

**The Corporation of the City of Kawartha Lakes**  
**Agenda**  
**Roads Task Force Meeting**

**RT2025-03**

**Tuesday, March 11, 2025**

**1:00 P.M.**

**Council Chambers**

**City Hall**

**26 Francis Street, Lindsay, Ontario K9V 5R8**

**Members:**

Councillor Mike Perry

Councillor Pat Warren

Councillor Ron Ashmore

Mayor Doug Elmslie

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1.	<b>Call to Order</b>	
2.	<b>Administrative Business</b>	
2.1	Adoption of Agenda	
2.2	Declaration of Pecuniary Interest	
2.3	Adoption of Minutes from Previous Meeting	3 - 7
3.	<b>Deputations</b>	
4.	<b>New Business</b>	
4.1	RT2025-03.4.1	
	<b>Current Processes for Requests by the Public for Additional/Expedited Road Maintenance</b>	
	Councillor Perry	
5.	<b>Case Studies</b>	
5.1	RT2025-03.5.1	
	<b>Martin's Road - Icing</b>	
	Councillor Perry	
6.	<b>Other Business</b>	
7.	<b>Adjournment</b>	

**The Corporation of the City of Kawartha Lakes**  
**Minutes**  
**Roads Task Force Meeting**

**RT2025-02**  
**Tuesday, February 11, 2025**  
**1:00 P.M.**  
**Council Chambers**  
**City Hall**  
**26 Francis Street, Lindsay, Ontario K9V 5R8**

**Members:**  
**Councillor Mike Perry**  
**Councillor Pat Warren**  
**Councillor Ron Ashmore**  
**Mayor Doug Elmslie**

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**1. Call to Order**

Chair M. Perry called the meeting to order at 1:00 p.m. Roads Task Force members P. Warren and D. Elmslie were in attendance. Director of Public Works B. Robinson, Director of Engineering J. Rojas, Manager of Technical Services M. Farquhar, and Executive Assistant to Mayor and Council C. Ellison were also in attendance in Council Chambers.

Absent: R. Ashmore

**2. Administrative Business**

2.1 Adoption of Agenda

**RT2025-05**

**Moved By** Mayor Elmslie

**Seconded By** Councillor Warren

**That** the Agenda for the Roads Task Force Meeting of February 11, 2025 be adopted as circulated with the following amendment:

4.1 Case Study - Chambers Road - Gravel Portion be moved to the end of the agenda.

**Carried**

2.2 Declaration of Pecuniary Interest

There were no declarations of pecuniary interest disclosed.

2.3 Adoption of Minutes from Previous Meeting

**RT2025-06**

**Moved By** Councillor Warren

**Seconded By** Mayor Elmslie

**That** the Minutes of the Roads Task Force Meeting of Tuesday, January 7, 2024, be received and adopted.

**Carried**

**3. Deputations**

There were no deputations.

**5. New Business**

5.1 RT2025-02.5.1

**Winter Maintenance Public Engagement**

Councillor Perry

Councillor Perry expressed a desire to hold a public meeting where the information regarding winter operations could be presented to residents, just as it was to the Task Force. Director Robinson noted that all the information presented can be found on the website, but offered to present it to Council and have it recorded in order to provide a more current version of the video than is on the website. Mayor Elmslie noted that the winter season is quickly running out and attention will soon turn to flood control rather than winter control efforts. He suggested rather than present something now, it may be better to present the information at the beginning of the next winter season when the Task Force will be winding down. It was agreed to wait until next fall to present the material. Councillor Perry also requested a more 'digestible' format to present information to residents, rather than what is currently available on the website - perhaps a one-pager that provides quick and easy information specific to winter control.

**RT2025-07**

**Moved By** Mayor Elmslie

**Seconded By** Councillor Warren

**That** a request is made to Communications and Public Works to produce a one-page document regarding winter control operations for easy public consumption by end of February or early March.

**Carried**

5.2 RT2025-02.5.2

**Salt Management**

Councillor Warren

Councillor Warren spoke about the need to update the Salt Management Plan as the current one is from 2016. Concerns were also raised about the amount of salt used near shorelines that might affect water quality. Director Robinson noted that updating the Salt Management Plan is in their work plan and commented that it is not possible to change the amount of salt used in specific areas. Doing so would reduce the Level of Service and this is something that cannot be accommodated. There are controls in the trucks that disperse a pre-set amount of salt and these

are not changeable. He also noted that where most bodies of water are, the nearby roads are largely tar-and-chip or gravel, which do not receive any or very little salt (5%); salt is only applied to asphalt roads.

5.3 RT2025-02.5.3

**Downloaded Highways**

Councillor Warren

Councillor Warren inquired whether there is an opportunity to upload back to the province some or any of the downloaded highways, in particular Highway 121. Mayor Elmslie noted that this topic was brought up at ROMA with the Ministry of Transportation regarding the Gardiner and the Don Valley highways. The comments received there suggested that the province would not be willing to explore any further uploads. It was noted that even if the province was willing to entertain the possibility, Highway 121 may not be the best candidate, as it would make it more difficult to provide services in the downtown cores where it passes through. This is already an issue with Highway 35 as the City loses control of setbacks and connecting links would need to be established in order to relax those setbacks.

**4. Deferred Business**

4.1 RT2025-02.4.1

**Case Study - Chambers Road - Gravel Portion**

Councillor Perry

Director Rojas outlined the four ways a gravel road could become a hard top road: 1) by reaching a traffic threshold through the Capital program in Engineering. Historically this has been 400 AADT (Annual Average Daily Traffic), but Council relaxed this number to 200. When this happened 63 roads were identified as meeting the new threshold and about 1/3 were upgraded due to that change before the program was paused. Currently, the gravel portion of Chambers Road does not meet this lowered threshold. 2) A gravel road could be upgraded through maintenance concerns; if the surrounding roads are hardtop, upgrading those within that area would be more efficient for maintenance. Chambers Road does not fit that criterion. 3) Through Local Improvement a gravel road may be taken on by the local community if high value assets are present and community members go through the process with the municipality, where the City may fund a portion of the cost. It is questionable whether the community would be willing to take on this project. 4) Council could direct staff against staff recommendations to upgrade the road. He also noted that there are

other improvements (e.g. ditching) that do not typically go along with the gravel road improvement program, which may make them more likely to need patching and other maintenance. It was also noted that there are roads that were hard-topped by the former municipalities that would not meet the thresholds set today, but the City would not change those as it would lower the Level of Service. Re-sealing hard-topped roads also seems to be effective for extending the lifecycle of those roads.

**6. Case Studies**

No other case studies.

**7. Other Business**

No other business.

**8. Adjournment**

**RT2025-08**

**Moved By** Mayor Elmslie

**Seconded By** Councillor Warren

**That** the Meeting adjourn at 2:01 p.m.

**Carried**