

14. Roads Services



WHAT IS THE SERVICE?

A municipality's transportation system affects the economic vitality and quality of life of residents. The goal of roads services is to build and maintain a transportation network that meets the community's needs and ensures safe and efficient movement for drivers, cyclists, and pedestrians.

A community's transportation infrastructure can include roads, bridges, culverts, sidewalks, traffic control systems, signage and boulevards. In addition to constructing and repairing infrastructure, roads services include clearing the transportation network of snow and debris to ensure that it is safe and convenient to use.

Objectives of roads services include:

- ▶ Maintaining the infrastructure in a state of good repair (preserve investment)
- ▶ Ensuring public safety
- ▶ Ensuring efficient movement of people, goods and services

WHAT ARE THE MAJOR SERVICE DELIVERY ISSUES?

Issues facing the delivery of Roads Services are:

- ▶ Aging infrastructure - road and bridge infrastructure network
- ▶ Accurate projections - long-term effects of changing weather conditions
- ▶ Public inconvenience - impact of necessary maintenance on traffic flow
- ▶ Road condition - at the time responsibility was transferred from the Province to municipalities
- ▶ Traffic congestion - capacity of the road network has not kept pace with increasing traffic volumes

WHAT ARE THE RESULTS?

What is the volume of traffic on our main roads?

FIG. 14.1 Vehicle Km Traveled per Lane Km (Major Roads) (000's)

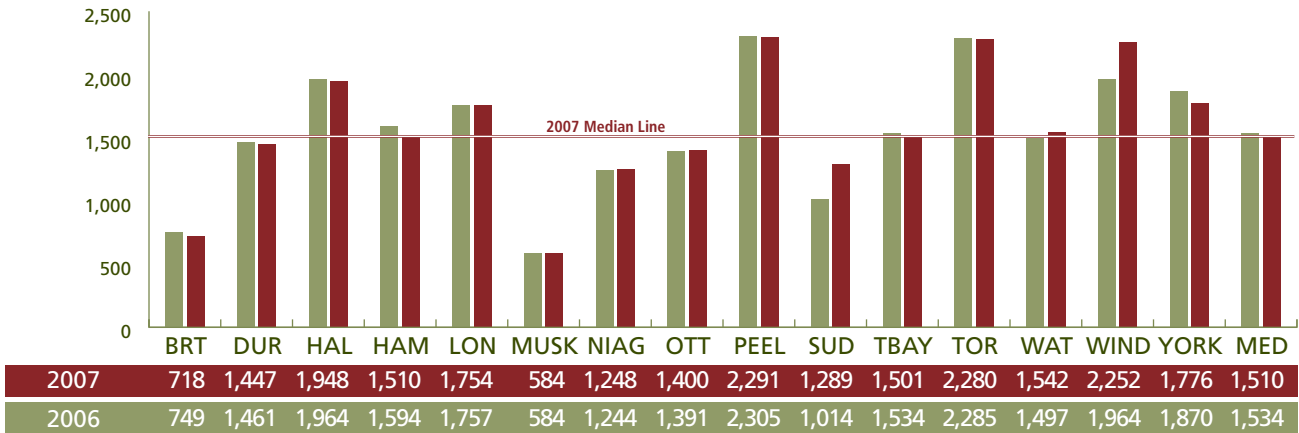


Figure 14.1 compares the volume of traffic on the roads of the OMBI municipalities. It shows the number of times (in thousands) that a vehicle travels over each lane kilometre of road. This is an indication of a municipality’s road congestion.

What is the size of the road network?

FIG. 14.2 Number of Lane km per 1,000 Population

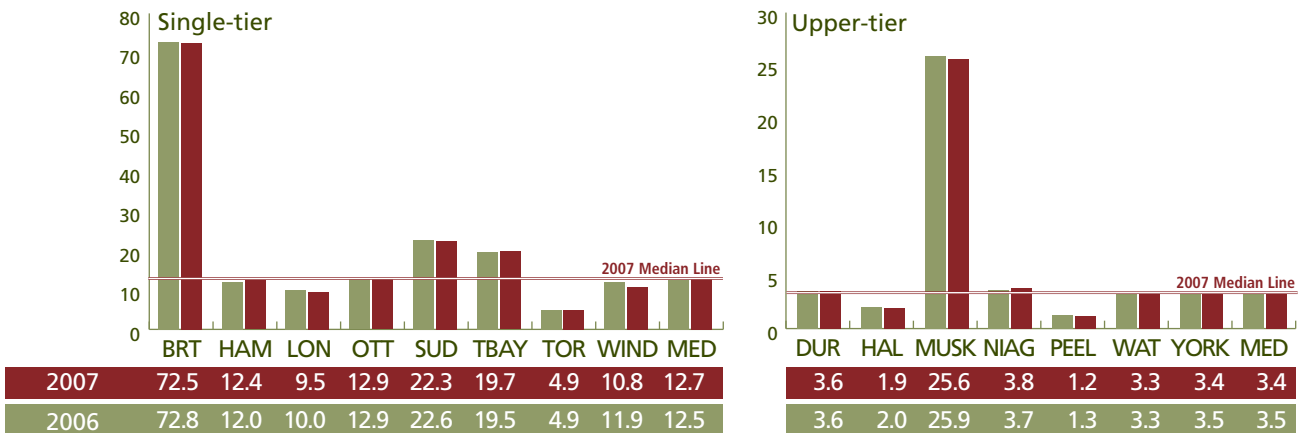


Figure 14.2 indicates the size of the road network in each municipality relative to its population. The results are separated by single-tier and upper-tier municipalities as the number and type of roads each is responsible for is significantly different. Upper-tier municipalities are responsible for higher order arterial roads whereas single-tier municipalities are responsible for all roads. A lane kilometre is a continuous lane of road that conveys traffic in one direction; for example, a 100-kilometre road with two lanes equals 200-lane kilometers.

Population density (population per square kilometre) and the geographical size of a municipality are major influencing factors in the results for this measure. (Please see Appendix C, page 91 for population density and geographical size of all OMBI partners). Municipalities with

larger geographical areas and lower population densities such as Muskoka will tend to have proportionately more roads per capita.

What does it cost to maintain our roads?

FIG. 14.3 Operating Costs for Paved (Hard Top) Roads per Lane Km

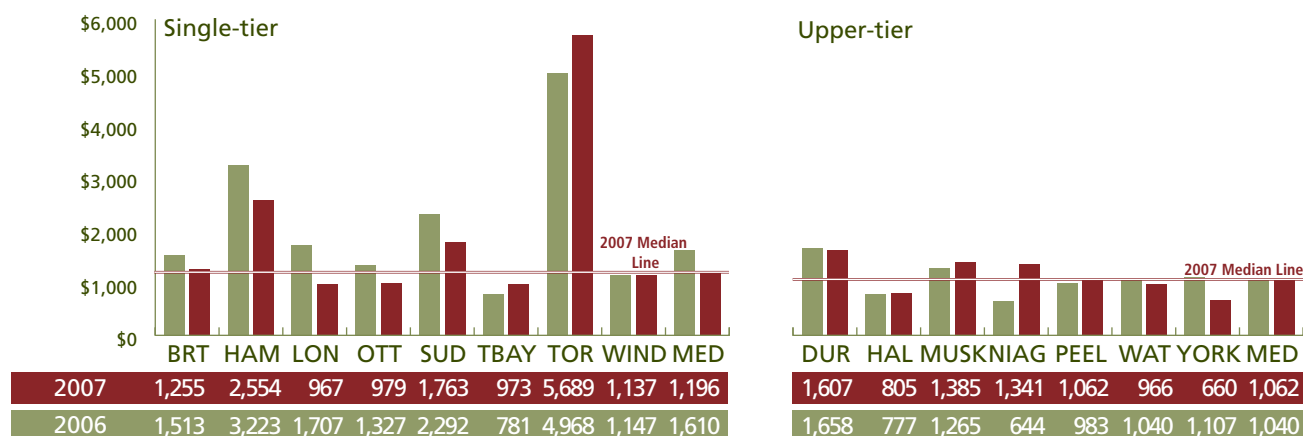


Figure 14.3 shows the operating costs per lane kilometer for maintaining paved roads in the OMBI municipalities. Operating costs are for surface maintenance such as sealing cracks or patching sections. They do not include costs for major repairs, winter maintenance, streetlights, and street cleaning. In Toronto a significant proportion of the cost is the result of roadway cut repair costs arising from the installation of new or upgrading of existing underground facilities by private utility and fibre optic companies. While the associated costs are 100% recoverable from these companies the full cost is shown in this measure.

What SHOULD YOU CONSIDER WHEN REVIEWING THESE RESULTS?

Each municipality's results are influenced to varying degrees by a number of factors, including:

- ▶ Geographic size impacts directly on the size of the road network
- ▶ Population density affects usage and congestion which contributes to road maintenance and its cost
- ▶ The type of roads a municipality operates - arterial, collector or local roads and, in some cases, expressways
- ▶ Availability of public transit
- ▶ Average commute distances (e.g., from home to work or school)
- ▶ Volumes of traffic coming from outside the municipality

For more information about the results, contact the Municipality's representative listed in Appendix F, page 94.