

Report TR-TAPS-77-14

To: Chair Barfoot and Members of the Transportation and Public Safety Committee
From: M.J. Kelly, Director of Transportation Services
Meeting Date: October 23, 2014
Subject: Paved Shoulder Policy Background
Status: Recommendation adopted by Committee as presented per Resolution TAPS124-14; Endorsed by County Council November 4, 2014 per Resolution CC151-14;

Recommendation(s)

WHEREAS since January 6, 2005 there have been several Transportation and Public Safety Reports and a Policy was adopted (Road 01-09) regarding the placement of paved shoulders;

AND WHEREAS the latest report TAPSR-TAPS-06-11 was endorsed by County Council on February 1, 2011 which includes a map that defines where paved shoulders will be scheduled to be installed;

AND WHEREAS the Transportation Master Plan is recommending the development of a paved shoulder plan;

NOW THEREFORE BE IT RESOLVED THAT Report TR-TAPS-77-14 regarding the Grey County Roads Paved Shoulders be received;

AND THAT Grey County Tourism and Transportation Services staff continue to work together with recreational groups and local municipalities to develop a policy regarding paved shoulders;

AND THAT the Director of Transportation completes a report each fall prior to budget approval, identifying the placement of paved shoulders on upcoming construction projects.

Background

At the October 14, 2014 Corporate Services Committee meeting there was discussion regarding the coordination of bicycle and transportation services in respect to a paved shoulder policy and staff was requested to complete a report.

On January 6, 2005 Report TAPSR-02-05 (Appendix A) regarding Trail Systems in Grey County was presented to the Transportation and Public Safety Committee. There were discussions regarding the need for a policy for widening boulevards to accommodate heavy recreational and tourism usage.

On October 9, 2008 Report TAPSR-116-08 (Appendix B) regarding Paved Shoulders vs. Gravel Shoulders was presented to the Transportation and Public Safety Committee. The report provided a cost comparison and determined that the placement of paved shoulders was more economical than gravel shoulders. The recommendation was “criteria to be considered for paved shoulders could include school zone areas, horse and buggy travelled areas, areas travelled by bicycles and heavy traffic or class 2 roads”. This report was endorsed at the November 4, 2008 County Council meeting.

On February 19, 2009 Report TAPSR-018-09 (Appendix C) as well as the Paved Shoulder Policy, Roads 01-09 (Appendix D), was presented to the Transportation and Public Safety Committee. The minutes of the February 19, 2009 Transportation and Public Safety Committee meeting indicated that it would be advantageous to work with the walking/cycling clubs to provide paved shoulders for the tourist routes. It was also noted that only exceptions to this policy would be brought forward to the Standing Committee for review.

The Paved Shoulder Policy, Roads 01-09, was approved at the March 3, 2009 County Council meeting. The policy indicates that during construction and reconstruction, paved shoulders are to be placed on roads functionally classified as rural arterial, regardless of traffic.

On January 20, 2011 Report TAPSR-TAPS-06-11 (Appendix E) regarding Additional Roads for Shoulder Widening was presented to the Transportation and Public Safety Committee. The report included a map identifying roads that would receive paved shoulders when the roads were resurfaced. The report was endorsed at the February 1, 2011 County Council meeting.

The map was developed by the Transportation Services Department with significant input from the four Area Foremen identifying where they experienced bicyclist, and horse and buggy traffic.

Once the map was developed, Transportation Services staff was directed to place paved shoulders in accordance with the map.

During the Transportation Master Plan study it became apparent that the placement of paved shoulders had not been a coordinated effort with Tourism and Transportation Services. In September 2014 Tourism and Transportation Service staff met to discuss the merits of a coordinated approach to identifying locations for paved shoulders. Some of the characteristics discussed included:

- When traffic (volumes) and bicycles could co-habit the road safely together without paved shoulders
- When it is not recommended to promote bicycles and vehicles to use the same roads even when there are paved shoulders
- Geometrics of roads suitable for cyclists
- Ontario Traffic Manual Book 18
- Actual physical width of the shoulders

Tourism is currently organizing a meeting with cycling clubs throughout the County and Transportation Services staff to discuss the development of criteria for paved shoulders.

One of the action items identified in the Transportation Master Plan under Active Transportation is the coordination of bicycle routes with the paved shoulder plan.

It is the intent for Transportation Services to develop a revised paved shoulder policy that will consider the needs of tourism, budgetary impacts, and engineering principles. It is hoped that the policy will be completed by the fall of 2015 before the 2015 budget is approved.

In 2014, there were two pavement projects that the tender did not include paved shoulders, even though the placement of paved shoulders was identified on the map. Fortunately, the error was identified at one location during construction and paved shoulders were incorporated.

As a result of these oversights, the Transportation Services engineering staff is completing a generic checklist to be used on every project to ensure projects conform to all requirements. The verification of placement of paved shoulders will be an item on the checklist.

Considering the concern regarding paved shoulders, the Director will complete a report annually to identify which capital construction projects will include paved shoulders.

Financial / Staffing / Legal / Information Technology Considerations

The cost to place paved shoulders (1.2 metres wide) on both sides of a road is approximately \$30,000 per kilometre. Paved shoulders will reduce maintenance on the shoulders and as a result, the life cycle calculations can support the placement on some roads with higher volumes or unique geometric features, but not all Grey County Roads. Providing safe bicycle routes can encourage more tourism and economic development.

Link to Strategic Goals / Priorities

Strategic Goal 3.1: Partner with sector representatives to support and enhance tourist experiences that strengthen Grey County as a preferred four-season destination.

Attachments

[Appendix A: TAPSR-02-05 Paved Shoulder Network Policy - Trail System along County Roads](#)

[Appendix B: TAPSR-116-08 Shoulder Widening - Paved vs Gravel](#)

[Appendix C: TAPSR-18-09 Paved Roadside Shoulders Policy](#)

[Appendix D: ROADS-01-09 Paved Shoulder Policy](#)

[Appendix E: TAPSR-TAPS-06-11 Shoulder Widening](#)

Respectfully submitted by,

M.J. Kelly
Director of Transportation Services