



14. ROADS SERVICES

A municipality's transportation system affects the economic vitality and quality of life of its residents. The goal of Roads Services is to provide affordable, well-managed and safe traffic flow for pedestrians, cyclists, drivers, public transit and commercial traffic while contributing to the environment and the quality of community life.

Transportation infrastructure generally includes 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.

Single-tier municipalities are responsible for maintaining all types of roads, including arterial, collector and local roads and, in some cases, expressways and laneways. Upper-tier municipalities are not responsible for maintenance of local roads.

What should you consider when reviewing these results?

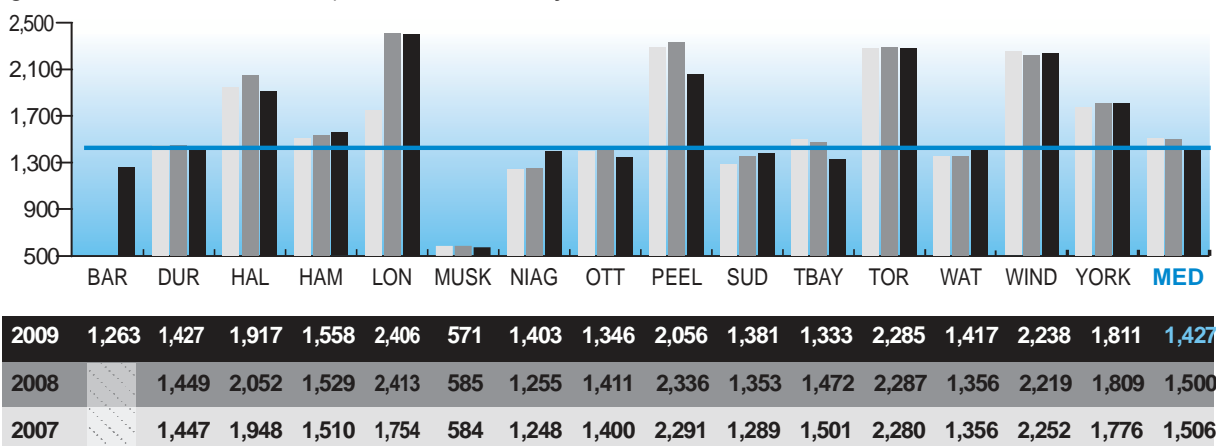
Each municipality's results are influenced to varying degrees by a number of factors, including:

- municipal snow clearing standards, weather conditions, road types and snowfall
- population density which affects usage and congestion, contributing to road maintenance and its cost
- type of roads a municipality operates: i.e. arterial, collector or local roads and expressways
- availability of public transit
- average commute distances (e.g., from home to work or school)
- volume of traffic coming from outside the municipality

What are the results?

What is the volume of traffic on our main roads?

Fig. 14.1 Vehicle Kilometres Traveled per Lane Kilometres (Major Roads) (ooo's)



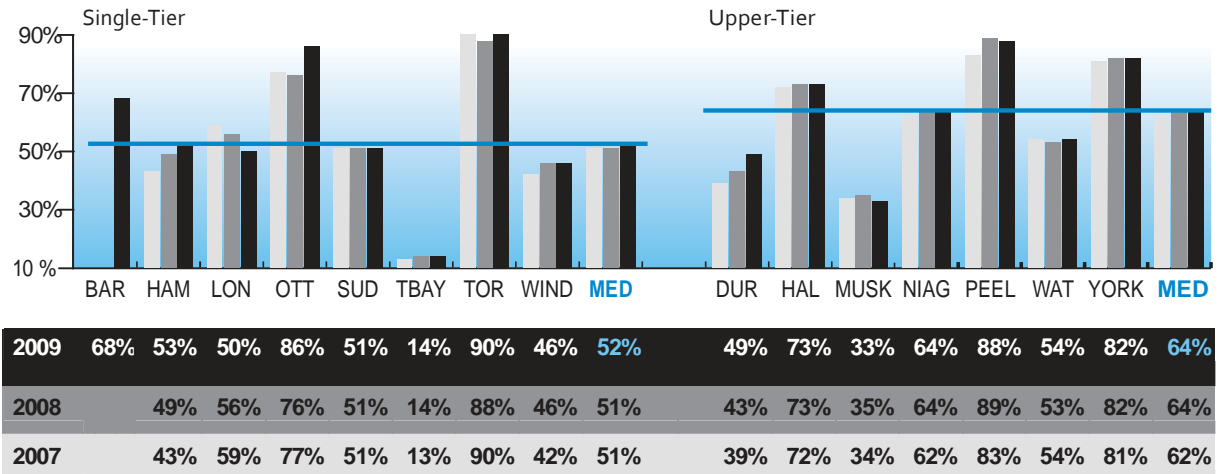
Source: ROAD 112 (Community Impact)

Figure 14.1 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.

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What is the overall pavement condition of roads?

Fig. 14.2 Percentage of Paved Lane Kilometres where the Condition is Rated as Good to Very Good (MPMP)

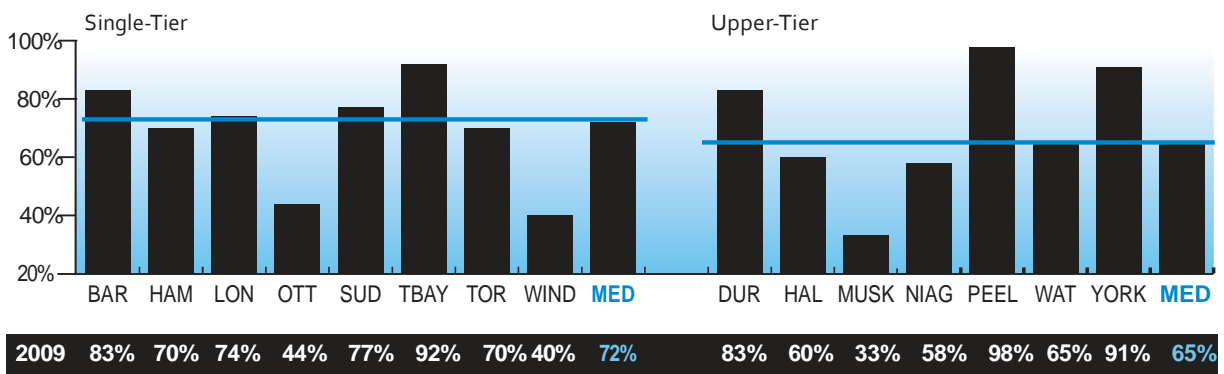


Source: ROAD405M (Customer Service)

Figure 14.2 illustrates the percentage of roads where the pavement condition was rated good to very good. Motorists and passengers rate the surface quality of roads as a very important factor in their level of satisfaction with the service.

What is the overall condition of bridges and culverts?

Fig. 14.3 Percentage of Bridges and Culverts where the Condition is Rated as Good to Very Good (MPMP)



Source: ROAD415M (Customer Service)

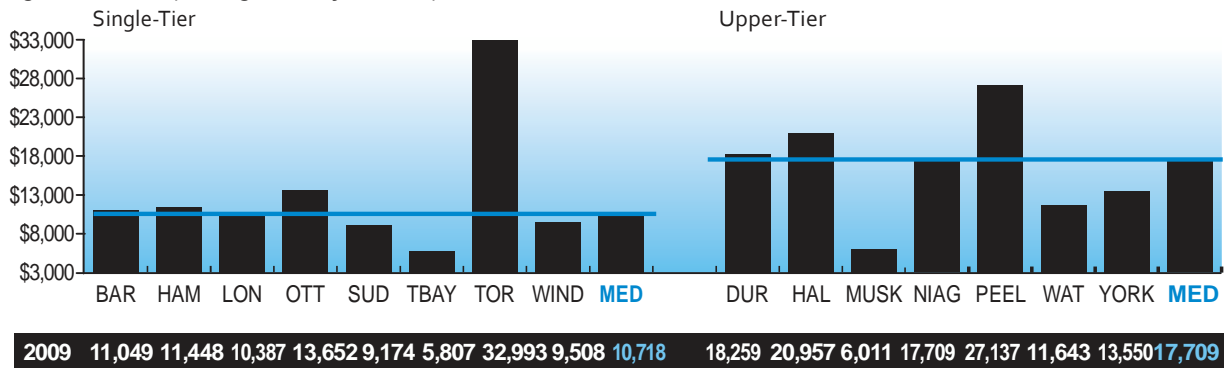
NOTE: This is a new measure for 2009.

Figure 14.3 shows the customer satisfaction percentage for bridges and culverts. Similarly to Figure 14.2, motorists and passengers consider the quality of bridges and culverts as an important factor in their level of satisfaction with the service.

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How much does it cost to maintain our roads?

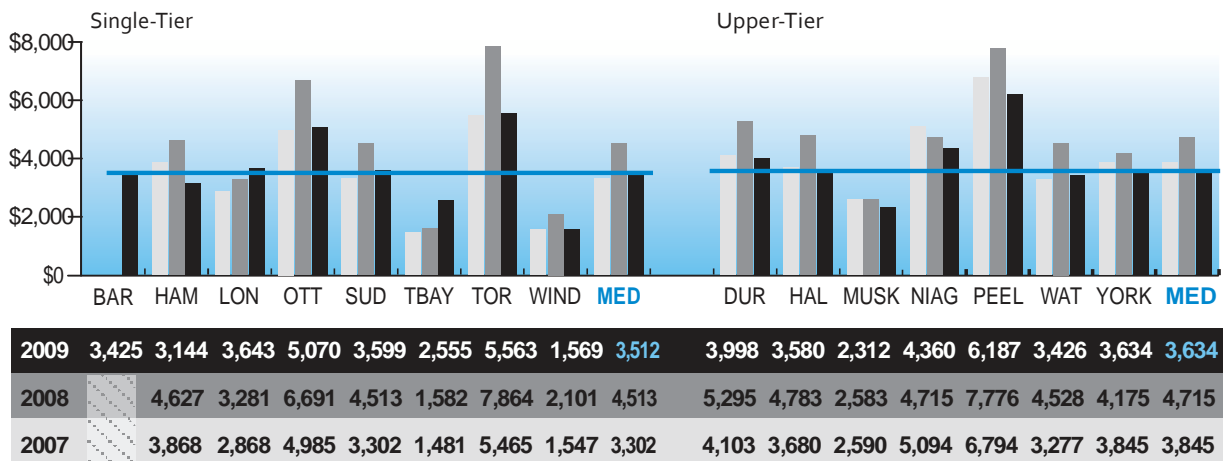
Fig. 14.4 Roads Operating Cost (all functions) per Lane Kilometre



Source: ROAD308 (Efficiency)

How much does it cost to maintain our roads in the winter?

Fig. 14.5 Operating Costs for Winter Maintenance of Roadways per Lane Kilometre Maintained in Winter (MPMP)



Source: ROAD903 (Efficiency)

Figure 14.5 identifies winter operating costs which represents the largest component of total costs and includes such activities as ploughing, sanding, salting and pre-treating roads for hazardous conditions.