

2026 Annual Road Safety Report

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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.

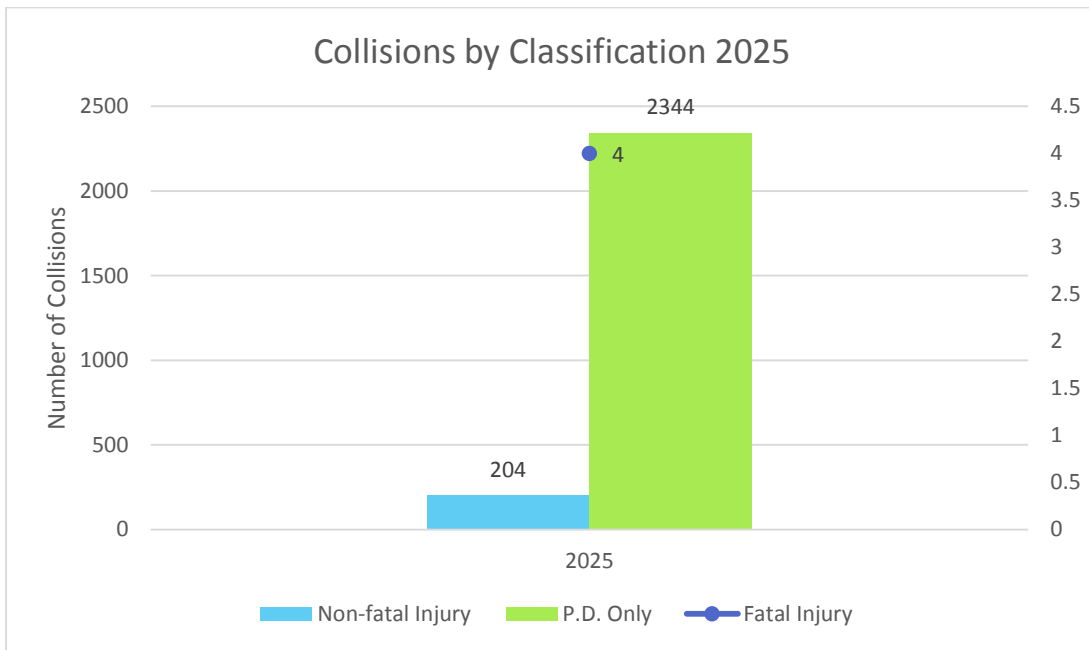


Figure 1: Collisions By Classification 2025

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.

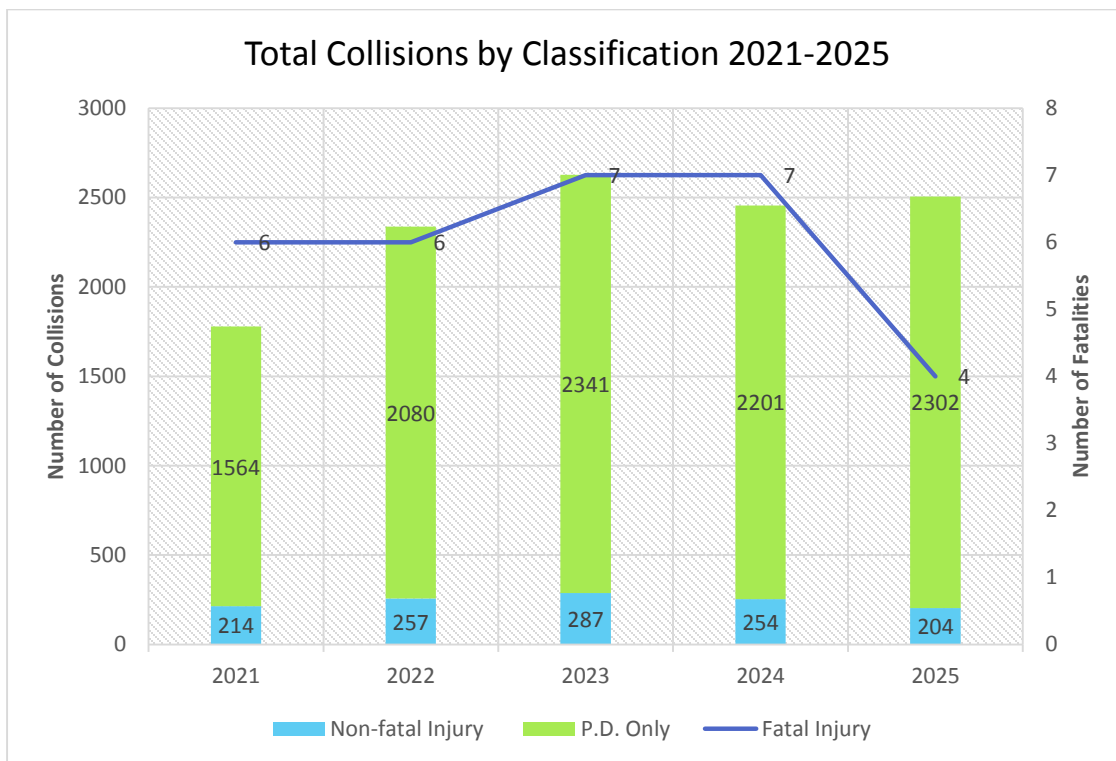


Figure 2: Total Collisions By Classification 2021-2025

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).

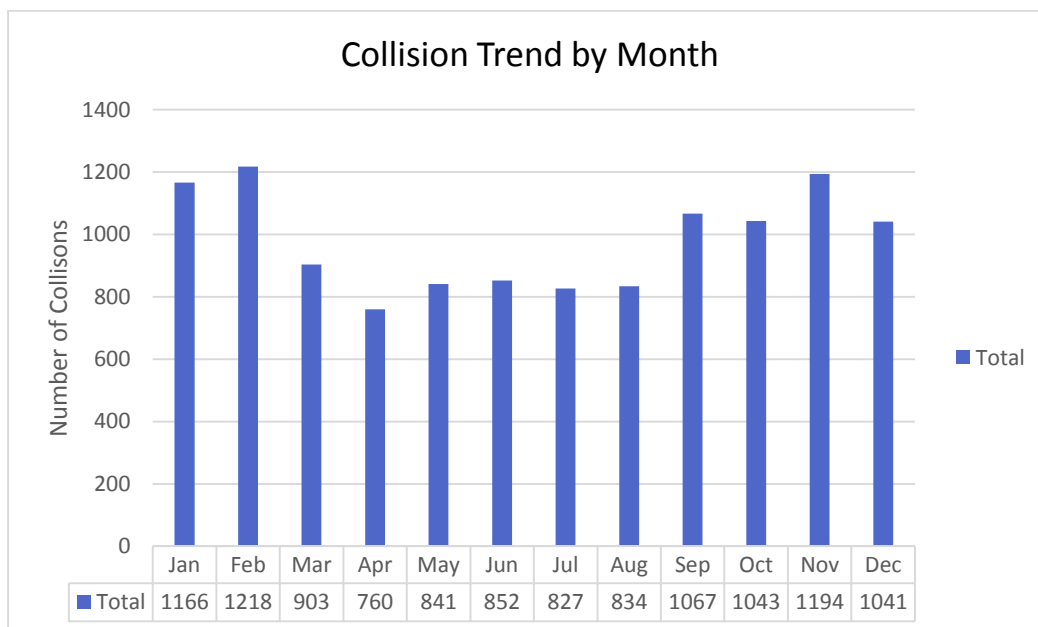


Figure 3: Total Collisions by Month 2021-2025

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).

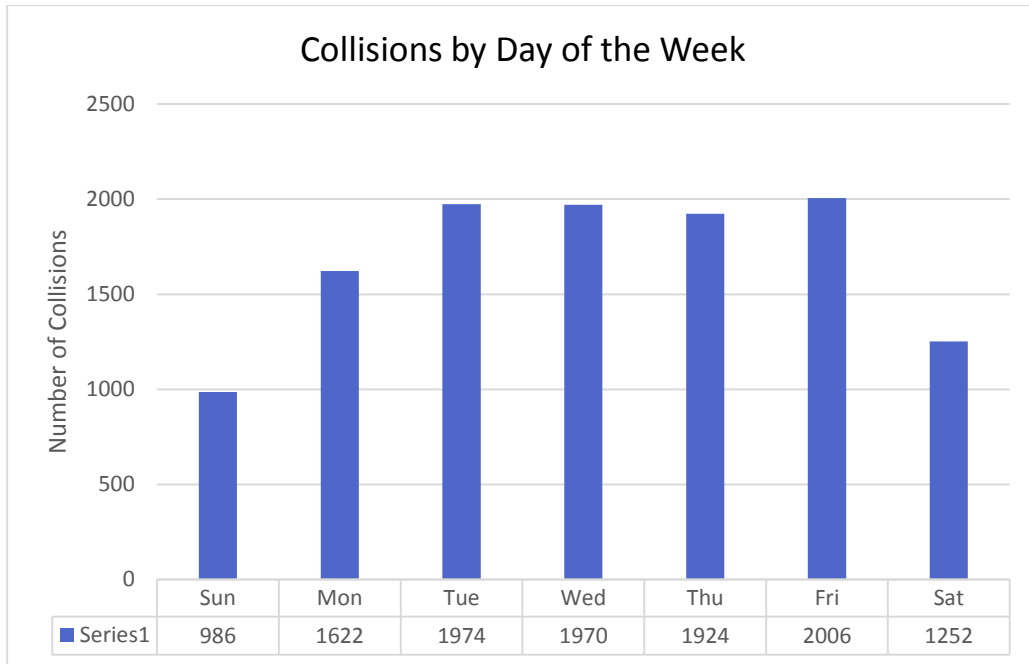


Figure 4: Collisions by Day of the Week 2021-2025

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).

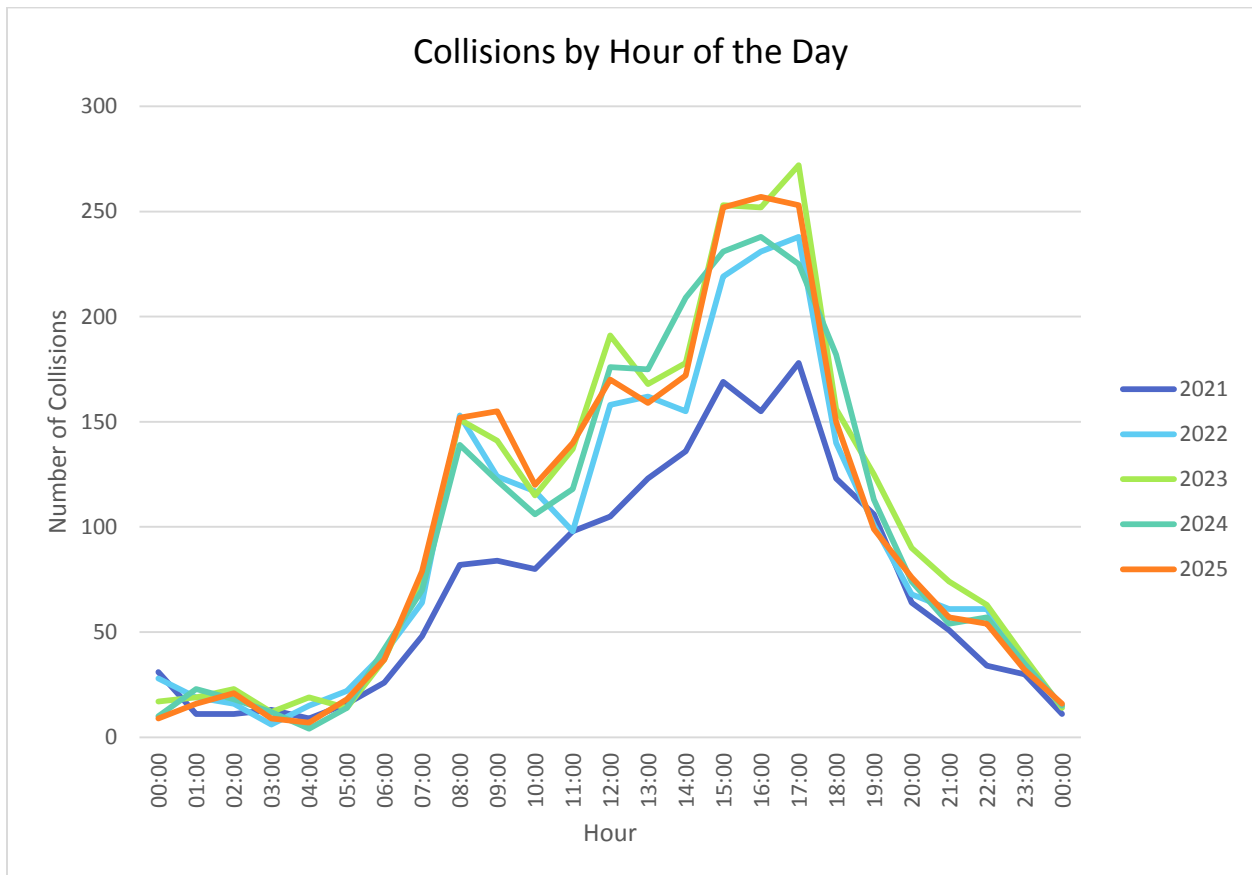


Figure 5: Collisions By Hour of the Day 2021-2025

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).

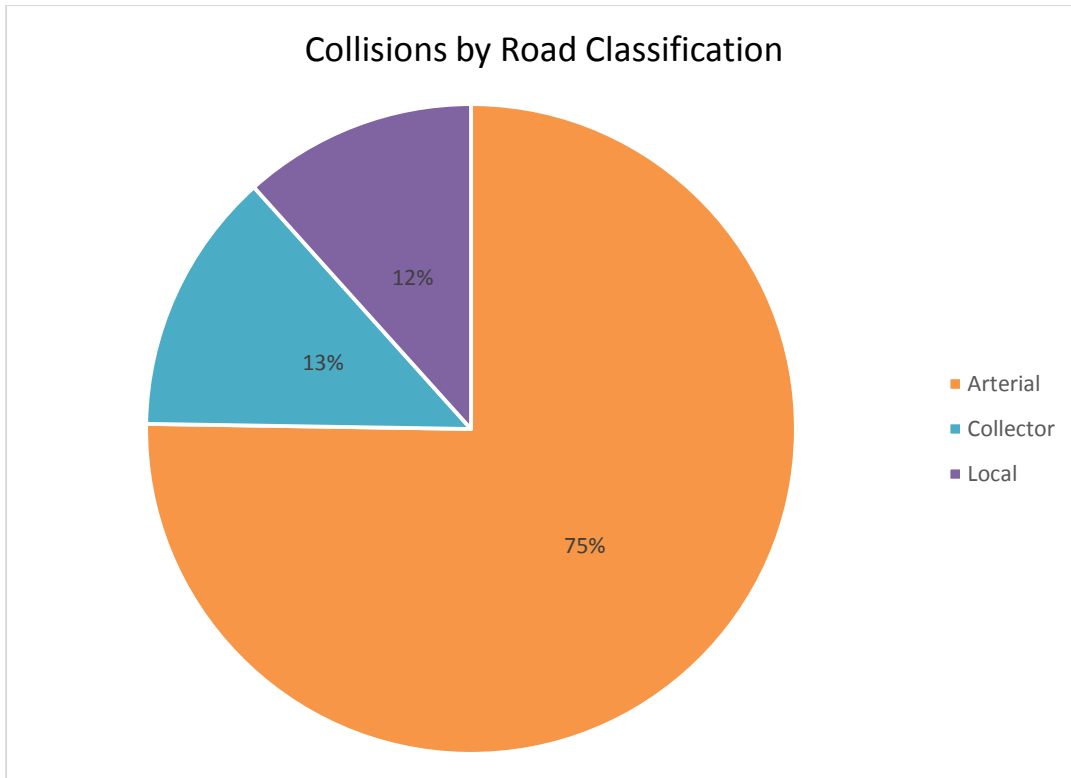


Figure 6: Collisions by Road Classification 2021-2025

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

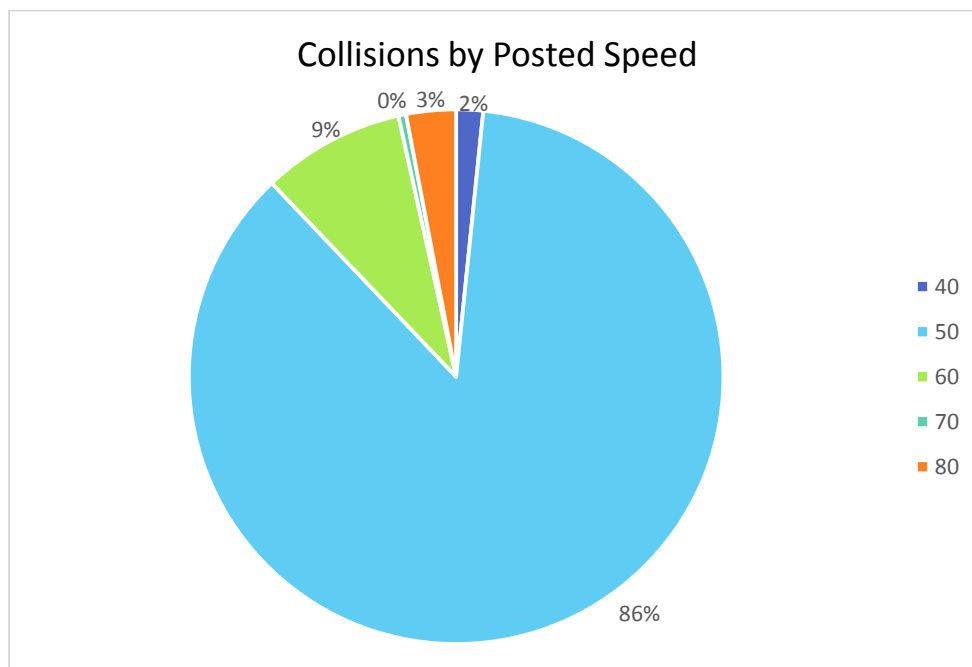


Figure 7: Collisions By Posted Speed Limit 2021-2025

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.

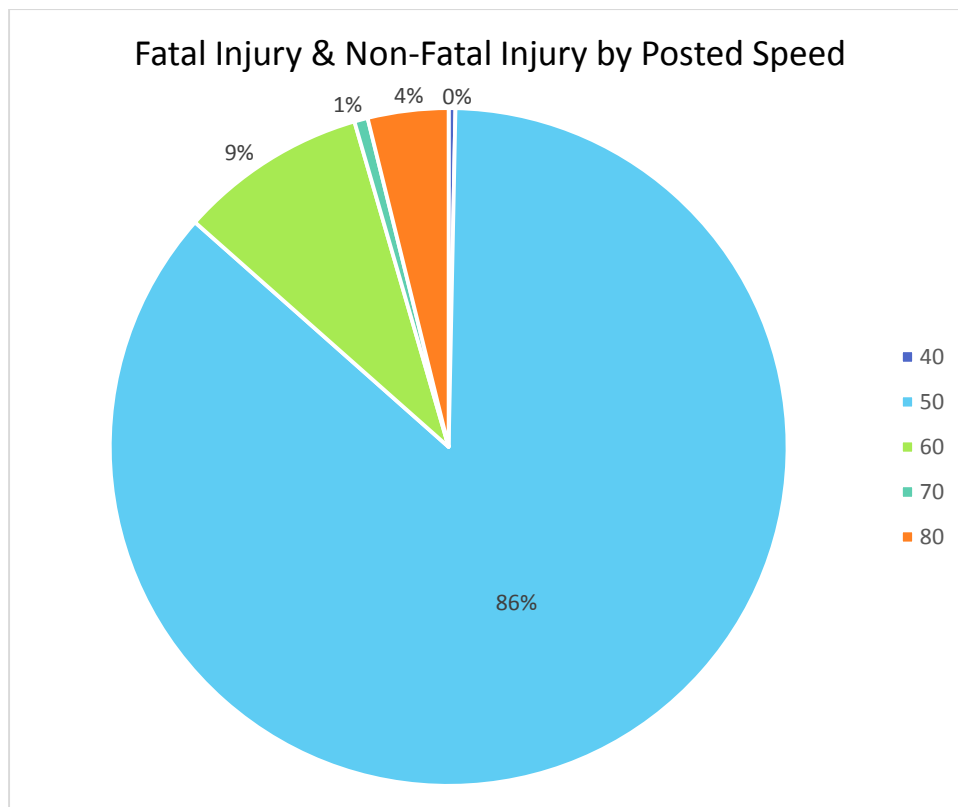


Figure 8: Fatal / Non-Fatal Injury Collisions By Posted Speed Limit 2021-2025

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
TOTAL:				5.54 km

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
TOTAL:			0.45 km	

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.

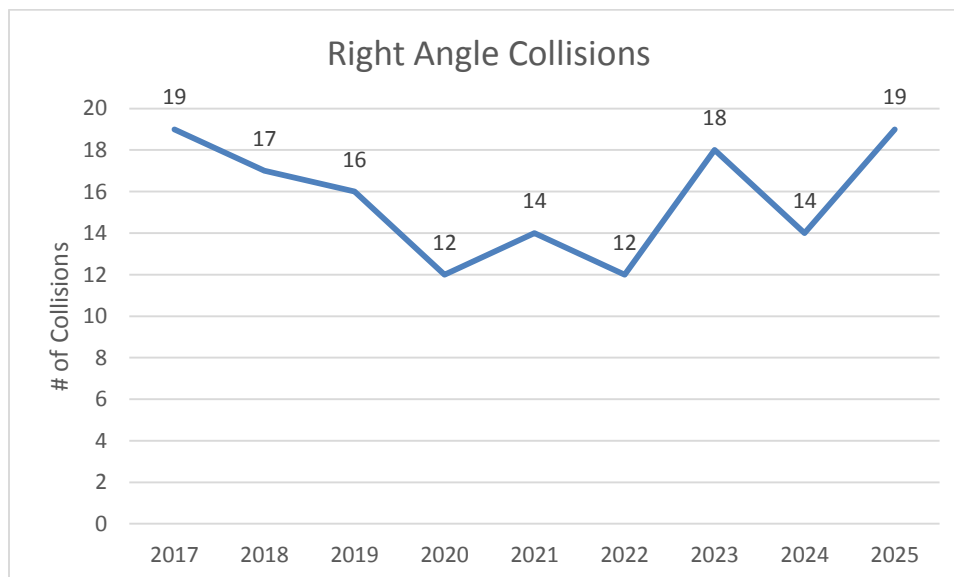
Staff anticipate that access to the network screening tool will be restored in 2026. As a result, the 2027 Annual Road Safety Report will include a newly generated list of 20 priority locations, along with recommended improvements for the first five locations.

Red Light Camera Program Update

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

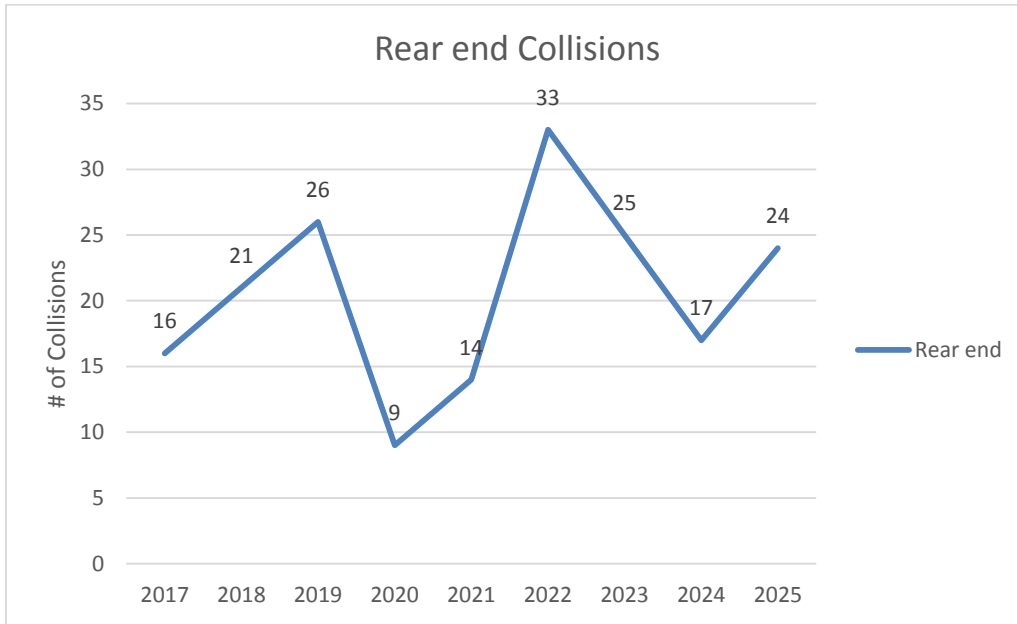
- Lasalle Boulevard at Montrose Avenue
- Lasalle Boulevard at Roy Avenue
- Municipal Road 80 at Dominion Drive
- Paris Street at Cedar Street
- Paris Street at Centennial Drive
- Regent Street at Loach's Road/Algonquin Road

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.



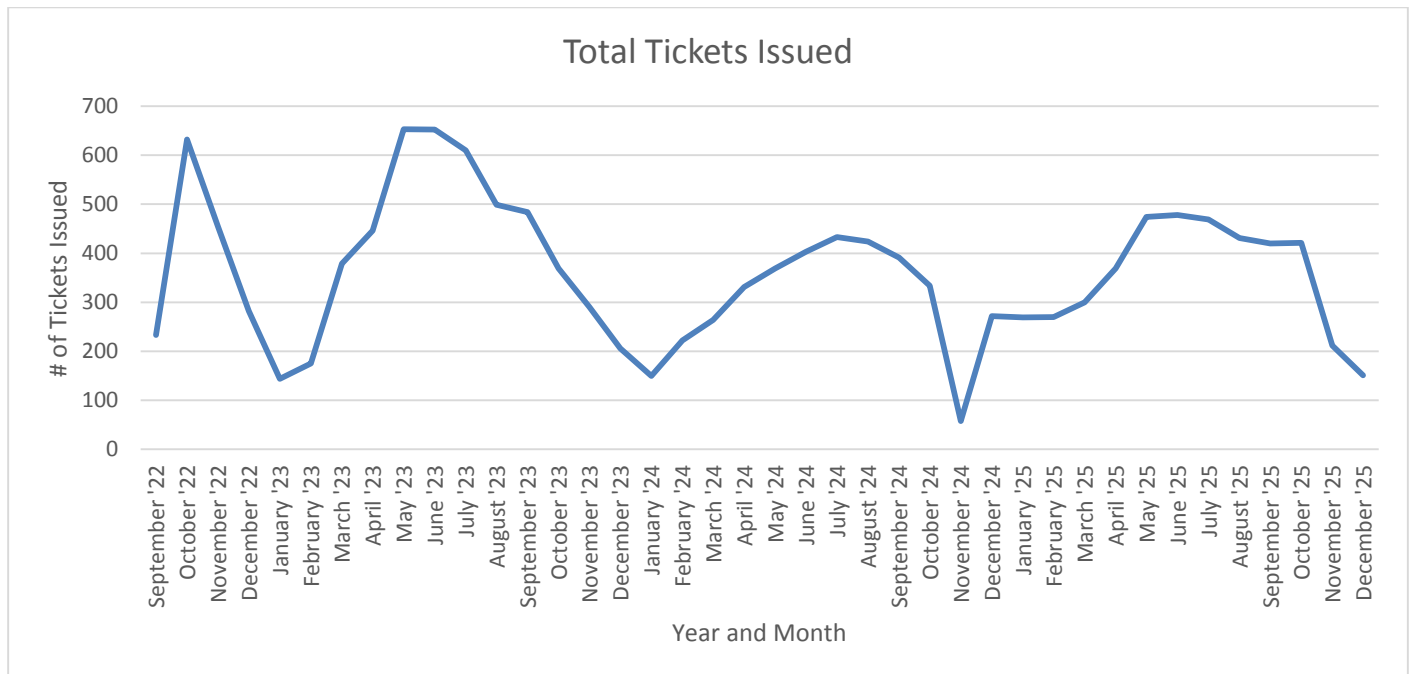
Traffic volumes declined significantly during the pandemic, which contributed to a corresponding reduction in collision rates beginning in 2020. Because rear-end collisions are commonly discussed in relation to red-light camera programs, annual collision totals at the six monitored intersections are 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.



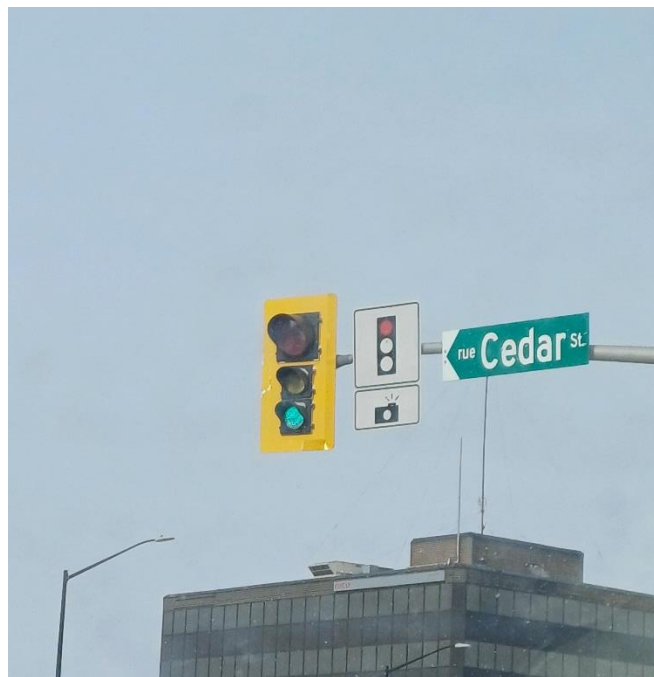
The reduction in tickets issued during the winter months is largely influenced by motorists driving more

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.