

Road Safety Projects 2025

Presented To:	Operations Committee
Meeting Date:	March 17, 2025
Type:	Managers' Reports
Prepared by:	David Knutson Linear Infrastructure Services
Recommended by:	General Manager of Growth and Infrastructure

Report Summary

This report provides a recommendation regarding the list of projects to be funded from the revenue generated by the Automated Speed Enforcement Program.

Resolution

THAT the City of Greater Sudbury approves the 2025 Road Safety project list as outlined in the report entitled “Road Safety Projects 2025”, from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on March 17, 2025;

AND THAT Council directs staff to fund the road safety projects identified in the report up to the amount of \$83,009 from the Tax Rate Stabilization Reserve – Committed;

AND THAT Council directs staff to develop a business case as part of the 2026-2027 Budget for the position of a Road Safety Analyst in order to manage ongoing road safety projects.

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

This report supports the “achieve 35% active mobility transportation mode share by 2050” as identified in the City of Greater Sudbury Community Energy and Emissions Plan (CEEP) by reducing vehicle speeds which creates a safer and more inclusive road network for pedestrians and cyclists.

Financial Implications

The projects identified in this report will be funded up to \$83,009 from the Tax Rate Stabilization Reserve – Committed, being the net revenues from the automated speed enforcement program as of December 31, 2024.

Background

The City of Greater Sudbury introduced Automated Speed Enforcement cameras in March 2024. Six mobile speed cameras were deployed based on prioritized locations determined through a two stage warrant process. These six cameras rotate locations approximately every four months and the following locations saw deployments in 2024:

<i>March to July</i>
Algonquin Road (between Maurice Street and Field Street)
Bellevue Avenue (between Picard Street and Ralph Street)
Falconbridge Road (between Donnelly Drive and Church Street)
Gary Avenue (between Lasalle Boulevard and Madison Avenue)
Hillcrest Drive (between Brian Street and Mikkola Road)
Main Street, Val Caron (between Justin Street and M.R. 80)
<i>August to December</i>
Bancroft Drive (between Kingsway and Bellevue Avenue)
Bancroft Drive (between Estelle Street and Hazelton Drive)
Garson Coniston Road (between Maki Street and Falconbridge Road)
Howey Drive (between Downing Street and Somerset Street)
Moonlight Avenue (between Claude Street and Gagne Street)
MR 80, McCrea Heights (between Robin Avenue and Hurbert Street)

During the deployment at each location, operating speeds on each roadway were substantially reduced to or very near the posted speed limit. In addition, subsequent follow up speed studies conducted in the months after the cameras were moved showed a lasting speed reduction in many locations of five to six kilometers per hour. A more in depth analysis of the impact Automated Speed Enforcement program can be found in the report titled Automated Enforcement Programs Update 2024 which was presented at the November 18, 2024 Operations Committee meeting.

Lastly, at the June 19, 2023 Operations Committee meeting, resolution OP2023-19 was carried which asked for a business case to be submitted to develop a Road Safety Program which was to be funded from the revenues of the automated speed enforcement program. The business case was approved as part of the 2024/2025 Budget.

Analysis

Tickets Issued/Fines/Expenses

In 2024, 12,796 tickets were issued from Automated Speed Enforcement cameras. The total fine amount for each issued ticket is comprised of three parts; the set fine, victim surcharge fee and a court fee. The set fine is determined by how many kilometers per hour the vehicle was traveling above the posted speed limit. The victim surcharge fee is based on the set fine amount, while the court fee is a fixed amount. As the victim surcharge fee is remitted to the province and the court fee goes towards offsetting court administration costs, only the set fine sum is calculated as gross program revenue. For 2024, a total set fine sum of \$1,344,237 was issued to motorists who were speeding. Through consultation with the Provincial Offenses Office, staff are accounting for a 20% reduction in the actual set fine sum being collected. This reduction accounts for fine not collected due to non-payments, fine reductions and invalid tickets.

As outlined in previous reports, the Automated Speed Camera program does have ongoing operating costs. These costs include lease payments for the cameras and their maintenance, payments to the City of Toronto Joint Processing Centre for reviewing and issuing of tickets, and miscellaneous other expenses such as sign installations at camera sites and education campaign costs. A breakdown of the revenue and these costs can be seen in the Table 1 below.

Table 1 – 2024 Net Revenue

2024	
Revenue from Fines Issued	\$ 1,344,237
Allowance for Unrecovered Fines (20%)	\$ (268,847)
Operating Costs*	<u>\$ (322,387)</u>
2024 Net Revenues from ASE	\$ 753,003
*Includes camera leasing, processing fees, education, misc.	

Funding Available

During 2023 budget deliberations, Council approved that several projects be funded from the net revenue of the Automated Speed Enforcement program. This included the expansion of the temporary flexible bollard traffic calming program, gateway speed limits, and the Roads and Transportation Asset Management Plan. After funding these projects, the amount committed in the Tax Rate Stabilization Reserve for road safety programs is \$83,009 as of December 31, 2024.

Table 2 – Tax Rate Stabilization Reserve Fund – Committed Balance for Road Safety Program

Tax Rate Stabilization Reserve Fund – Committed Balance for Road Safety at January 1, 2024		\$ -
2024 Net Revenues from ASE (Table 1)		\$ 753,003
Less: Funded Items per 2023 Business Case		
2023 ASE Operating Costs Repayment	\$ (54,892)	
2023 and 2024 Funded Programs**	\$ (115,102)	
Roads and Transportation Asset Management Plan	<u>\$ (500,000)</u>	<u>\$ (669,994)</u>
Tax Rate Stabilization Reserve Fund – Committed Balance for Road Safety at December 31, 2024		\$ 83,009
**Includes Temporary Flexible Bollard Traffic Calming and Gateway Speed Limits		

An existing traffic calming account is also being added in as part of the available funds for 2025. The total available for 2025 traffic calming projects is \$118,558, detailed in Table 3 below.

Table 3 – Available 2025 Funds

Tax Rate Stabilization Reserve Fund – Committed Balance for Road Safety at December 31, 2024	\$ 83,009
Existing Traffic Calming Capital Funds	\$ 35,549
Total Available 2025 Funds	\$ 118,558

Funded Programs

With the approval of the Implement Automated Speed Enforcement Program business case, the net revenue from the automated speed enforcement program will be used to directly fund projects and initiatives which will improve road safety for all road users. Table 4 below includes a summary of the programs to be funded in 2025:

Table 4 – Prioritized Funded Programs

Funded Programs	
Traffic Calming – Top Location	\$ 87,000
Speed Display Signs – Field Street	\$ 11,000
Education Campaign	\$ 20,000
TOTAL	\$ 118,000

Funded Programs – Traffic Calming

As part of the funded programs for 2025, staff are recommending to implement permanent traffic calming on Brenda Drive, from Moonrock Avenue to St. Charles Lake Road. Brenda Drive is currently the top ranked traffic calming location. It is anticipated that speed bumps or speed tables will be the selected traffic calming measure of choice, however, the location will still be subject to public consultation and final design.

Funded Programs – Speed Display Signs

Staff have been working in collaboration with the South End CAN group to identify solutions for speeding concerns on Field Street. Field Street is adjacent to both an elementary school and a secondary school. Field Street is on the approved traffic calming list, however, as it is a rural cross section (no curb and gutter) it has not received temporary traffic calming bollards. As determined through the temporary traffic calming bollard pilot project, bollards are not suitable for rural cross sections roadways as motorists were found to be driving on the gravel shoulder to avoid reducing their speed through the bollards. The road is used as a cut through for motorists as well as a walking route for many students. The installation of the speed display signs will provide a level of traffic calming on Field Street until permanent traffic calming measures are installed. Staff anticipate when permanent traffic calming is installed, the signs will remain in place and form an additional part of the traffic calming measures, reinforcing the need for drivers to slow down. An example of the speed display sign is shown below.



Funded Programs – Education Campaigns

Forming part of the three ‘E’s’ of road safety (Engineering, Education and Enforcement), education remains a vital component of the City’s road safety strategy. For 2025, staff will implement an education campaign aimed at pedestrian safety when crossing our roadways. This is in response to a number of mid-block collisions which occurred between vehicles and pedestrians within our community. Safety messaging around using controlled pedestrian crossings where available, wearing high visibility clothing during evening hours and inclement weather and messaging aimed towards motorists to be extra vigilant in higher density residential and commercial areas.

Next Steps

If the prioritized funded programs list is approved, staff will start detailed design and cost estimate for the Brenda Drive permanent traffic calming measures. Traffic and Transportation staff will also proceed with public consultation with area residents. It is anticipated that design work will take place throughout the remainder of 2025 with tendering and construction to take place in 2026. Public consultation is expected to span 2025 and 2026. In addition, staff will proceed with purchasing the speed display signs and coordinating their installation in 2025. Finally, in collaboration with Communications and Community Engagement, a pedestrian safety campaign will be developed and implemented throughout the remainder of 2025.

In addition, a business case to create a Road Safety Analyst position, to be funded from the net proceeds of the automated speed enforcement program, will be brought forward for consideration during the 2026/2027 Budget process. This position will be responsible for developing and delivering additional road safety initiatives funded by the net revenue of the Automated Speed Enforcement program.

Resources Cited

City of Greater Sudbury, Automated Speed Enforcement Program, Accessed Online:
<https://pub-greatersudbury.escribemeetings.com/filestream.ashx?DocumentId=42616>

City of Greater Sudbury, Automated Enforcement Program Update, Accessed Online:
<https://pub-greatersudbury.escribemeetings.com/filestream.ashx?DocumentId=55257>

City of Greater Sudbury, Traffic Calming Update 2024, Accessed Online:
<https://pub-greatersudbury.escribemeetings.com/filestream.ashx?DocumentId=54343>