

# Roads Database

## Project Update

January 12, 2021

# The Roads Database

- The project began in 2017
- The database was created using the Roads Needs Study from 2016
- There are 4554 road segments currently listed in the database

# Why do we need a database?

It's important to understand:

- The ownership of the road segment
- The status of the road segment
- Service(s) provided by the City

Data within the database is owned by many different divisions and departments in the municipality

# What is a road segment?

- A segment can be a section of road from intersection to intersection
- A segment can also end where maintenance or ownership changes
- Segments are all different lengths



# Ownership

- Although it might seem obvious that a segment is a municipal road sometimes that isn't the case
- In the database we identify roads as Public Authority Having Jurisdiction (PAHJ), Private or Combination

# Status

- Assumed/Assumed by Service
- Unassumed
- Private
- Combination

# Assumed

- Roads that are assumed legally by by-law and receive all municipal services
- This includes winter and summer maintenance, ditching, brushing, drainage, etc.
- Assumed roads are included in the capital plan

# Unassumed

- Unassumed roads are municipal property however they have not been legally assumed for maintenance or capital improvement
- Council approved a Seasonal Level of Service Policy for qualifying unassumed roads to receive grading and gravel at the supervisor's discretion
- Council has directed status quo service levels; however there are 43 unassumed road segments receiving service outside the Policy

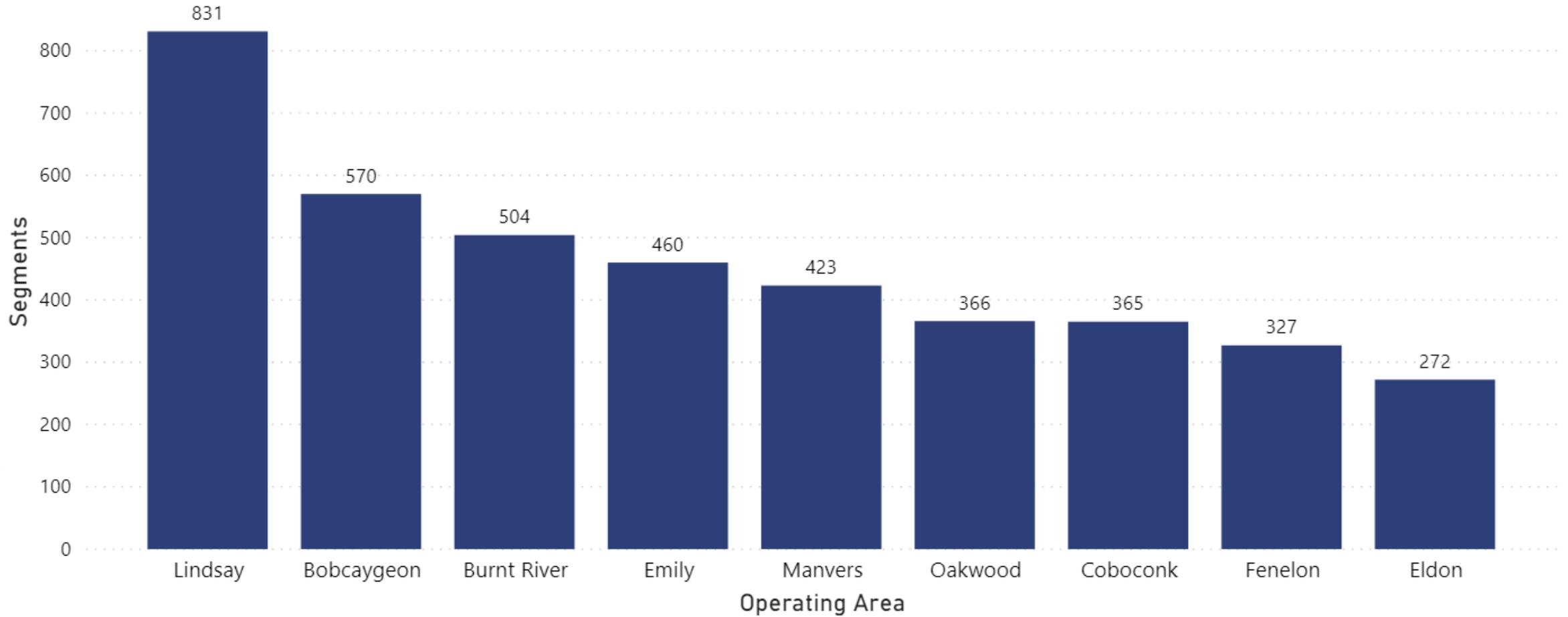
# Private

- Private roads are not owned by the municipality
  - Eg. home owner, association, province, federal
- Council has provided direction to maintain service for those who had Limited Service Agreements in place
- Technically the municipality is trespassing if service is provided without an agreement on a private road
- There are 63 private road segments receiving some level of service without agreement

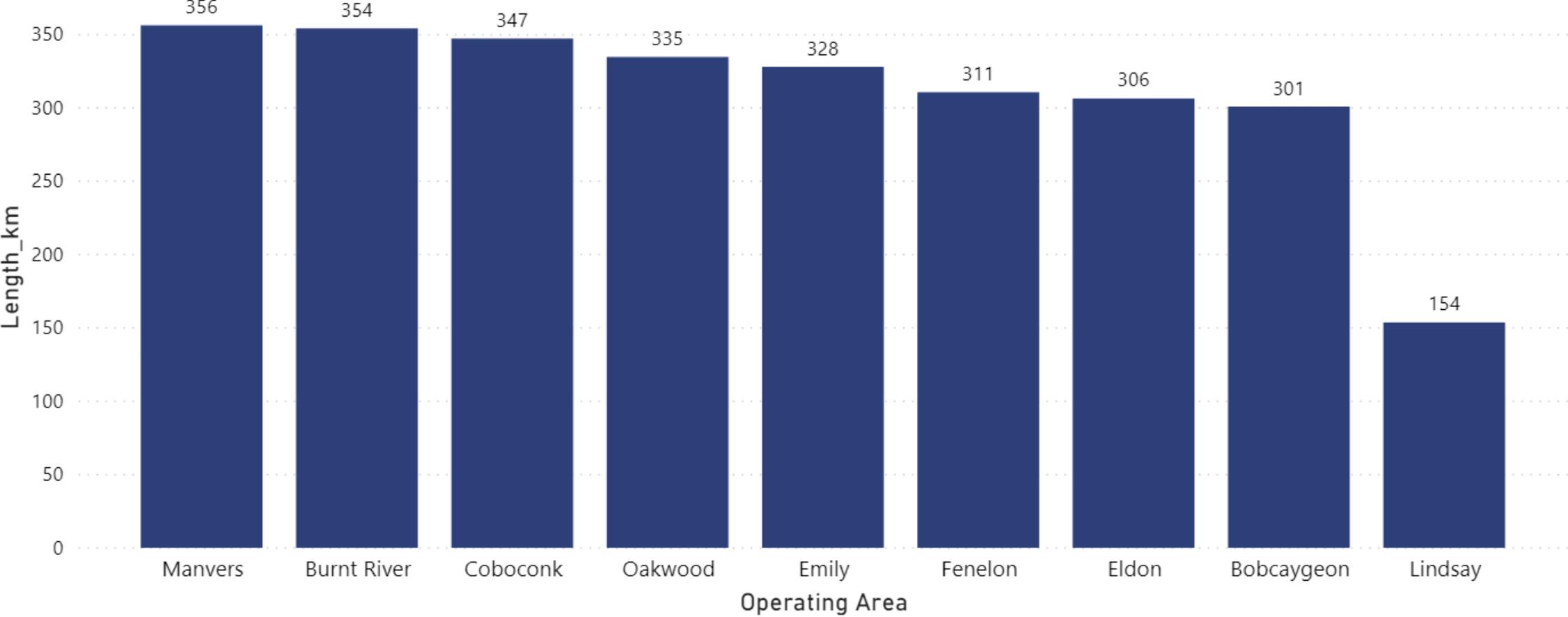
# Combination

- Portions of the road are owned by the municipality and other portions are private
- Varying levels of service are being provided on combination roads, some through agreements
- There are 56 combination road segments receiving some level of service without agreement

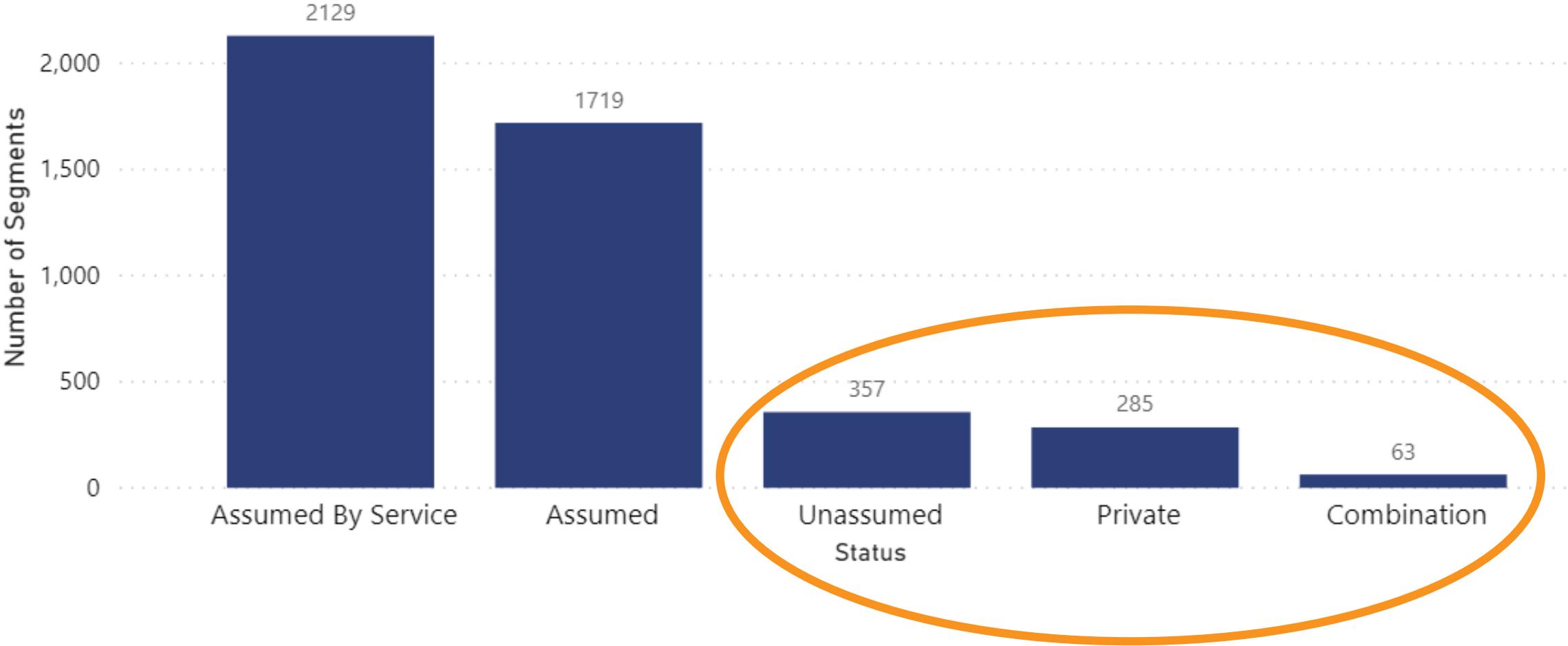
# Segments maintained



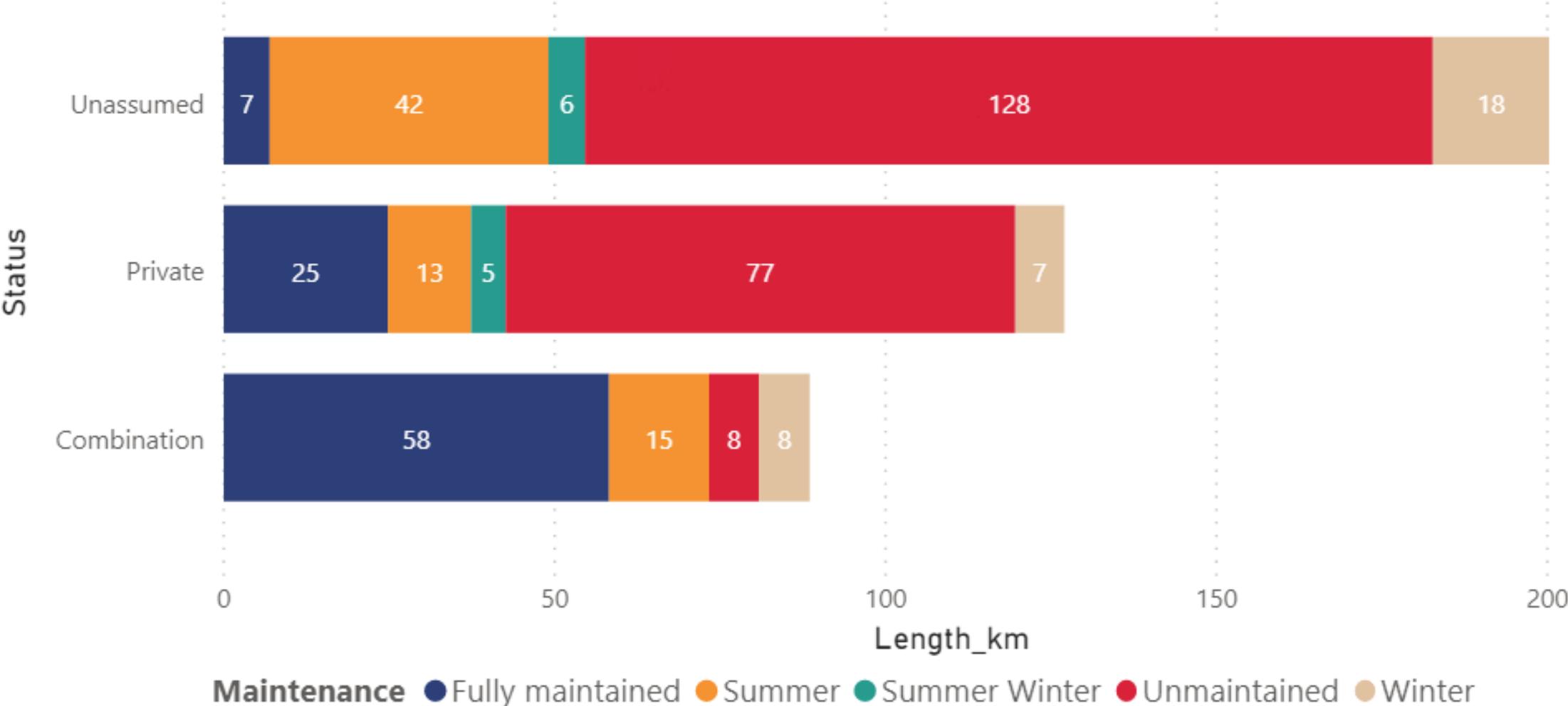
# Kilometers maintained



# Road Segments



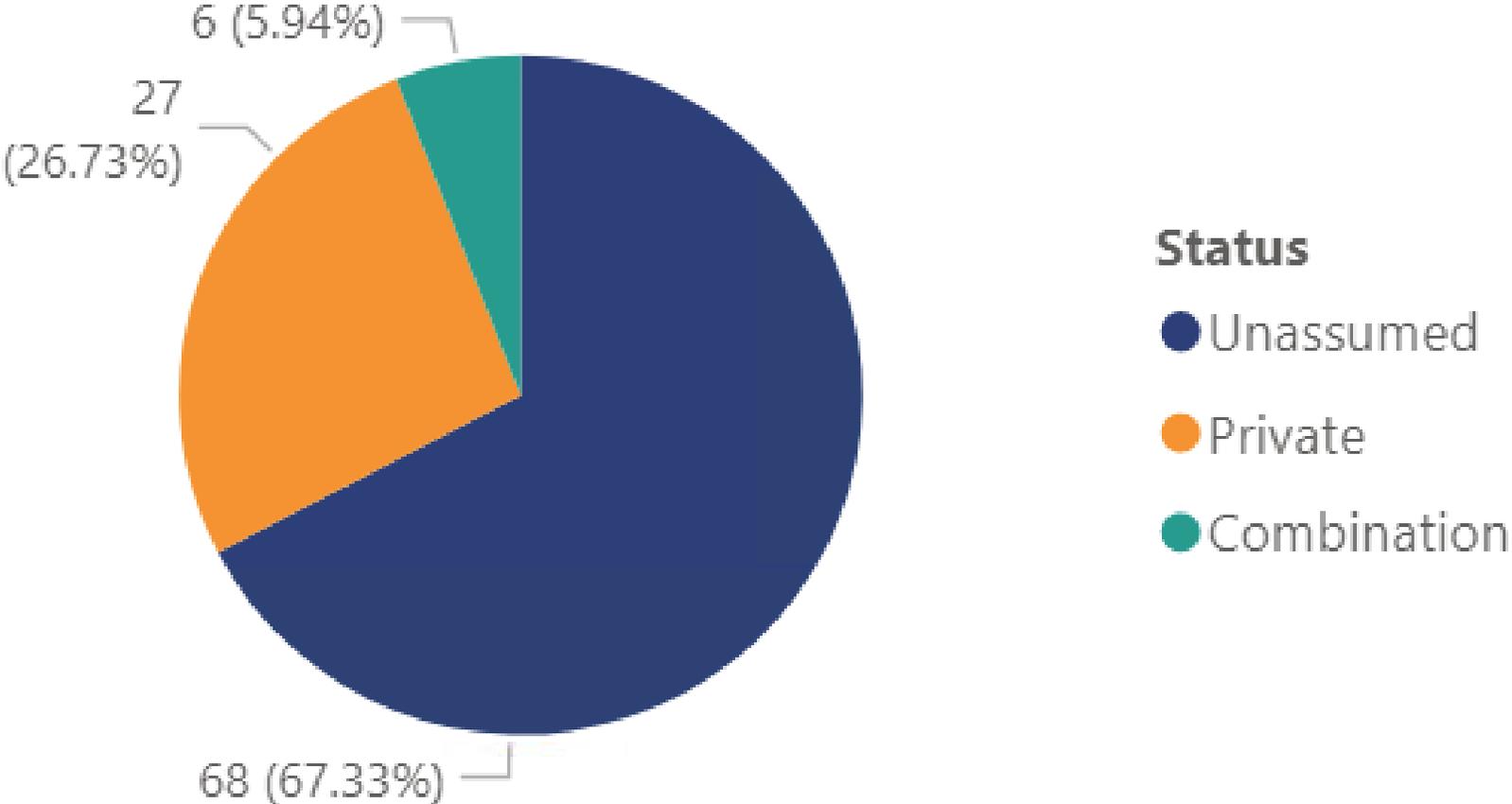
# Maintenance



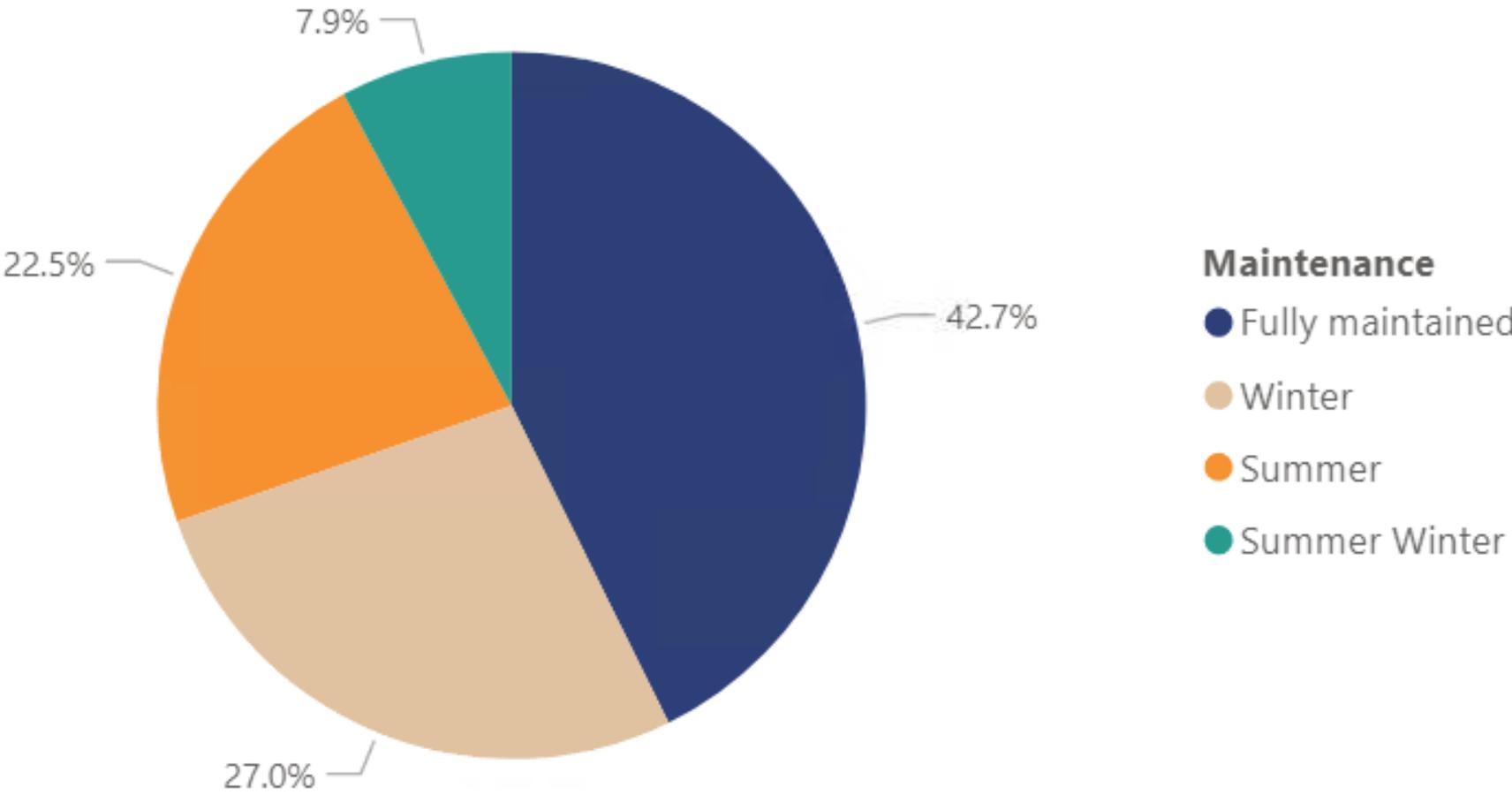
# Roads receiving services

Status	# of Segments	Length (km)
Combination	48	70.31
Private	63	31.10
Unassumed	68	30.47
<b>Total</b>	<b>179</b>	<b>131.87</b>

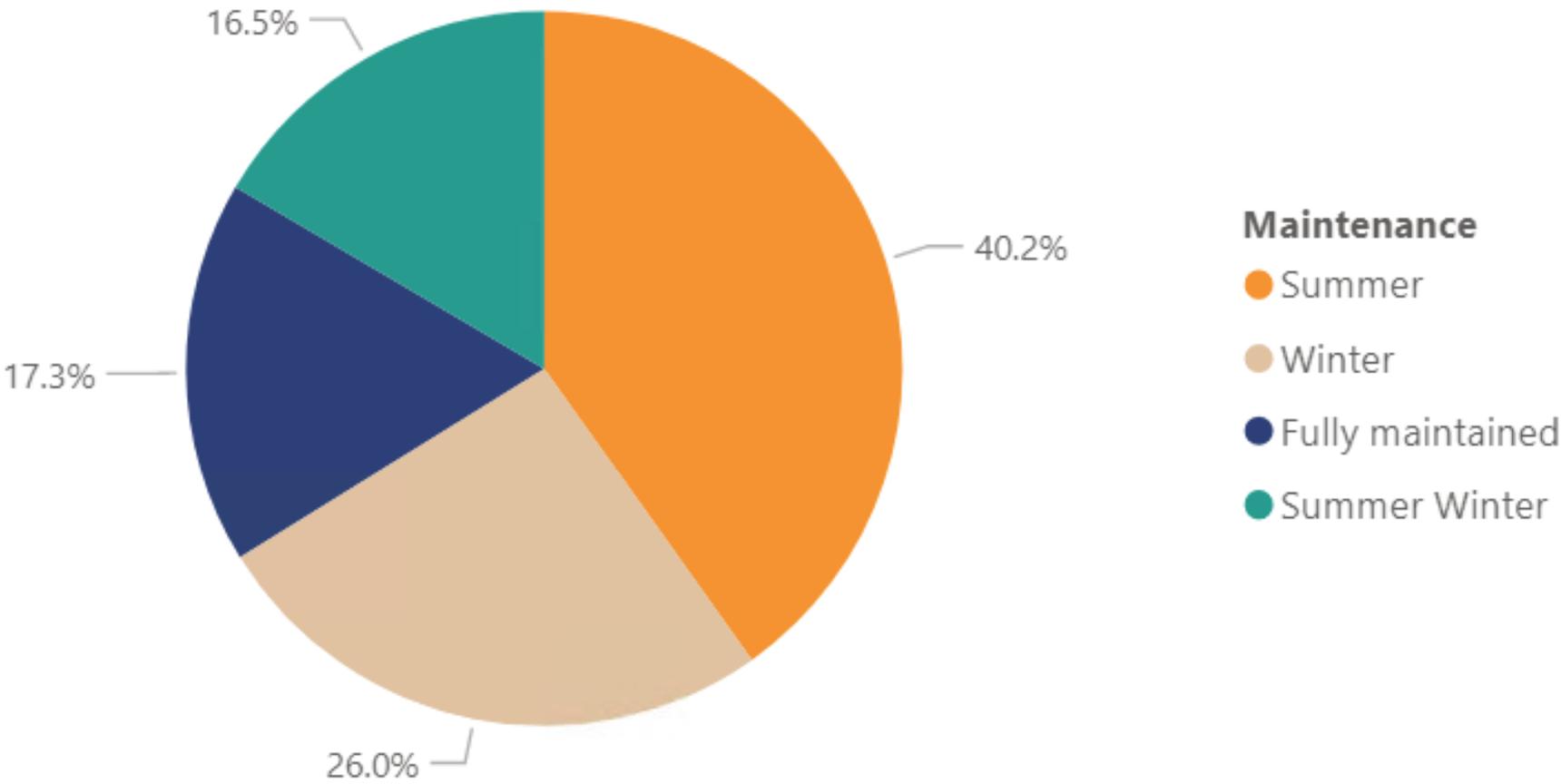
# Agreements and SLOS



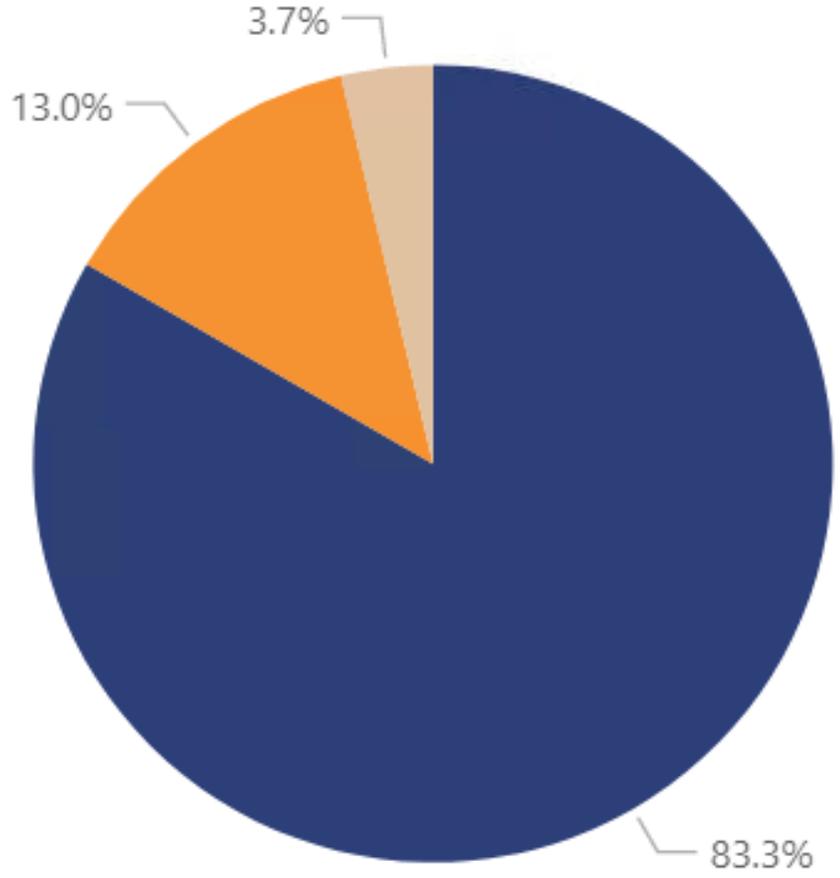
# Private Roads



# Unassumed Roads



# Combination Roads



**Maintenance**

- Fully maintained
- Summer
- Winter

# Capital Plan

- There are 108 road segments that are unassumed, private or combination that are receiving some form of maintenance activity that are not part of the capital plan which is 61.6km of road
- The majority of these roads do not meet minimum standards for assumption

# Moving Forward

- Continue to update inventory metadata
- Add new road inventory when established
- Continue legal review of ownership
- Use database as base for Roads Needs Assessment
- Refining Asset Management Plan
- Other uses (Waste, ?)

# Moving Forward...continued

Council decision on service levels for individual roads could be based on many factors such as:

- Legal obligation
- Length
- Construction (standards)
- Number of residents
- Historical service
- Capability
- Cost
- Equitable service delivery
- Staff resources (agreements and service)