

Trent Lakes Council
Meeting Minutes
Tuesday, September 3, 2024

Today's meeting was technologically unstable. You couldn't see anything and the audio was infrequently intelligible. Succoccia presentation could be fairly well. It really broke down Karen Shearer's presentation. There was a fair amount of discussion but eventually all transmission stopped.

8.1.

Doug Saccoccia, Manager, Engineering and Design, County of Peterborough

Kyle Darling, Supervisor, Design, County of Peterborough

Pete Hynes, Senior Project Coordinator, Transportation Planning, County of Peterborough

Re: Road Transfer Rationalization Policy

Peterborough County's 2022 Transportation Master Plan Update recommended that the County develop a formal County Road Rationalization Policy. The proposed Road Rationalization Policy outlines the criteria and protocol for considering jurisdictional reviews of candidate roads. This policy includes consideration for transferring roadways or a road section from: • the County to a Lower-tier Municipality; and • a Lower-tier Municipality to the County.

That is what was presented in this presentation.

Braybrook – taxation – 43% of our taxes to County for roads. If the road would be worth \$10,000. Would we be able to claw back that back if it becomes a County road?

Succoccia would get back on that.

How do you evaluate roads on the condition or type of road?(audio was incomprehensible for answer.)

Armstrong – are there currently any roads in our municipality that are being considered for uploading or downloading? Not currently. If the policy is approved that could change.

If a road gets transferred there is the ongoing rehabilitation cost. Would it be an ongoing payment for all the years that it is in place for the maintenance? Let's assess it over the next 20 years and we will assess over that time. It would typically be a one time payment..

Cadigan – is there a daily vehicle avg vehicle per road that makes it interesting as a County road.

We have set a minimum number for us to be interested. If a road was less than 500 vehicles a day we would not be interested for transfer to the county. If it was over 1500 we would be interested. Some roads may be divided into sections depending on where the most traffic happens.

Seasonal traffic influx could be an influence.

Cadigan moves. Lambshead seconds.

Franzen – I can't see the point of this study. I don't know of any roads that would be transferred either way.

It may make more sense in other municipalities than in Trent Lakes.

Motion carried.

9.1.

Karen Shearer, Citizens for Alternative Transportation in Trent Lakes

Re: Adjacent Road Infrastructure in Trent Lakes

Solutions were presented to increase cycling viability in the hamlet of Buckhorn

SOLUTIONS WITHIN MTL JURISDICTION • Trent Lakes could designate existing infrastructure to active transportation

- Trent Lakes can take measures to correct accessibility issues
- Trent Lakes initiate work with Peterborough County to create roadside active transportation infrastructure along county roads
- Opportunities to co-ordinate county road projects with cycling/pedestrian/accessibility requests could be optimized
- Budgets for cycling, pedestrian, and accessible infrastructure could be allocated, and augmented with grant funding if plans were in place

One area focused on hwy 23 and up to the BCC. It is an area where there is quite a lot of congestion and pollution. Most of these main roads are Ptbo County

Solutions – in some areas painting may be helpful especially around large parking lot highlighting people going across those area.

Stop signs coming out of some of the parking lots could be useful.

Signs designating that it is also a cycling path.

Shared pathway from BCC to 4-way light signs or painting indicating it is also a biking path could be helpful.

Curbing could be modified in places.

Buckhorn bridge is a significant safety issue. The road itself is very, very narrow.

Kawartha Highlands Signature Site connecting with Buckhorn could be signed or painted so that kids could ride bikes in either direction.

Lambshead – we are going ahead on some issues but it is getting there.

Armstrong – You have identified issues and solutions. Some recommendations are simple and low cost that could be done quickly. Honestly, I am not clear on who owns sidewalks in Buckhorn. What can we do on our own and when do we need the county?

So if we paint some lines, put up some signs up and fix some curbs can we do that?

Curbs – if there is a sidewalk adjacent I m not sure who is in control. (I couldn't see who was answering.)

I wonder if this is something we refer to staff to see who does what. They come back to us with a report.

Motion – We refer this to Pubic Works to present this information regarding which of these we can do and bring back a report.

Transmission stopped during this time.

9.2.

Dian Bogie, Treasurer, Lovesick Lake Association
Re: Lakeshore Capacity Assessment for Lovesick Lake

10.5.1.

Donna Teggart, CAO/Treasurer
Re: 2024 Budget Spending and 2025 Budget Timeline

Overall, budget spending is sitting at 39.13% as of June 30, 2024. It should be noted that there has been some increased spending so far in Q3 on the new Dedicated Mechanic/Recreation and Facilities build, the new tanker truck for Emergency Services and for the annual insurance renewal.

Recommendation: That Council receive the report from the CAO/Treasurer regarding 2024 Budget Spending and 2025 Budget Timelines; and further That Council approve the 2025 Budget Timeline as recommended.