



## Council Report

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**Report Number:** ENG2022-037  
**Meeting Date:** September 27, 2022  
**Title:** Snug Harbour Road Maintenance Class Review,  
**Description:** Request for Review of Maintenance Class  
**Author and Title:** Joseph Kelly, Senior Engineering Technician

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### Recommendation(s):

**That** Report ENG2022-037, **Snug Harbour Road Maintenance Class Review**, be received.

**Department Head:** \_\_\_\_\_

**Financial/Legal/HR/Other:** \_\_\_\_\_

**Chief Administrative Officer:** \_\_\_\_\_

## **Background:**

At the Council meeting of September 21, 2021, Council adopted the following resolution:

### **CW2021-218**

**That** the Memorandum from Councillor Ashmore, **regarding the Snug Harbour Road Network**, be received;

**That** Staff conduct a Traffic Load Study to determine current road classification for road maintenance and repair; and

**That** Staff report their findings to Council by end of Q1, 2022.

This report addresses this direction. The Council Memorandum can be seen in Appendix A.

The level of service regarding snow removal and maintenance that a road receives is based on it's classification through CKL Policy CP2021-044 Roadway Classification System Policy and CP2021-045/046 Level of Service Policy.

The classification of a road is a factor of its speed limit and annual average daily traffic (AADT). Under the policy, the AADT as specified in the most up to date Road Needs Study is to be utilized for the classification.

From time to time staff or Council will request a traffic count to confirm if the classification determined from the Road Needs Study are accurately reflecting current actual volumes.

## **Rationale:**

The draft 2021 Road Needs Study, identifies Snug Harbour Road from 1.2km north of Balsam Road to 0.2 km west of Emerald Street as having 1-5 year needs, with the internal roads of Blue Water Avenue and Buckhorn Road as having 6-10 year needs. The entirety of the draft 2021 Road Needs Study will be reviewed before presenting Council with a 5-year plan for all roads in CKL.

Staff counted volumes at multiple locations on Snug Harbour Road through Labour Day Weekend when traffic in CKL is typically well over annual averages but lower than its seasonal peak. It was found that the observed daily averages were not far off from the estimates used in both the last Road Needs Study from 2016 and the current draft 2021 study. Table 1 shows count results compared to the Road Needs.

Table 1. Shows that Snug Harbour Road Needs estimates are comparable to actual latest count

| Road Section                                  | 2016 Road Needs Estimated AADT | Draft 2021 Road Needs Estimated AADT | Aug. 31 to Sept 6 2022 actual ADT | Speed Limit         | Class |
|---|--------------------------------|--------------------------------------|-----------------------------------|---------------------|-------|
| Snug Harbour southern entrance                | 863 vehicles                   | 930 vehicles                         | 921 vehicles                      | 50 km/hr            | 5     |
| Snug Harbour shoreline                        | 426 vehicles                   | 459 vehicles                         | Not counted                       | 40 Km/hr            | 5     |
| Snug Harbour just west of Pleasant Point Road | 260 vehicles                   | 280 vehicles                         | 270 vehicles                      | Unposted (80 km/hr) | 4     |

Table 2. Classification matrix highlighting the three classes sections of Snug Harbour Road fall into.

| Column 1<br>Average Daily Traffic<br>(number of motor vehicles) | Column 2<br>91 - 100 km/h<br>speed limit | Column 3<br>81 - 90<br>km/h speed<br>limit | Column 4<br>71 - 80<br>km/h speed<br>limit | Column 5<br>61 - 70<br>km/h speed<br>limit | Column 6<br>51 - 60<br>km/h<br>speed<br>limit | Column 7<br>41 - 50<br>km/h speed<br>limit | Column 8<br>1 - 40 km/h<br>speed limit |
|---|--|--|--|--|---|--|--|
| 53,000 or more  | 1  | 1  | 1  | 1  | 1   | 1  | 1                                      |
| 23,000 - 52,999   | 1  | 1  | 1  | 2  | 2   | 2  | 2                                      |
| 15,000 - 22,999   | 1  | 1  | 2  | 2  | 2   | 3  | 3                                      |
| 12,000 - 14,999   | 1  | 1  | 2  | 2  | 2   | 3  | 3                                      |
| 10,000 - 11,999   | 1  | 1  | 2  | 2  | 3   | 3  | 3                                      |
| 8,000 - 9,999   | 1  | 1  | 2  | 3  | 3   | 3  | 3                                      |
| 6,000 - 7,999   | 1  | 2  | 2  | 3  | 3   | 4  | 4                                      |
| 5,000 - 5,999   | 1  | 2  | 2  | 3  | 3   | 4  | 4                                      |
| 4,000 - 4,999   | 1  | 2  | 3  | 3  | 3   | 4  | 4                                      |
| 3,000 - 3,999   | 1  | 2  | 3  | 3  | 3   | 4  | 4                                      |
| 2,000 - 2,999   | 1  | 2  | 3  | 3  | 4   | 5  | 5                                      |
| 1,000 - 1,999   | 1  | 3  | 3  | 3  | 4   | 5  | 5                                      |
| <b>500 - 999</b>  | 1  | 3  | 4  | 4  | 4   | <b>5</b>                                   | <b>5</b>                               |
| <b>200 - 499</b>  | 1  | 3  | <b>4</b>                                   | 4  | 5   | 5  | 6                                      |
| 50 - 199  | 1  | 3  | 4  | 5  | 5   | 6  | 6                                      |
| 0 - 49  | 1  | 3  | 6  | 6  | 6   | 6  | 6                                      |

Using the sectional speed limits and the Road Needs Study volumes or the latest count shows they all fall within the same classification (Table 2). Sectional differences are represented graphically in Appendix B – Maintenance Class Key Map.

Operating speeds were also recorded as part of the traffic count. It was found that the south section of Snug Harbour Road experiences operating speeds much higher than the posted speed limit of 50.

Typically, drivers drive by feel based on the environment. A 50 km/hr in this environment is unreasonably low which promotes a high non-compliance rate. The Director of Public works recommends maintenance levels remain consistent with the specifications under the policy. A speed limit increase more reflective of the operating speeds would facilitate a requirement for a higher level of service.

### **Other Alternatives Considered:**

Increased enforcement would increase compliance levels with the speed limit. This alternative has no effect on the required level of service.

### **Alignment to Strategic Priorities**

Providing life safety and protection, is a priority objective of the City under the Council Adopted Strategic Plan Goal of An Exceptional Quality of Life.

### **Financial/Operation Impacts:**

Permanent increased maintenance costs for the increased level of service for approximately 1500m of road.

### **Consultations:**

Director of Public Works - CKL

### **Attachments:**

Appendix A – Council Memorandum



Adobe Acrobat  
Document

Appendix B – Maintenance Class Key Map



Adobe Acrobat  
Document

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**Department Head:** Juan Rojas, Director of Engineering & Corporate Assets

**Department File:** Engineering