Council approval, staff collaborated with Ward Councillors to identify locations, and Gateway Speed Limit signs were installed in summer 2023. Since then, monitoring has shown mixed results: while some roads experienced noticeable speed reductions, others saw little change or even increases. These findings reinforce that signage alone has a limited impact. The Automated Speed Enforcement (ASE) program, introduced in 2024, has proven effective when deployed, but its coverage is limited and cannot address every street within a neighbourhood. In the fall of 2024, staff recommended extending the pilot through 2025 to allow staff to gather more data on ASE's broader effects.

## **Analysis**

To capture the potential halo effect of ASE on driver behavior within the adjacent street network in each Gateway Speed Limit ward, staff conducted speed studies to measure whether the presence of ASE influenced the 85th percentile operating speed. The results, presented in Table 1, indicate that there is no reliable relationship demonstrating a clear halo effect on adjacent streets. While ASE had a direct and measurable impact on reducing speeds on the roadway where it was installed, its influence on surrounding streets was negligible.

**Table 1 - 85th Percentile Operating Speeds on Adjacent Streets Near ASE Deployment Locations**

Ward	Location	Description	85% Speed- Before ASE implementation (Average Speed 2021 to 2024)	85% Speed- During the ASE Enforcement
Ward 1 Sudbury	Kelly Lake Road	ASE Location	57	46
	Southview Drive	Adjacent Streets	54	49
	Robinson Drive		57	53
	Copper Street		54	54
Ward 4 Azilda	Notre Dame Street West	ASE Location	67	54
	Notre Dame Street East	Adjacent Streets	64	60
Ward 8 New Sudbury	Hawthorne Drive	ASE Location	54	40
	Auger Avenue	Adjacent Streets	57	55
	Churchill Avenue		56	56
	Gemmell Street		53	53
	Westmount Avenue		51	49
Ward 9 South End	Algonquin Road	ASE Location	60	38
	Field Street	Adjacent Streets	51	56
	Tuscany Trail		49	49
Ward 12 New Sudbury	Barry Downe Road	ASE Location	69	59
	Woodbine Avenue	Adjacent Streets	47	55

For further insight, staff reviewed outcomes from other municipalities regarding Gateway Speed Limit programs and the possible impact of ASE on driver behavior. This review included jurisdictions such as the City of Toronto, City of Ottawa, City of Kingston, City of Windsor, Waterloo Region, City of Guelph, and City of Brampton. Findings from these municipalities revealed no substantive or documented correlation between ASE implementation and broader speed reductions within Gateway Speed Limit areas. However, municipal evaluations consistently emphasize that Gateway Speed Limit zones provide a legal and visual framework for lower speeds, while ASE cameras play a critical role in enforcing compliance within these zones, particularly where physical traffic calming measures are not feasible. Considering these outcomes, other municipalities, such as the City of Ottawa, have continued their Gateway Speed Limit initiatives and expanded them to all residential areas as part of their Road Safety Action Plan.

Considering these outcomes and the findings from the City’s Gateway Speed Limit pilot initiative, staff recommend permanently adopting Gateway Speed Limits in the existing pilot areas and expanding the program to all residential neighborhoods within the City’s jurisdiction. This approach creates a uniform speed environment that enhances safety for pedestrians, cyclists, and motorists. Lower speeds reduce the severity of collisions and support the City’s broader goals for active transportation and community livability.

The implementation of Gateway Speed Limits across all residential areas should be approached with the understanding that it will not produce an immediate reduction in driver behavior or the 85th percentile operating speed. However, over time, this policy can influence long-term driver adaptation toward lower

operating speeds, contributing to safer neighborhoods and improved compliance.

Another significant benefit of adopting Gateway Speed Limits is its impact on future roadway design. Establishing 40 km/h as the posted speed for residential streets will directly shape future road design parameters, such as traffic calming features. As well, through the newly adopted Complete Streets Guidelines, residential streets will now be constructed and re-constructed with reduced lane widths, further supporting lower posted speed limits. This approach aligns closely with the City's Active Transportation goals, and the previously mentioned Complete Streets Guidelines, ensuring that new infrastructure supports safer, more accessible, and sustainable mobility options for all users.

The estimated cost to implement the recommendations above is \$260,000 and can be funded from the Tax Rate Stabilization Reserve – Committed. The 2025 net ASE revenue contributed to this reserve is anticipated to cover the costs identified. These recommendations would also require an increase to the annual sign maintenance budget of \$26,000 starting in 2027.

## **School Zones**

Currently, any school zone with a reduced speed limit in a Gateway Speed Limit area has a posted speed of 30 km/h. Staff have heard concerns from residents throughout the pilot project that this speed limit feels unnecessarily low, especially during the hours the schools are not operational and during the summer months. This has led to driver frustration and a sense among residents that the speed limits have been unfairly applied.

To address these concerns, staff are recommending implementing 30 km/h speed limits in school zones only during school hours and during the school season, using flashing beacons to indicate when the reduced limit is in effect. This targeted approach balances safety and practicality. It ensures maximum protection for students during peak times while minimizing unnecessary restrictions outside school hours. Flashing beacons provide clear visual cues, improving driver awareness and compliance. The flashing school zone speed limit areas would only apply to currently speed limit reduced school zone areas and are not intended to be installed in the vicinity of schools which front arterial roadways.

In the interim and to facilitate this change, staff are recommending that all existing school zones with a Gateway Speed Limit pilot project area are increased from their current 30 km/h post speed limit to 40 km/h. This will set the base posted speed limit for these areas outside of school hours.

Staff will bring forward a separate report which provides the details of implementing flashing school zone signage, including costing and implementation strategy, for committee approval. This report will be brought forward in Q2 of 2026.

## **Next Steps**

If approved, staff will include the associated work as part of the 2026 Road Safety Projects report, presented in Q1 of 2026, which will identify projects to be funded through the 2025 ASE net revenue. Staff will also bring forward a report in Q2 of 2026 outlining the recommendations for implementing flashing school zone signage within the Gateway Speed Limit areas. It is anticipated that the additional Gateway Speed Limit signs will be installed throughout the 2026 season.

If also approved, the flashing school zone signage is expected to begin in 2026, with installations potentially extending into the 2027 season.

## **Resources Cited**

City of Greater Sudbury, 2024 Gateway Speed Limit Pilot Project Update, Accessed online:



## Residential Tipping Fee Holiday Options - Update

Presented To:	Operations Committee
Meeting Date:	April 20, 2026
Type:	Referred & Deferred Matters
Prepared by:	Renee Brownlee Environmental Services
Recommended by:	General Manager of Community Infrastructure

## Report Summary

This report provides a recommendation regarding the implementation of an annual flexible residential tipping fee and gate fee exemption as well as a program for low-density residential non-services households beginning in 2027. This report is an update to the Tipping Fee Holiday Options report. This item was deferred from the November 24, 2025, Operations Committee meeting.

## Resolution

THAT the City of Greater Sudbury directs staff to replace the spring and fall residential tipping fee holidays and the existing weekly 50 kg residential tipping fee exemption with an annual flexible residential exemption and a program for low-density residential non-serviced households beginning in 2027 as detailed in Option 8 of the report entitled “Residential Tipping Fee Holiday Options - Update” from the General Manager of Community Infrastructure presented at the Operations Committee meeting on March 23, 2026.

## 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 implement an annual flexible residential tipping and gate fee exemption and a program for low-density residential non-serviced households supports the City’s strategic objectives by promoting waste diversion, reducing operational strain at landfill sites, and promoting the use 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

If approved, replacing the spring and fall residential tipping fee holidays and the existing weekly 50 kg residential tipping fee exemption with an annual flexible residential exemption and a program low-density residential non-serviced households will result in an expense of \$209,952 to be included in the 2027 budget as described in Option 8.

## Background

As part of the 2024/2025 budget process, Council approved Resolution FA2023-75-A26 from the Finance and Administration Committee, initiating a pilot project to reduce the residential tipping fee holiday to a single week in the spring, allowing residents to dispose of waste at the landfill without paying the tipping fee and gate fee during that week. The objective was to enhance operational efficiency and optimize the allocation of municipal resources.

The pilot was implemented in both 2024 and 2025, during which the City offered one residential tipping fee holiday week in May, eliminating the fall event. Results of the pilot were presented to the Operations Committee on August 11, 2025, in a report titled “Residential Tipping Fee Holiday Pilot Project Update”. At that meeting, the Committee deferred the report and directed staff to explore alternative models for the program. These included options such as offering one or two free landfill trips per household annually and tracking usage by residential address rather than by license plate. These additional options were presented to the Committee on November 24, 2025, in a report titled “Residential Tipping Fee Holiday Options”. At that meeting, the Committee deferred the report and directed staff to explore additional options including increasing the weekly residential tipping fee exemption from 50 kg to 100 kg and switching to annual exemption limited to 100 kg.

## Analysis

The following section outlines eight options for the future of the residential tipping fee holiday program. Each option has been evaluated based on financial impact, operational efficiency, flexibility, reduction of potential unauthorized use, participation in roadside waste collection over individual landfill deliveries, and alignment with the City’s waste diversion goals and inclusivity and equitability.

A summary of the eight options is provided in Appendix “A” - Summary of Residential Tipping Fee Holiday Options, for quick reference and comparison.

Appendix “B” – Option Evaluation provides a colour coded rating of each option for evaluation and comparison.

### Option 1: Maintain a Single Annual Tipping Fee Holiday in the Spring – presented August 11, 2025, and updated November 24, 2025

This option outlines the formalization of a once-per-year residential tipping fee holiday held during one week in the spring. It was presented to the Operations Committee on August 11, 2025, and again on November 24, 2025, with updated financial impacts. Further details are provided in the reports “*Residential Tipping Fee Holiday Pilot Project*” and “*Residential Tipping Fee Holiday Options*,” available through the link provided in the Resources Cited section of this report.

### Option 2: Maintain the Annual Spring and Fall Residential Tipping Fee Holidays – presented November 24, 2025

This option outlines the provision of two residential tipping fee holidays per year held during one week in the spring and one week in the fall. It was presented to the Operations Committee on November 24, 2025, and is described in detail in the report “*Residential Tipping Fee Holiday Options*,” available through the link provided in the Resources Cited section of this report.

### Option 3: Eliminate the Spring and Fall Residential Tipping Fee Holidays and Provide One Free Residential Landfill Trip Annually presented November 24, 2025

This option outlines the replacement of the residential tipping fee holiday program with a single no-charge landfill tipping and gate fee per household each calendar year, with no weight limit, redeemable at any time. It was presented to the Operations Committee on November 24, 2025, and is described in detail in the report “*Residential Tipping Fee Holiday Options*,” available through the link provided in the Resources Cited section of this report.

Option 4: Eliminate the Spring and Fall Residential Tipping Fee Holidays and Provide Two Free Residential Landfill Trip Annually - presented November 24, 2025

This option outlines the replacement of the residential tipping fee holiday program with two no-charge landfill tipping and gate fee per household each calendar year, with no weight limit, redeemable at any time. It was presented to the Operations Committee on November 24, 2025, and is described in detail in the report “Residential Tipping Fee Holiday Options,” available through the link provided in the Resources Cited section of this report.

Option 5: Eliminate the Spring and Fall Residential Tipping Fee Holidays and Increase the Weekly Residential Tipping Fee Exemption from 50kg to 100kg per Week – new option March 23, 2026

Prior to 2014, the residential tipping fee exemption allowed each private motor vehicle to dispose up to 100 kg of waste per week at no charge. In 2013, Council approved reducing this exemption to 50 kg per week to encourage greater waste separation and diversion and to discourage unnecessary disposal of materials that could otherwise be diverted from landfill. The City’s Solid Waste Management Strategy (2015–2020) further recommended eliminating the exemption entirely. Greater Sudbury remains the only Ontario municipality that provides residents with both a weekly landfill exemption and full roadside garbage collection services.

Under the current residential roadside waste collection system, residents may place up to two garbage bags at the roadside every other week, with a maximum weight of 18 kg per bag (36 kg total). The existing 50 kg weekly landfill exemption is nearly triple the roadside capacity. To put this into perspective, the current weekly residential landfill exemption combined with the residential roadside collection allowance is equivalent to approximately 7.5 bags every other week. If the weekly residential exemption were increased to 100 kg per week, residents would be permitted to dispose of the equivalent of over 13 bags of household waste every other week. With the wide range of diversion programs currently available, including Blue Box recycling, green cart organics, household hazardous waste, and leaf and yard trimmings, furniture, appliances and electronics, mattresses and boxsprings, cloth items, tires and scrap metal, such disposal capacity far exceeds what is necessary for typical residential waste generation.

Raising the weekly exemption from 50 kg to 100 kg per week would reduce the incentive for residents to separate recyclable and compostable materials from garbage and potentially undermining the effectiveness and use of the existing roadside residential waste collection program. This outcome does not support the City’s long-term objective of extending landfill lifespan by reducing disposal volumes or providing efficient service delivery.

The estimated revenue loss to provide a weekly 100 kg residential exemption is approximately \$997,282 in 2027. When the projected costs of the spring and fall residential tipping fee holidays are removed, the net revenue loss attributable to providing a 100 kg weekly exemption is \$441,426 in 2027 (Table 1). However, the 2026/2027 budget did not include the cost of the fall tipping fee holiday. Therefore, the net annual expense to deliver this program in the 2027 budget is estimated to be \$673,189.

*Table 1: Total Financial Impact to Increase the Weekly Residential Tipping Fee Exemption to 100 kg*

<b>Expenses and Service Changes</b>	<b>2027</b>
Revenue Loss to Provide 100 kg Weekly Residential Tipping Fee Exemption	\$997,282
Recover Expense and Revenue Loss of Spring Tip Fee Holiday	\$(324,093)
Recover Expense and Revenue Loss of Fall Tip Fee Holiday	\$(231,763)
<b>Total</b>	<b>\$441,426</b>

Option 6: Eliminate the Spring and Fall Residential Tipping Fee Holidays and Replace the Weekly Residential Tipping Fee Exemption with an Annual Flexible Residential Exemption of 100 kg – new option March 23, 2026

Under this option, residents would receive a single annual combined gate fee exemption and tipping fee exemption for up to 100 kg of garbage, applied automatically during their first landfill visit within the calendar year. This approach can be fully tracked through the existing scale house software system, eliminating the administrative effort and costs associated with issuing and managing physical tickets. The exemption would replace both the spring and fall residential tipping fee holidays, as well as the current weekly 50 kg residential exemption.

Implementing a single annual flexible residential exemption is anticipated to reduce operational pressures at landfill sites by smoothing out peak traffic volumes associated with the existing exemption programs and minimizing delays at the scale house.

This model effectively supports the City’s waste diversion objectives by promoting increased use of roadside collection and diversion services, encouraging residents to prioritize recycling, organics separation, and other established diversion programs before choosing landfill disposal. It may also discourage unauthorized use of the landfill site by non-residents. However, adopting this option would exclude households that do not receive waste collection services and would adversely affect them by increasing the costs associated with proper waste disposal at the landfill, which remains their only disposal option.

Based on the number of unique residential vehicle visits, counting only one visit for every residential vehicle that visited the landfill during a one-year period (July 2024 to June 2025) including the residential tipping fee holiday, and 100 kg delivered by each vehicle, the estimated revenue loss to provide the exemption is \$394,660 in 2027. When the projected expense and revenue loss of the residential tipping fee holidays and the revenue loss from weekly exemption are removed, the estimated net revenue recovery is \$(936,704) in 2027 (Table 2). However, the 2026/2027 budget did not include the cost of the fall tipping fee holiday. Therefore, the net revenue recovery in the 2027 budget is estimated to be \$(704,941).

*Table 2: Total Financial Impact to provide an Annual Flexible Residential Exemption*

<b>Expenses and Service Changes</b>	<b>2027</b>
Revenue Loss to Provide Annual 100 kg Residential Tipping Fee Exemption	\$192,271
Revenue Loss for Gate Fee Associated with the Annual 100 kg Residential Tipping Fee Exemption Visits	\$202,390
Recover Revenue Loss for the Weekly Residential 50kg Exemption	\$(775,509)
Recover Expense and Revenue Loss of Spring Tip Fee Holiday	\$(324,093)
Recover Expense and Revenue Loss of Fall Tip Fee Holiday	\$(231,763)
<b>Total</b>	<b>\$(936,704)</b>

Option 7: Maintain the Annual Residential Spring Tipping Fee Holiday and Develop a Program for Low-Density Non-Serviced Households – new option March 23, 2026

A number of low-density residential properties do not receive waste collection due to their location on private or unmaintained roads, or their accessibility only by water. These households must transport all household waste directly to a municipal landfill site. It is estimated that approximately 2,500 low-density residential households fall into this non-serviced category.

Under this option, staff would develop a program allowing low-density residential non-serviced households to register for a weekly residential gate-fee and 50 kg tipping fee exemption. For all other residents, the existing 50 kg weekly exemption would be discontinued. This targeted approach acknowledges the unique circumstances of low-density residential properties without waste collection services while maintaining the

annual spring residential tipping-fee holiday for all residents.

This model best supports industry best practices and the City’s waste-diversion objectives by focusing exemptions on households with no collection alternative, rather than broadly incentivizing landfill disposal. Because participation is limited to a defined group of eligible low-density residential households who are already using the landfill sites, it is not expected to add operational pressure at landfill sites or increase wait times. This approach is a balanced, service-equity measure that preserves capacity and better prioritizes diversion.

For financial planning purposes, staff have assumed that half of the 2,500 identified households are seasonal dwellings occupied for only six months of the year. Based on this occupancy pattern, the estimated gate fee and tipping fee revenue loss associated with providing a weekly exemption for non-serviced low-density residential properties is approximately \$950,625 in 2027. An additional annual expense of \$30,189 (2027) in part-time hours would be required to administer the program. When the projected costs of the fall residential tipping fee holiday and the weekly residential 50 kg exemption is removed, the net revenue recovery attributable to providing a weekly 50 kg tipping fee and gate fee exemption for non-serviced households is \$(26,468) in 2027 (Table 3). However, the 2026/2027 budget did not include the cost of the fall tipping fee holiday. Therefore, the annual expense to deliver this program in the 2027 budget is estimated to be \$205,306.

Table 3: Total Financial Impact for Non-Serviced Households Program

<b>Expenses and Service Changes</b>	<b>2027</b>
Revenue Loss to Exempt Non-Serviced Households from Landfill Gate Fee	\$487,500
Revenue Loss to Provide Weekly 50 kg Exemption to Non-Serviced Households	\$463,125
Expense for Part Time Hours to Administer Program	\$30,179
Recover Expense and Revenue Loss of Fall Tip Fee Holiday	\$(231,763)
Recover Expense of Weekly 50 kg Residential Exemption	\$(775,508)
<b>Total</b>	<b>\$(26,468)</b>

Option 8: Eliminate the Spring and Fall Residential Tipping Fee Holidays and Replace the Weekly Residential Tipping Fee Exemption with an Annual Flexible Residential Exemption of 100 kg for and Develop a Program for Low-Density Non-Serviced Households – new option March 23, 2026

This option is a combination of Option 6 and 7. This program consists of:

- Eliminating the spring and fall tipping fee holidays.
- Eliminating the existing weekly 50 kg residential exemption program.
- Providing a single annual combined gate fee exemption and tipping fee exemption for up to 100 kg of garbage, applied automatically during the first landfill visit within the calendar year.
- Developing a program to allow low-density residential non-serviced households to register for a weekly residential gate fee and 50 kg tipping fee exemption. This program would be available by registration only and the exemption would be provided by way of an annual rebate based on actual landfill use of the registered vehicle for the household in the previous year.

While this option has a moderate financial impact, it offers the highest level of inclusivity while better supporting waste diversion objectives, increased use of roadside collection services, operational efficiency, flexibility for residents, and potential to reduce unauthorized use by non-residents. For these reasons, staff recommend Option 8 for implementation in 2027.

If this option is selected, as recommended by staff for implementation in 2027, the projected annual expense for 2027 is estimated to be \$290,952. The anticipated financial implications associated with this option are outlined in Table 4.

Table 4: Total Financial Impact to provide an Annual Flexible Residential Exemption and develop a program

for Non-Serviced Households

<b>Expenses and Service Changes</b>	<b>2027</b>
Revenue Loss to Provide Annual 100 kg Residential Tipping Fee Exemption	\$192,271
Revenue Loss for Gate Fee Associated with the Annual 100 kg Residential Tipping Fee Exemption Visits	\$202,390
Revenue Loss to Exempt Non-Serviced Households from Landfill Gate Fee	\$487,500
Revenue Loss to Provide Weekly 50 kg Exemption to Non-Serviced Households	\$463,125
Expense Part-Time Hours	\$45,268
Remove the Revenue loss for the Weekly Residential 50kg Exemption	\$(775,509)
Recover Expense and Revenue Loss of Spring Tip Fee Holiday	\$(324,093)
<b>Total</b>	<b>\$290,952</b>

## Conclusion

Based on the Committee's direction to further explore alternatives that improve operational efficiency, enhance cost effectiveness, and better support the City's long-term waste diversion objectives, staff have reassessed the options originally presented. While staff initially supported Option 1, which offered a simplified and familiar model, the additional analysis prompted by Committee has demonstrated that other effective solutions are available.

Option 8, eliminating the spring and fall residential tipping fee holidays and replacing the existing weekly 50 kg residential exemption with a single annual flexible residential exemption as well as a program for low-density non-serviced households provides the most comprehensive and equitable solution. This model best meets the objectives established by Committee and most effectively aligns with the City's Strategic Plan and the Community Energy and Emissions Plan. Unlike Option 1, which continues to concentrate landfill traffic and does not meaningfully improve diversion behaviour, Option 8 distributes landfill use more evenly throughout the year, reduces peak congestion, eliminates the administrative burden of physical tickets, and promotes greater use of the City's existing roadside and diversion programs.

Importantly, Option 8 also ensures that low-density households without access to roadside waste collection receive appropriate and fair consideration through a tailored exemption program. This targeted approach supports service equity without incentivizing broader landfill disposal. Although this option has a moderate financial impact, the combination of operational improvements, enhanced diversion outcomes, and equitable service delivery positions it as the most balanced and forward-looking alternative.

For these reasons, staff recommend Option 8 for implementation effective January 1, 2027.

## Resources Cited

December 19, 2023 City of Greater Sudbury Finance and Administration Committee resolutions number FA2023-75-A26 available at:

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

Residential Tipping Fee Holiday Pilot Project Update report presented to the Operations Committee on August 11, 2025, available at:

<https://pub-greatersudbury.escribemeetings.com/Meeting.aspx?Id=c7321a02-ba0e-403f-a3d2-c9b3bcc3ea81&Agenda=Agenda&lang=English&Item=16&Tab=attachments>

Residential Tipping Fee Holiday Options report presented to the Operations Committee on November 24, 2025, available at:

<https://pub-greatersudbury.escribemeetings.com/Meeting.aspx?Id=49bc216e-3070-41e9-b9ca-b19d60dc2310&Agenda=Agenda&lang=English&Item=20&Tab=attachments>

**Appendix “A”**

**Summary of Residential Tipping Fee Holiday Options**

Date Presented to Operations Committee	Option and Description	Estimated Annual Financial Impact (2027)	Pros	Cons
August 11, 2025 and November 24, 2025 (updated)	Option 1  Maintain a Single Annual Tipping Fee Holiday in the Spring	\$0	Improves efficiency; Reduces congestion most of the year; Encourage use of roadside collection programs; Decreases unnecessary landfill visits; Supports diversion goals;	Less flexibility for residents; Eliminates fall event; Traffic congestion one week per year with increased wait times
November 24, 2025	Option 2  Maintain the annual Spring and Fall Residential Tipping Fee Holidays holiday weeks	\$231,763	Familiar program; High public participation	High operational cost; Traffic congestion twice per year with increased wait times; Requires more staffing and traffic control; Diminishes diversion efforts
November 24, 2025	Option 3  Eliminate the Spring and Fall Residential Tipping Fee Holidays and Provide One Free Residential Landfill Trip Annually	\$783,436	Increased flexibility for residents; Reduces peak congestion	High revenue loss and costs; Increased landfill use/visits; Diminishes diversion efforts; Accelerates landfill capacity depletion; Risk of misuse
November 24, 2025	Option 4  Eliminate the Spring and Fall Residential Tipping Fee Holidays and Provide Two Free Residential Landfill Trip Annually	\$1,273,246	Maximum flexibility for residents; Reduces peak congestion;	Highest revenue loss and costs; Increased landfill use/visits; Diminishes diversion efforts; Accelerates landfill capacity depletion; Risk of misuse

March 23, 2026	Option 5  Eliminate Spring and Fall Residential Tipping Fee Holidays and Increase Residential Weekly Exemption to 100 kg	\$673,189	Reduced need for holiday events; Reduces peak congestion	High Revenue Loss; Contrary to waste diversion goals; Increased landfill visits; Higher operational pressures; May encourage non-resident use of landfill
March 23, 2026	Option 6  Eliminate holidays; replace weekly exemption with one 100 kg annual flexible residential exemption	\$(704,941)	Recovers Revenue and Expenses; Reduces peak congestion; Fully trackable via software; Encourages use of roadside collection program; Encourages diversion; May discourage non-resident use of landfill	Still some revenue loss but set-off by eliminating other exemption programs;
March 23, 2026	Option 7  Maintain spring holiday; create targeted program for non-serviced households	\$205,306	Supports service equity; Minimal added operational pressure Encourages use of roadside collection program; Encourages diversion; May discourage non-resident use of landfill	Requires registration system
March 23, 2026	Option 8  Eliminate holidays; and existing 50 kg weekly exemption with one 100 kg annual flexible residential exemption and a targeted program for low-density residential non-serviced households	\$290,952	Reduces peak congestion; Trackable via software; Encourages use of roadside collection program; Encourages diversion; May discourage non-resident use of landfill Supports service inclusivity and equity; Minimal added operational pressure	Moderate expense; Requires registration for non-serviced households; Rebate system for non-serviced households requires payment upon use which is refunded annually

**Appendix “B”**  
**Option Evaluation**

Evaluation Criteria	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option 8
Financial Impact	Green	Yellow	Red	Red	Red	Green	Yellow	Yellow
Operational Efficiency	Yellow	Yellow	Yellow	Yellow	Red	Green	Green	Green
Flexibility	Red	Red	Green	Green	Green	Green	Yellow	Green
Encourage Participation in Roadside Collection	Yellow	Yellow	Red	Red	Red	Green	Green	Green
Encourage Waste Diversion	Yellow	Yellow	Red	Red	Red	Green	Green	Green
Reduce Potential for Unauthorized Use	Red	Red	Red	Red	Red	Green	Green	Green
Inclusivity and Equitability	Yellow	Yellow	Yellow	Yellow	Yellow	Red	Green	Green

**Legend**

<b>Excellent</b>
Indicates strong performance and clear advantages relative to other options.
<b>Fair</b>
Indicates moderate performance with some limitations or trade-offs.
<b>Poor</b>
Indicates weak performance or notable concerns relative to other options.

## 2026 Annual Road Safety Report

Presented To:	Operations Committee
Meeting Date:	April 20, 2026
Type:	Correspondence for Information Only
Prepared by:	David Knutson Linear Infrastructure Services
Recommended by:	General Manager of Community Infrastructure

### Report Summary

This report provides an update regarding collision statistics and trends for roadways in the City of Greater Sudbury and outlines steps that have been taken to improve road safety for all users. In addition, the report provides an update on the red-light camera program and automated speed enforcement program.

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

This report refers to initiatives that support goal 6.1 – Advance Population Health of the Strategic Plan by creating safer roads and facilities for pedestrians, cyclists and motorists.

### Financial Implications

There are no financial implications resulting from this report.

### Background

The Traffic and Transportation section is responsible for the safe and efficient movement of people and goods on the City of Greater Sudbury’s transportation network. Road jurisdictions have found that the most successful way to improving road safety is through the 3 Es; Engineering, Enforcement and Education. Over the last number of years, the City of Greater Sudbury has implemented a variety of initiatives to improve safety for cyclists, pedestrians and motorists.

In 2018, staff presented the first Road Safety Assessment of all roads under the jurisdiction of the City of Greater Sudbury and outlined a network screening process. The 2026 Annual Road Safety Report will focus on the following areas:

- Provide collision statistics and trends over the past 5 years.
- Identify improvements that have been undertaken to enhance safety for road users.
- Review of Network Screening Process
- Red Light Camera Program Update
- Automated Speed Enforcement Program Update

## Collision Statistics and Trends

Historically, the City of Greater Sudbury received copies of motor vehicle collision reports from the Greater Sudbury Police Service (GSPS). These reports were typically provided on a regular basis, and staff entered the information into the City's database.

In September 2023, GSPS began transitioning from manual to digital collision reporting. As part of this transition, GSPS was no longer able to provide the City with paper copies of collision reports. Digital collision reports are now supplied through an agreement with the Ministry of Transportation (MTO).

Accordingly, the statistics presented below reflect the information available to the City as of December 2025. These statistics do not include collisions that occurred in parking lots or on off-road trails.

Figure 1 illustrates the breakdown of collisions by collision classification for 2025.

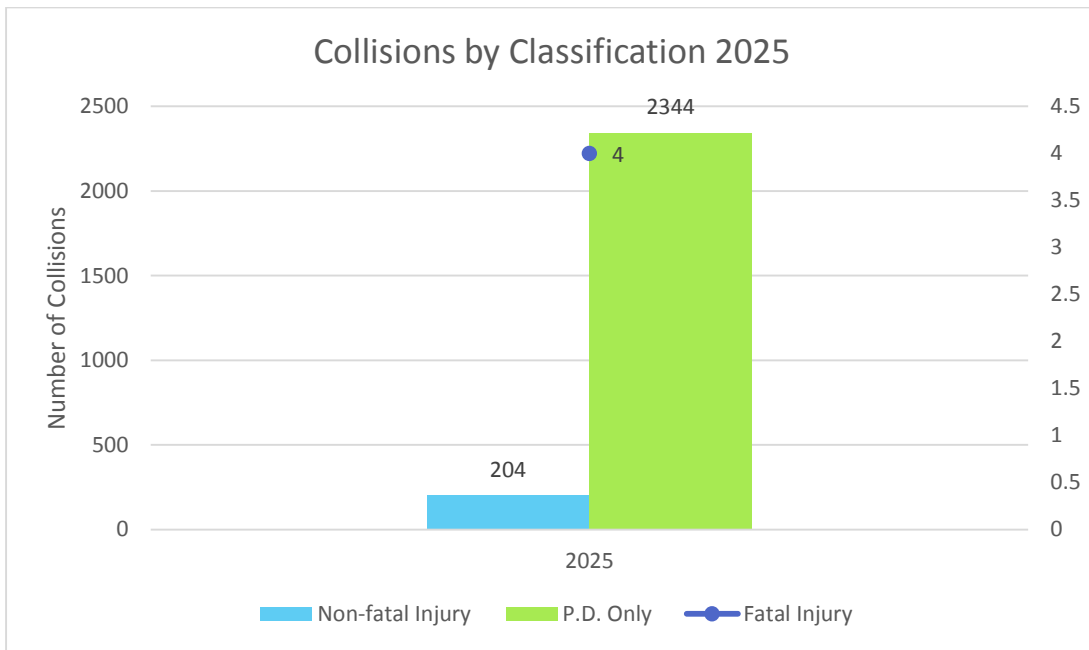


Figure 1: Collisions By Classification 2025

When looking at a five-year trend from 2021 to 2025, the total number of collisions has risen slightly from 2024 (Figure 2) while the total number of fatal and injury collisions has decreased since 2023.

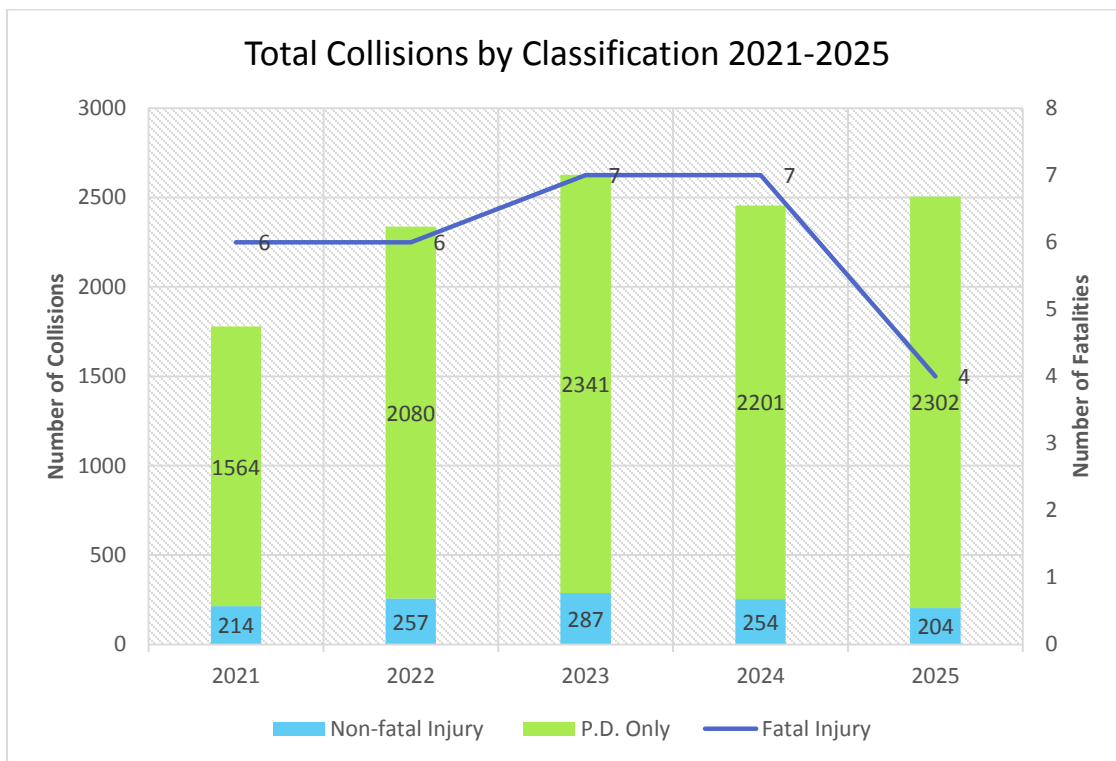


Figure 2: Total Collisions By Classification 2021-2025

Total collisions per month from 2021 to 2025 shows an above average number of collisions during the winter months while spring and summer months are below average (Figure 3).

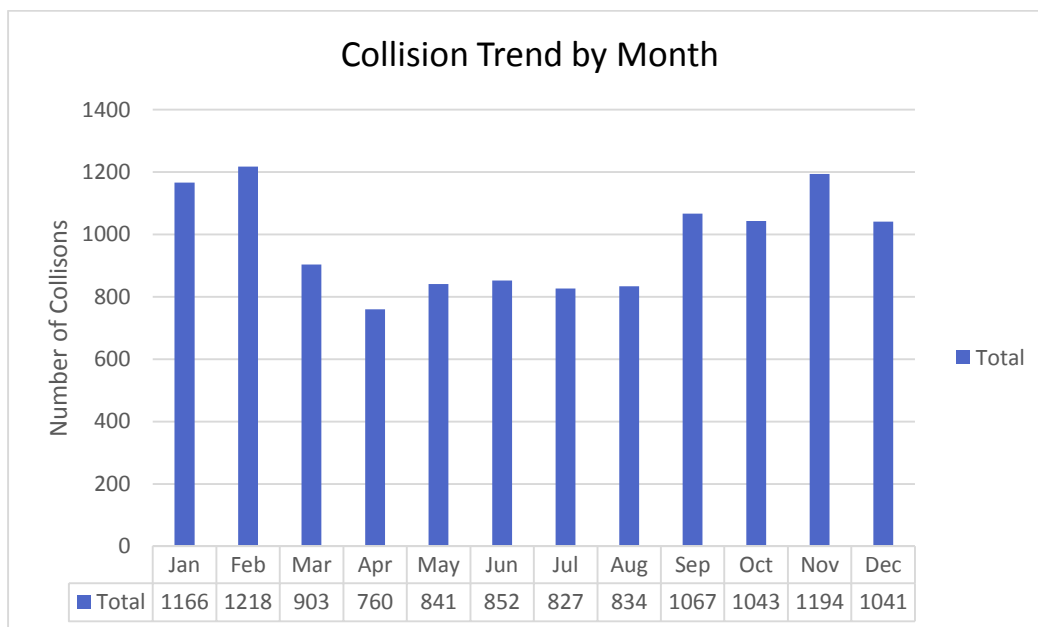


Figure 3: Total Collisions by Month 2021-2025

Over a five-year period, the number of collisions taking place during weekdays exceed those on the weekend, with Friday experiencing the most collisions overall (Figure 4).

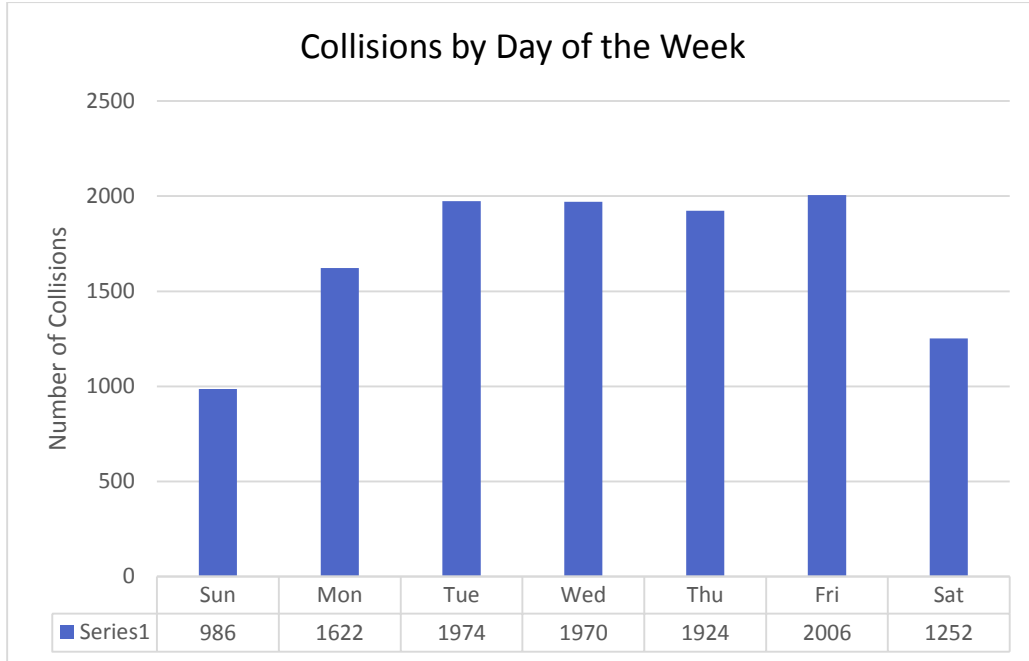


Figure 4: Collisions by Day of the Week 2021-2025

The number of collisions by hour of the day shows that there are an increased number of collisions during the tail end of the typical Greater Sudbury morning rush hour (9 AM to 10 AM) and throughout the afternoon rush hours from 3:00 pm to 7:00 pm (Figure 5).

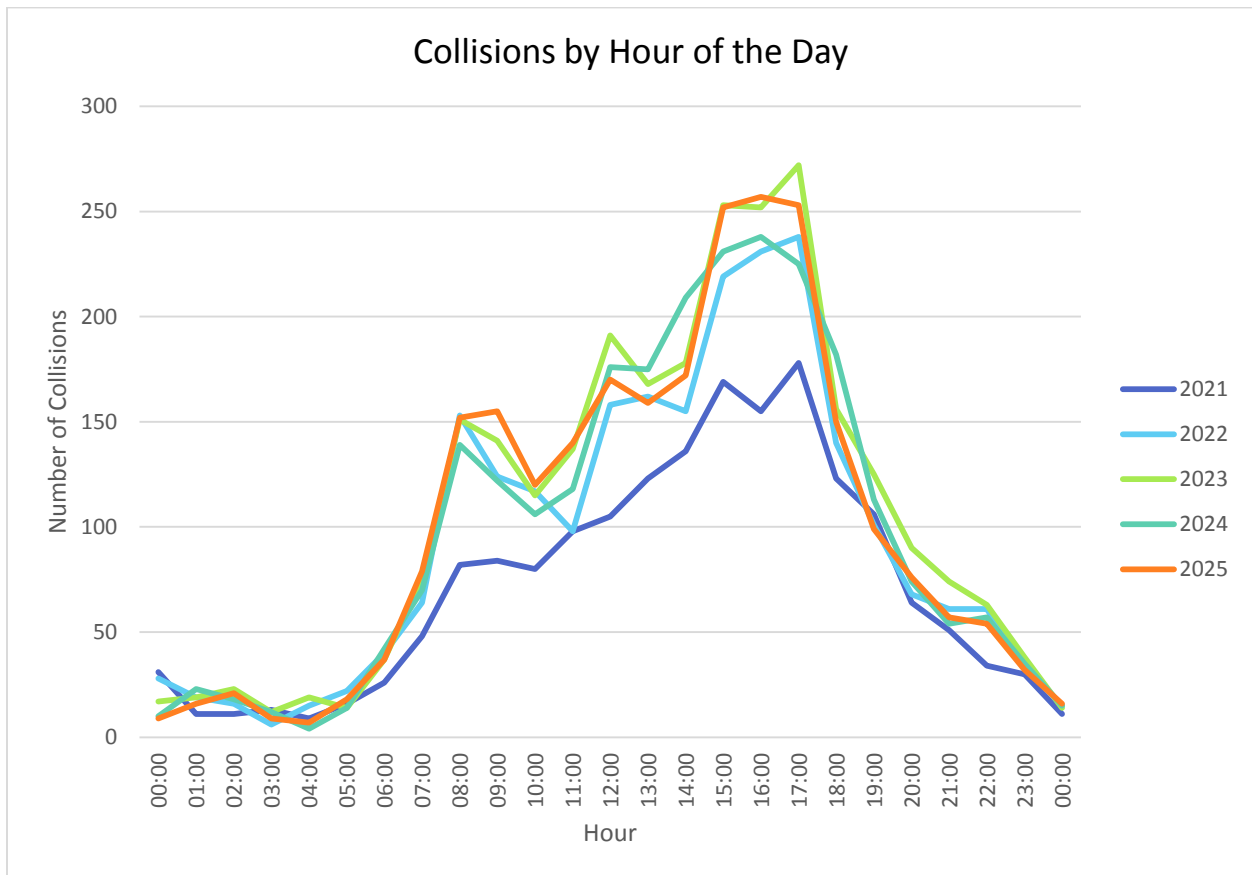


Figure 5: Collisions By Hour of the Day 2021-2025

The number of collisions by road classification highlights that most collisions occur on arterial roads, which are typically higher volume, higher speed roads than collector or local roads (Figure 6).

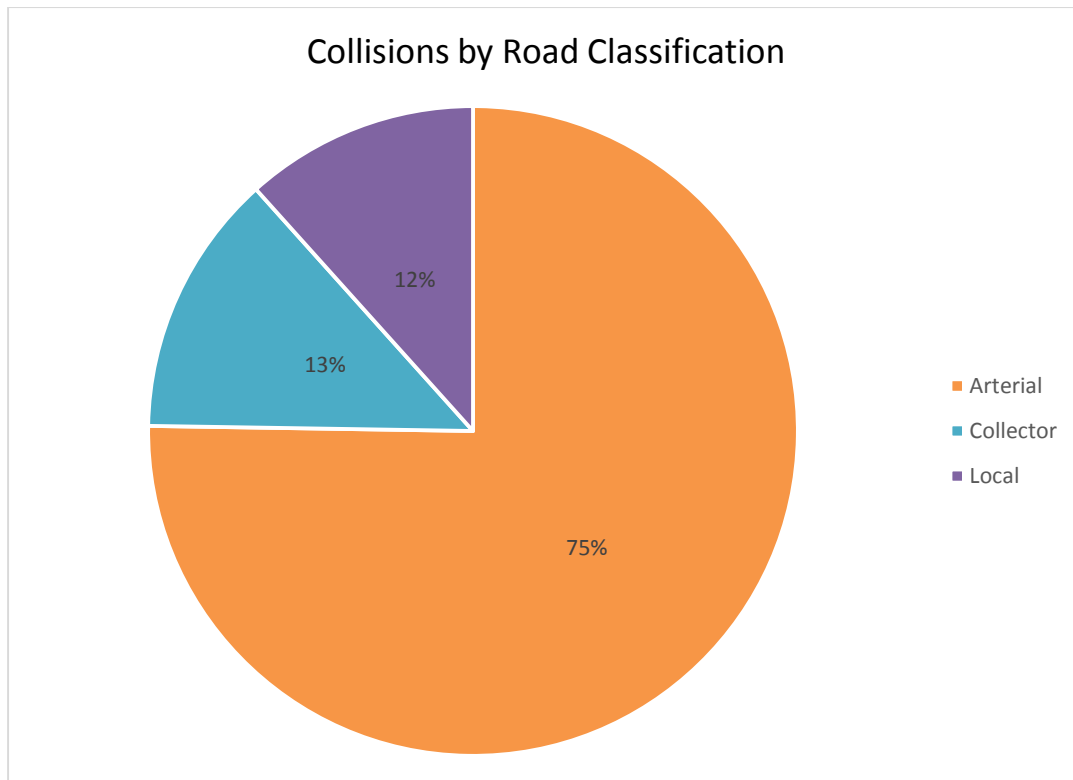


Figure 6: Collisions by Road Classification 2021-2025

95% of collisions in Greater Sudbury occur on roadways where the posted speed limit is 50 km/h or 60 km/h (Figure 7).

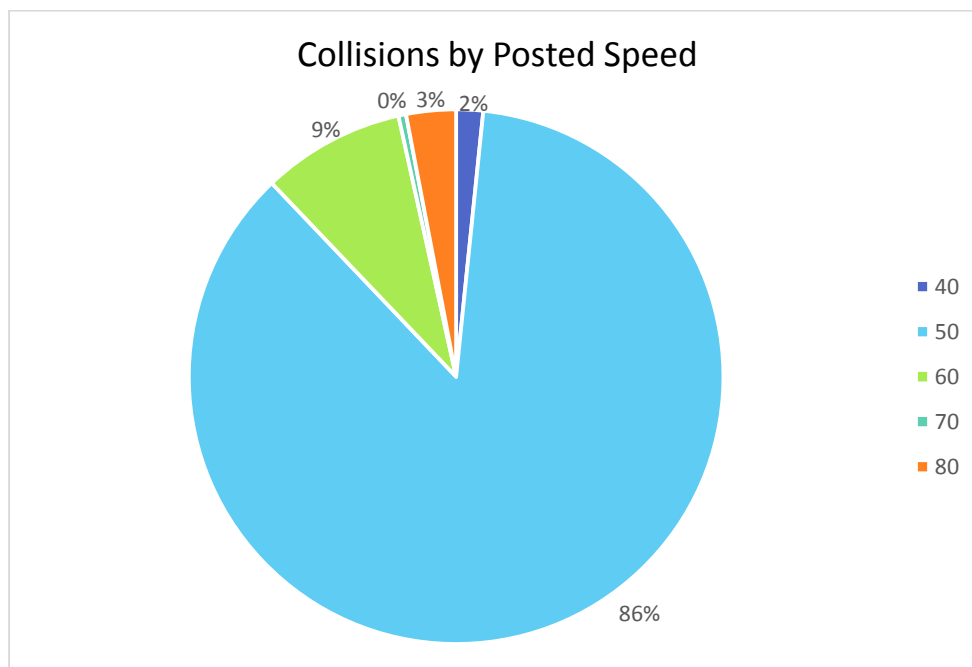


Figure 7: Collisions By Posted Speed Limit 2021-2025

The numbers remain consistent for fatal and injury collisions by posted speed limit, with 95% of all collisions occurring where the speed limit is 50 km/h or 60 km/h (Figure 8). However, roads posted at 70 km/h and 80 km/h account for a noticeably higher share of fatal and injury collisions compared to their share of total

collisions. This shows that while fewer collisions happen on higher-speed roads, the ones that do occur are more likely to be serious because higher speeds greatly increase the force of impact.

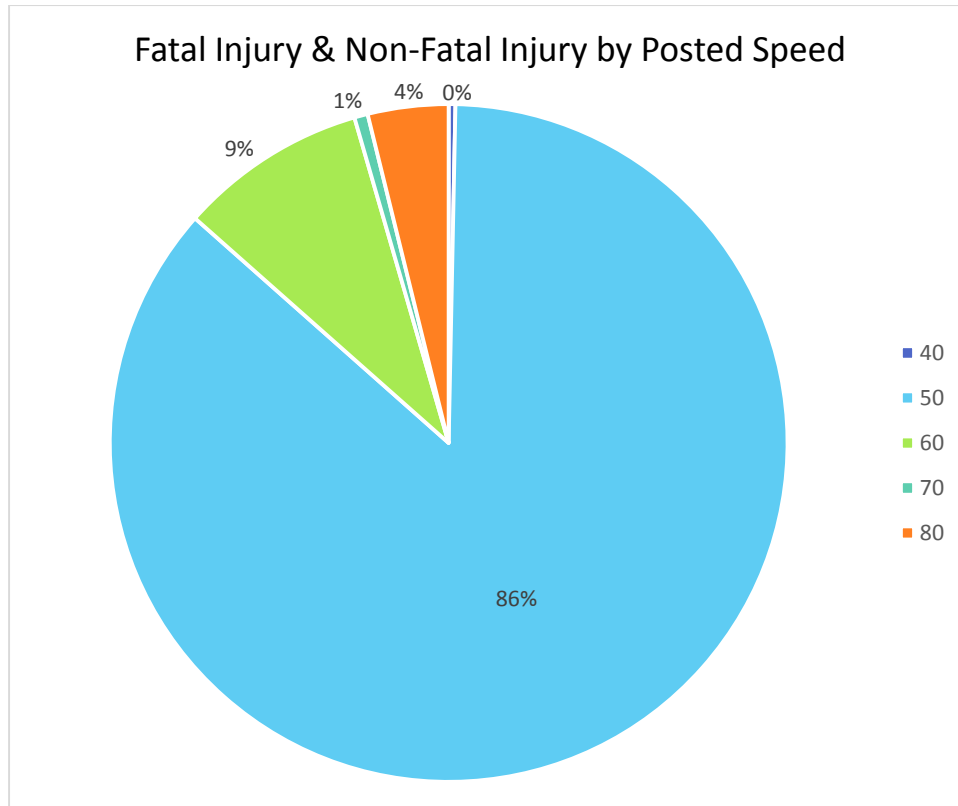


Figure 8: Fatal / Non-Fatal Injury Collisions By Posted Speed Limit 2021-2025

## Improvements for Road Users – 2025

### Pedestrian and Cyclist Infrastructure Improvements

The City has taken several steps to improve road safety for pedestrians and cyclists through the construction of new infrastructure. This includes the installation of new pedestrian crossovers (PXOs) on Godfrey Drive, St. Agnes Street, Hillcrest Drive, and Sellwood Avenue. In addition, the City will be upgrading all eight existing mid-block Type D PXOs, which currently only consist of posted signs and pavement markings, to Type C PXOs equipped with push buttons and rapid-flashing beacons in early 2026. This change is being implemented in response to ongoing low driver compliance at these crossings and updates to best practices. The rapid-flashing beacons will provide motorists with a clear visual cue when pedestrians are crossing and help draw additional attention to the crossing area.

Also in 2025, the City of Greater Sudbury installed 5.54 lane kilometers of cycling infrastructure.

Road	From	To	Facility Type	Segment Length
Notre Dame Avenue	Wilma Street	Elm Street	Cycle Track	3.4 km
Paris Street	Elm Street	Van Horne Street	Cycle Track	1.24 km
Paris Street	David Street	McNaughton Street	Multi-use Path	0.90 km
<b>TOTAL:</b>				<b>5.54 km</b>

In addition, in 2025 the City of Greater Sudbury installed approximately 0.45 kilometers of new sidewalk throughout the community.

Road	From	To	Facility Type	Segment Length
Wiltshire Street	30 metres east of Adams Street	Path to Herbert Street	Sidewalk	0.12 km
Loach's Road	LoEllen School	Armstrong Street	Sidewalk	0.33 km
<b>TOTAL:</b>			<b>0.45 km</b>	

### Education Campaigns

Throughout June 2025, the City rolled out a series of safety-focused social media posts to remind residents about safe cycling habits and the shared responsibilities of cyclists, drivers, and all road users. Each week featured new educational content on timely topics—ranging from watching for children walking or biking, to understanding how bike lanes work, to placing garbage, green carts, and blue boxes correctly on collection days so sidewalks, bike lanes, and roadways stay clear.



Pedestrian Crossovers (PXOs) are designated crossing points that enhance pedestrian safety and visibility. Knowing the rules at PXOs is essential for safe, predictable interactions among drivers, cyclists, and pedestrians. To support this, the City rolled out a multi-channel education campaign aimed at boosting public awareness of PXO rules, improving compliance, and encouraging safer behaviour on the road. Bus-back ads, social media promotions and radio spots launched at the end of 2025 and will continue in early 2026. Billboard advertising is planned for 2026, pending the availability of suitable locations.



### Motorist Improvements

The City continues to implement measures that enhance motorist safety as part of its capital improvement program. In 2025, rock removal work was completed along the Paris Street corridor near Boland Avenue. This work was undertaken to reduce the risk of future rock fall hazards, following a previous rock fall incident at this location. The improvements also support future phases of the Paris/Notre Dame Bikeway project by preparing the corridor for upcoming active transportation investments.



## Review of Network Screening Process

In 2025, Traffic and Transportation staff completed an upgrade of the Transportation Engineering Software (TES) to a newer and more advanced version that will enhance the City's analytical and planning capabilities. As a result of this upgrade, access to the network screening tool is temporarily unavailable.

The network screening tool is used to identify the top 20 highest priority locations within the City's road network for safety improvements. Each year, staff then recommend improvements for 5 of these locations, with the tool being re-run every four years. In the previous Road Safety Report, staff had completed work on the original list of 20 identified locations.

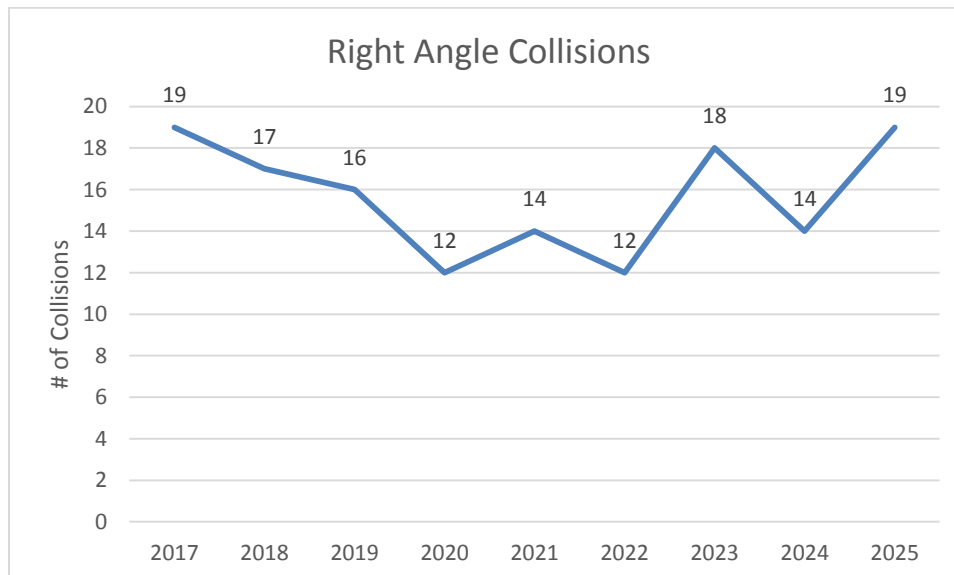
Staff anticipate that access to the network screening tool will be restored in 2026. As a result, the 2027 Annual Road Safety Report will include a newly generated list of 20 priority locations, along with recommended improvements for the first five locations.

## Red Light Camera Program Update

The City currently has six red light cameras deployed throughout the City in September 2022 at the following intersections:

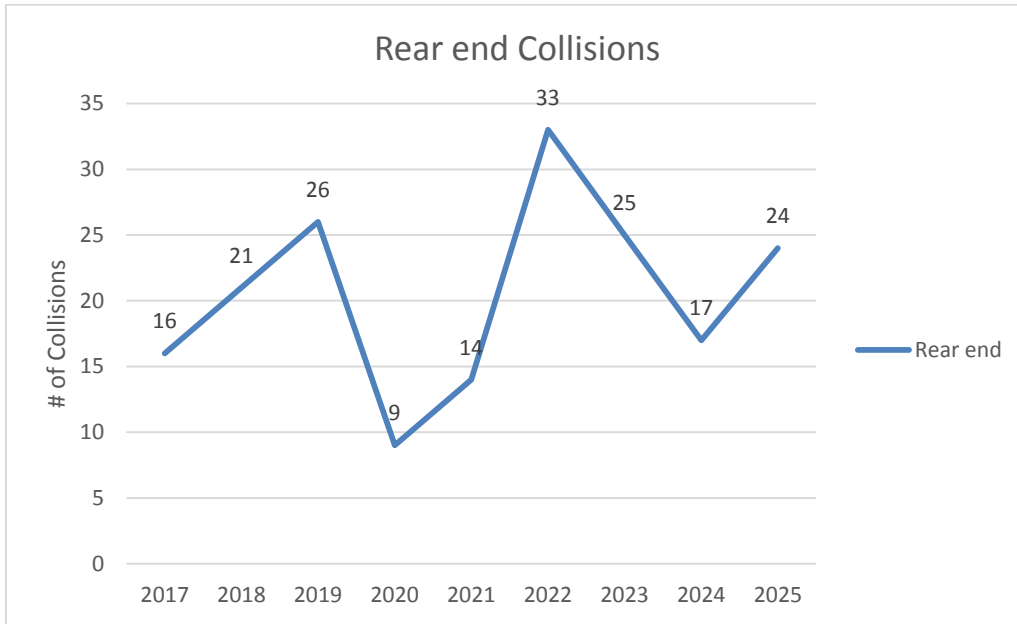
- Lasalle Boulevard at Montrose Avenue
- Lasalle Boulevard at Roy Avenue
- Municipal Road 80 at Dominion Drive
- Paris Street at Cedar Street
- Paris Street at Centennial Drive
- Regent Street at Loach's Road/Algonquin Road

Staff have continued to track both collision trends and the number of red-light offence tickets issued at these intersections. Annual totals for right-angle collisions across all six locations are summarized in the graph below.



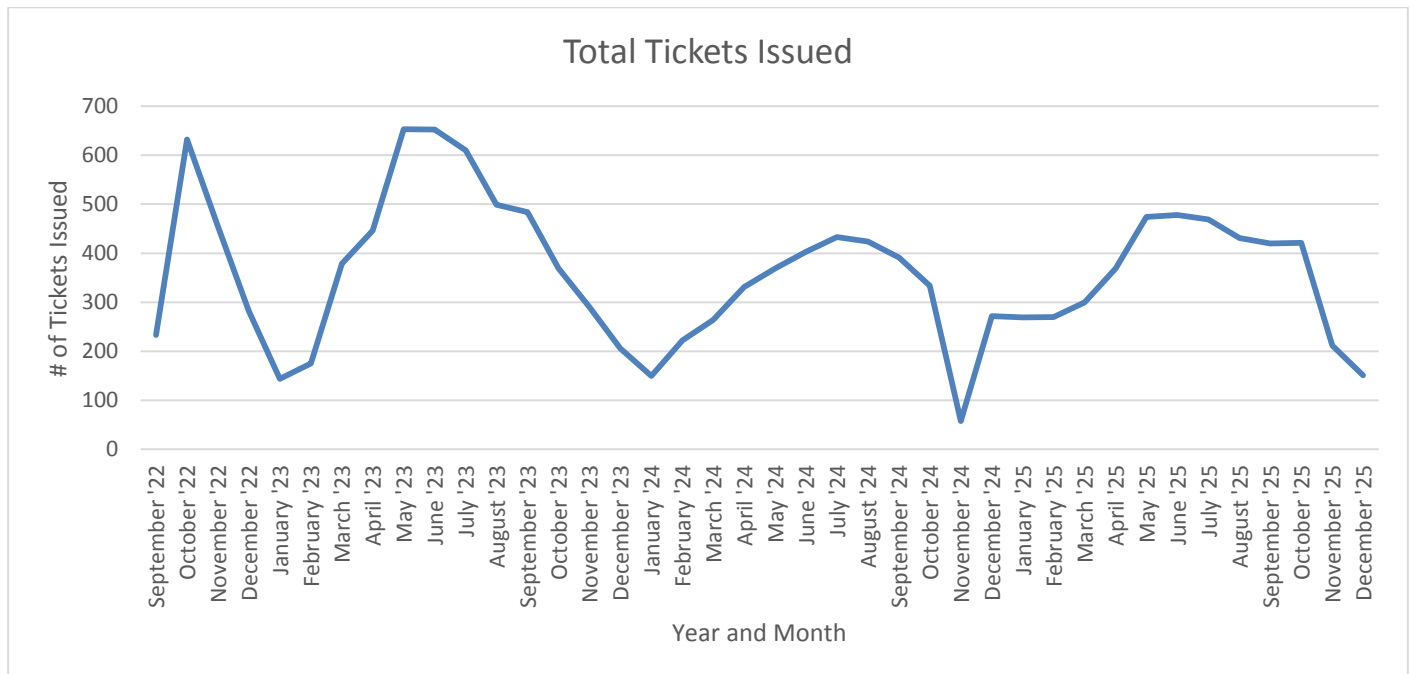
Traffic volumes declined significantly during the pandemic, which contributed to a corresponding reduction in collision rates beginning in 2020. Because rear-end collisions are commonly discussed in relation to red-light camera programs, annual collision totals at the six monitored intersections are shown in the graph below. A notable drop in rear-end collisions occurred in 2020 and 2021, reflecting lower traffic volumes during this period. As pandemic restrictions lifted in 2022, rear-end collisions rose sharply. It is important to note that red-light cameras were not installed until September 2022, and the increase in rear-end collisions was

observed throughout the entire year, prior to the cameras becoming operational. Beginning in 2023, rear-end collisions decreased and have since remained consistent with pre-pandemic levels. Based on this trend, staff have not identified any increase in the frequency of rear-end collisions attributable to the installation of red-light camera systems.



Ongoing monitoring of these intersections is necessary to develop a comprehensive understanding of the impact of red-light cameras on collision trends. Because collision numbers can fluctuate from year to year, assessing patterns over multiple years, under typical traffic conditions and volumes, is essential.

Since the launch of the red-light camera program in September 2022, a total of 14,424 charges have been issued up to the end of 2025. A breakdown of these charges by year and month is presented in the graph below.



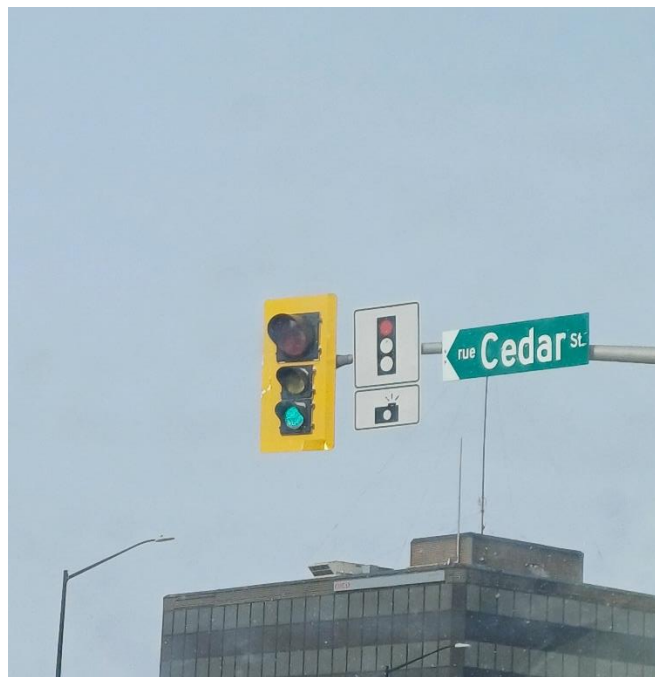
The reduction in tickets issued during the winter months is largely influenced by motorists driving more

cautiously in snowy conditions, as well as reduced pavement- marking visibility, which affects the ability to verify stop- bar compliance for red- light camera enforcement. Additionally, the red-light camera at Paris Street and Cedar Street was struck and damaged in a single-vehicle collision in November 2025, rendering it inoperable for the remainder of the year. As a result, the number of total tickets issued during the affected months decreased.

Overall, the graph shows a slight increase in tickets issued in 2025 compared to 2024, while remaining lower than in both 2022 and 2023.

Notably, the number of tickets issued in 2025 has increased by approximately 17%, whereas the number of right-angle collisions at the six intersections has risen by approximately 36%. As previously noted, staff will continue to monitor collision rates at these intersections to determine whether the increases observed represent emerging trends or single-year anomalies resulting from extenuating factors.

The intersection of Paris Street and Cedar Street continues to have the highest number of red-light camera offences among the six enforced locations, accounting for 1,840 of the 4,264 tickets issued in 2025. In response, staff installed an additional mast-arm-mounted red-light camera sign, shown in the photo below, to supplement the existing ground-mounted warning signs. This added signage is intended to increase driver awareness of the enforcement zone and reinforce the requirement to stop at a red signal.



### **Automated Speed Enforcement Program Update**

In March 2024, the City of Greater Sudbury deployed its first set of six mobile automated speed enforcement units. Each unit was installed for a four-month period before being rotated to new locations, completing a total of five deployment rounds.

In the fall of 2025, the Provincial government introduced legislation removing automated speed enforcement from the suite of tools available to municipalities for improving road safety. This ban took effect on November 14, 2025, resulting in the removal of all six mobile speed cameras operated by the City. In place of the program, the province announced one-time road safety funding for affected municipalities.

Throughout the five deployment rounds, significant reductions in vehicle speeds were observed both during and after the presence of automated speed enforcement on a roadway. Additionally, net revenues generated through the program were being reinvested directly into further road safety initiatives, creating a compounding benefit.

Following the cancellation of the program, staff have been working to conclude the associated contracts with the vendor and the Toronto Joint Processing Centre. A detailed summary of the number of tickets issued, gross and net revenues, and the one-time provincial funding allocation will be provided in the upcoming 2026 Road Safety Projects Report.

### **Next Steps**

Staff remain committed to improving road safety for all road users through ongoing infrastructure enhancements, education, and enforcement. Collision statistics will continue to be monitored closely, and emerging trends will be identified to guide future actions.

As part of the 2027 Annual Road Safety Report, staff will present a newly generated list of 20 priority locations identified through the network screening tool, along with recommended improvements for the first 10 locations.

This work represents an important progression in the City's long-term, data-driven strategy to build safer streets and stronger communities, and a transportation network that reflects the City's commitment to protecting every person who uses it.

## Winter Control Update – January 2026

Presented To:	Operations Committee
Meeting Date:	April 20, 2026
Type:	Correspondence for Information Only
Prepared by:	Joe Rocca Linear Infrastructure Services
Recommended by:	General Manager of Community Infrastructure

### Report Summary

This report provides information regarding winter maintenance activities for 2026 up to and including the month of January 2026.

### 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 January 31, 2026. The estimated result for January 2026 is an over expenditure of approximately \$1,339,000 when compared to the 2026 year to date budget. The actual result may differ 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 month of January 2026, 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 January, there were four winter events that required the full deployment of City crews and subcontractors.

This report provides the estimated financial results for the period ending January 31, 2026. The estimated

result for January 2026 is an over expenditure of approximately \$1,339,000 when compared to the 2026 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 January there were four major winter events which required the deployment of all available City and contractor snow plowing equipment. For 2025/2026 winter season, there have been seven winter events requiring the full deployment of all available City and contractor snow plowing equipment.

Table 1 also highlights the statistical information for the 2025/2026 winter months from Environment Canada, including the five year average for snowfall. The total snow accumulation for January 2026 was below the five year average for the same period, however, there was an additional 14 mm of rain that fell during the month. In total, it snowed or rained on 14 of the 31 days within the month. In addition, on 12 of the days throughout the month, the daily maximum temperature remained below the effective temperature range of road salt. Statistics on the Days with Precipitation and Days with Temperatures above freezing were not included for October as no winter control activities were required during that month.

**Table 1 – Weather Statistics (October 2025 to January 2026)**

Month	Snow Accumulation (cm)	5 Year Average (cm)	Percentage Increase/(Decrease) Compared to 5 Year Average	Snow Events	Rain/Freezing Rain Events	Days with Precipitation	Days with Temperatures Above Freezing
Oct	-	2.6	-100%	0	0		
Nov	21.90	21.78	1%	0	0	16	20
Dec	44.30	52.92	-16%	2	1	19	5
Jan	53.40	59.48	-10%	4	0	14	2
Feb							
Mar							
Apr							
May							
Jun-Sep							
<b>Totals</b>	<b>119.60</b>	<b>136.78</b>	<b>-13%</b>	<b>6</b>	<b>1</b>	<b>49</b>	<b>27</b>

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

## Winter Control Services During January 2026

As noted in the summary of weather statistics, January 2026 saw snow or rain fall on 14 of the 31 days and there were four winter events which required the full deployment of all available City and Contractor snow plowing equipment. The four winter events and frequent snowfall throughout the month resulted in an over expenditure in the Snow Plowing/Sanding/Salting, Winter Sidewalk Maintenance and Snow Plowing – Graders/Loaders/4x4s categories.

Further, the consistently cold temperatures through the months of December and January resulted in a significant accumulation of snow on the roadside which impacted sightlines at intersections and lane widths on Class 1 to 3 roads. Snow removal activities occurred throughout the month of January and resulted in an over expenditure in this category.

## Financials

The estimated financial results for the period ending January 31, 2026, are summarized below. As shown in Table 2, the estimated result for January 2026 is an over expenditure of approximately \$1,339,000 when compared to the 2026 year-to-date budget. The actual year to date may differ 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.

**Table 2 – Financial Results**

2026 Winter Summary						
As of January 31, 2026						
	Annual Budget	2026 YTD				% Spent YTD
		Budget	Risk	Actual	Variance	
Snow Plowing/Sanding/Salting	8,596,542	2,403,652	(150,000)	3,071,457	(817,805)	136%
Snow Removal	1,199,492	309,665		818,962	(509,297)	264%
Winter Sidewalk Maintenance	1,233,234	306,688		418,925	(112,238)	137%
Snow Plowing - Graders/Loaders/4x4s	1,236,978	305,471		344,069	(38,598)	113%
Winter Ditching/Spring Clean Up	4,006,592	125,841		50,577	75,264	40%
Asphalt Patching Winter	1,926,831	192,683		217,017	(24,334)	113%
Miscellaneous Winter Maintenance	7,954,095	1,209,678		1,121,576	88,102	93%
<b>Total</b>	<b>26,153,764</b>	<b>4,853,679</b>	<b>(150,000)</b>	<b>6,042,584</b>	<b>(1,338,906)</b>	<b>128%</b>

## Resources Cited

Operations Committee Meeting, September 15, 2025, Winter Sidewalk Maintenance Pilot Project Update, Accessed online: <https://pub-greatersudbury.escribemeetings.com/FileStream.ashx?DocumentId=57952>

Operations Committee Meeting, January 19, 2026, Winter Control Update – November 2025, Accessed online: <https://pub-greatersudbury.escribemeetings.com/filestream.ashx?DocumentId=59090>

Operations Committee Meeting, February 18, 2026, Winter Control Update – December 2025, Accessed online: <https://pub-greatersudbury.escribemeetings.com/filestream.ashx?DocumentId=59571>

## Westbound Protected Left Turn Phase – Lasalle Boulevard Pilot Project Update

Presented To:	Operations Committee
Meeting Date:	April 20, 2026
Type:	Correspondence for Information Only
Prepared by:	Mohammad Nabipour Linear Infrastructure Services
Recommended by:	General Manager of Community Infrastructure

### Report Summary

This report provides an update on the protected left turn phase pilot project on Lasalle Boulevard at the Lasalle Court Mall in the westbound direction.

### 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 August 14, 2023, the Operations Committee passed resolution OP2023-27 directing City staff to conduct a traffic study of the intersection at 901 Lasalle Boulevard and to present the study results along with an option for installing an advanced green traffic signal for the westbound left-turning lane. City staff conducted a traffic count and reviewed the collision history, concluding that a westbound advanced left-turn phase is not warranted at this intersection.

At the March 25, 2024, Operations Committee meeting, resolution OP2024-05 was passed which directed staff to proceed with installing the advanced green left turn signal as a two year pilot project. The resolution cited that the building at 901 Lasalle Boulevard houses approximately 330 residents, 80% of whom are seniors, and that traffic has increased due to senior support services.

The resolution also directed staff to provide annual update reports throughout the duration of the pilot project.

The westbound advanced green left-turn signal was subsequently installed in late May 2024.

## Operational Analysis

Prior to the installation of the advanced left-turn signal, staff conducted a traffic count in early May 2024 to assess pre-installation westbound left-turn patterns during the afternoon peak hour. During this period, a total of nine (9) westbound vehicles completed a left turn. For comparison, 98 eastbound vehicles turned left at the same intersection during the same peak hour.

Previous traffic studies completed in 2023 and 2015 recorded 11 and 10 westbound left-turning vehicles, respectively. These results demonstrate that westbound left-turn volumes remained consistently low and essentially unchanged since 2015.

Staff also reviewed the collision history from January 2018 to December 2025 and confirmed that no collisions related to the westbound left-turn movement occurred either before or after the installation of the advanced left-turn signal.

## Delay Assessment/Cost Analysis/Environmental Impact

In 2025, as part of the City's ongoing Traffic Signal Renewal Project, staff updated signal coordination along the entire Lasalle Boulevard corridor. This work was completed in late 2025 and resulted in significant corridor travel time improvements.

As noted in the Ontario Ministry of Transportation's *Book 12 – Traffic Signals*, installing a traffic signal or signal phase that is not warranted can negatively affect overall traffic operations by increasing intersection delay, contributing to unnecessary vehicle idling, and resulting in increased fuel consumption and greenhouse gas emissions.

To properly assess these potential impacts arising from the advanced westbound left-turn signal, staff deferred additional data collection until the coordination updates were completed.

Preliminary traffic software modeling indicates that while the advanced left-turn phase reduced delay for westbound left-turning vehicles, overall intersection performance declined as a result of the added phase.

With the updated corridor coordination now in place, staff will undertake new traffic studies in 2026 to evaluate the real-world impact of the westbound advanced left-turn signal on both intersection and corridor performance.

## Next Steps

Staff will conduct updated traffic studies in 2026 and will continue to monitor the intersection's performance. A follow-up report will be provided in 2027 summarizing study results, evaluating the pilot project, and presenting final recommendations.

## Resources Cited

Protected Left Turn Phase – Lasalle Boulevard at 901 Lasalle Boulevard/Lasalle Court Mall Westbound, City of Greater Sudbury, Accessed Online: <https://pub-greatersudbury.escribemeetings.com/filestream.ashx?DocumentId=52101>