

11

SPEED LIMIT REVISION RAVENSHOE ROAD TOWN OF GEORGINA

The Transportation and Works Committee recommends the recommendations contained in the following report, October 22, 2008, from the Commissioner of Transportation Services, be referred to a future Transportation and Works Committee meeting in 2009, to be considered in conjunction with the report entitled 'Policy Update – Establishing Speed Limits on Regional Roads'.

1. RECOMMENDATIONS

It is recommended that:

1. The speed limit on Ravenshoe Road (Y.R. 32), on the newly reconstructed section of road, 100 metres west of the west limit of Weir's Sideroad (Y.R. 81) to the west limit of Prout Road, in the Town of Georgina, be increased to 80 kilometres per hour from 70 kilometres per hour.
2. The Regional Solicitor prepare the necessary by-law.
3. The Regional Clerk forward this report to the Clerks of the Town of Georgina and the Region of Durham, and the Chief of York Regional Police.

2. PURPOSE

This report is to obtain Regional Council authorization to increase the speed limit on Ravenshoe Road, between Weir's Sideroad and Prout Road to 80 kilometres per hour, following the completion of the reconstruction. In accordance with the *Highway Traffic Act*, a Regional by-law is required, in addition to the posting of appropriate speed limit signs, before this speed limit can be enforced.

3. BACKGROUND

As part of the Capital Construction programme, Ravenshoe Road between Weir's Sideroad and Prout Road has been reconstructed to a two lane arterial rural road with partial paved shoulders. The reconstruction to base asphalt will be completed in 2008 and the final surface being completed in 2009. The base course asphalt will extend to the full width of the road and all appropriate pavement markings will be in place. This will provide a typical rural road standard for the 80 kilometres per hour speed limit.

Prior to this reconstruction, Ravenshoe Road was a narrow road with frequent steep grades and sharp hills providing limited sight distance. The road's geometry required a lower posted speed limit for safe travel. The reconstruction included major grading to remove the hills and widening of the road. It is now appropriate to increase the speed limit to a typical rural road standard of 80 kilometres per hour. A location map is appended to this report as *Attachment 1*.

4. ANALYSIS AND OPTIONS

As the reconstruction changed the roadway characteristics, an 80km/h speed limit is appropriate to be in line with similar Regional roads

With the reconstruction of Ravenshoe Road, between Weir's Sideroad and Prout Road, substantial changes have been introduced to the characteristics of the roadway. These changes include a widening of the roadway to accommodate two lanes with paved shoulders and removal of horizontal and vertical curves and existing trees. The design of the reconstructed road is based on a design speed of 100 kilometres per hour, which allows for a factor of safety.

The safest posted speed limits recommended for roadways must reflect both the roadway characteristics and the anticipated operations of traffic. The characteristics of the reconstructed section of Ravenshoe Road are in accordance with those of other similar Regional roads that are currently posted at 80 kilometres per hour. The section of Ravenshoe Road west of Prout Road is currently posted at 80 kilometres per hour. It is also anticipated that the reconstructed road will result in operating speeds much closer to 80 kilometres per hour.

With the characteristics of the reconstructed section of Ravenshoe Road, between Weir's Sideroad and Prout Road, it is recommended that the current speed limit be increased from 70 kilometres per hour to 80 kilometres per hour. This speed limit is consistent with and conforms to the proposed Regional speed limit policy.

A year round half load restriction remains on Ravenshoe Road through Udora

Based on the year-round half load restriction east of Weir's Sideroad, trucks on Ravenshoe Road will still be prohibited from travelling east or west through the community of Udora. During the spring months, trucks will also continue to be prohibited on both Weir's Sideroad and Victoria Road. Based on these restrictions, it is expected that truck traffic will not increase on Ravenshoe Road. Staff will ensure proper signage is posted in the vicinity of Udora to advise truck drivers of these prohibitions.

5. FINANCIAL IMPLICATIONS

The funds associated with the manufacture and installation of the necessary speed limit signs are included in the capital project for the reconstruction of Ravenshoe Road.

6. LOCAL MUNICIPAL IMPACT

Ravenshoe Road has been reconstructed to a rural arterial roadway which will provide an essential link to commuters from the Town of Georgina and the Region of Durham. Staff of both municipalities have been involved in the design process and were aware of the resulting posted speed limit.

7. CONCLUSION

The current posted speed limit for Ravenshoe Road is no longer applicable for the characteristics of the recently reconstructed roadway. It is proposed that the speed limit for Ravenshoe Road be increased to reflect the operating characteristics and design speed of the road. The proposed speed limit will compliment the existing speed limit in the area and conforms to the revised Regional speed limit policy.

A by-law is required before a speed limit can be enforced. The Regional Clerk should forward this report and the by-law to the Clerks of the Town of Georgina, and the Region of Durham, and to the Chief of York Regional Police.

For more information on this report, contact Paul Jankowski, General Manager, Roads at extension 5901 in the Transportation Services Department.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause was included in the agenda for the November 5, 2008 Committee meeting.)