

2025 Gateway Speed Limit Pilot Project Update

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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:

[2024 Gateway Speed Limit Pilot Project Update](#)