

## **COMMITTEE OF THE WHOLE – OCTOBER 21, 2002**

### **PINEWOOD DRIVE/CRESTWOOD ROAD TRAFFIC COMMITTEE PLAN**

#### **Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That the Pinewood Drive/Crestwood Road Traffic Committee plan proposal be approved with the exception of the allway stop controls proposed at the intersections of Pinewood Drive and Silverpine Avenue, and Pinewood Drive and Croteau Crescent (west intersection);
2. That all-way stop control be installed at the intersection of Crestwood Road and Powell Road; and
3. That funds in the amount of \$68,000 for the implementation of the plan proposal be drawn from the 2001 Capital Budget (Traffic Calming, Project No. 1203-2).

#### **Purpose**

To report on the Pinewood Drive/Crestwood Road Traffic Committee Plan.

#### **Background - Analysis and Options**

The Pinewood Drive/Crestwood Road Traffic Committee plan proposal was presented to Committee of the Whole at its meeting of September 17, 2002 by the Chair of the Pinewood Drive/Crestwood Road Traffic Committee in an attempt to address concerns with vehicle speeds, cut through traffic and stop sign compliance in the area. The traffic committee area is bounded by Bathurst Street to the west, Steeles Avenue to the south, Yonge Street to the east and C.N.R. Tracks to the north. Refer to Attachment No. 1.

#### **Public Participation**

The initial public meeting of the Pinewood Drive/Crestwood Road Traffic Committee was held on December 6, 2000. Engineering Department staff outlined the concept of traffic calming and the types of traffic calming measures available, and explained the City's Neighbourhood Traffic Committee Policy and Procedure.

The final public meeting was held on September 10, 2002. The Traffic Committee, with the assistance of Engineering Department staff, introduced the traffic calming proposals for the neighbourhood to the residents in attendance. There were 16 votes received by telephone or e-mail and 11 votes were in favour of the plan. There were 39 residents in attendance and 36 votes in favour of the plan. The total votes in favour of the plan were 47 and there were 8 votes not in favour of the plan.

#### **Traffic Calming Plan - General**

The existing posted speed limit is 40 km/h on Pinewood Drive and Crestwood Road. There is one existing allway stop control at the intersection of Hilda Avenue and Pinewood Drive. There are existing traffic signals at the intersection of Hilda Avenue and Crestwood Road. Vaughan Crest Park is located on the north side of Pinewood Drive opposite Payson Avenue.

The intersection of Hilda Avenue and Pinewood Drive was removed from the traffic committee and was reviewed as a separate issue except for the proposed patterned concrete at-grade crosswalks on the east/west sides of the intersection.

The traffic management plan as originally proposed by the Traffic Committee consists of ten asphalt speed humps, three patterned concrete at-grade crosswalks and three allway stop controls.

Asphalt speed humps can be placed at the following locations:

- Crestwood Road, opposite #27 and #26 Crestwood Road;
- Crestwood Road, between #45/#47 and opposite #48/#50 Crestwood Road;
- Crestwood Road, between #67/#69 and opposite #68/#70 Crestwood Road;
- Crestwood Road, opposite #111 and #112 Crestwood Road;
- Crestwood Road, between #127/#129 and opposite #130 Crestwood Road;
- Crestwood Road, opposite #145 and #146 Crestwood Road;
- Crestwood Road, between #177/#179 and opposite #178 Crestwood Road;
- Pinewood Drive, between #65/#67 and opposite #66 Pinewood Drive;
- Pinewood Drive, between #227/#229 and opposite #228/#232 Pinewood Drive; and
- Pinewood Drive, in front of #311 Pinewood Drive.

The residents at the meeting agreed that the speed humps are to be constructed completely out of asphalt. It is recommended that all speed humps be constructed completely out of asphalt to distinguish them from raised crosswalks.

The three patterned concrete at-grade crosswalks are proposed at the following locations:

- Hilda Avenue and Pinewood Drive – the east and west sides; and
- Pinewood Drive and Payson Avenue – the east side.

Allway stop controls are proposed at the following intersections:

- Crestwood Road and Powell Road;
- Pinewood Drive and Silverpine Avenue; and
- Pinewood Drive and Croteau Crescent (west intersection).

These allway stop controls are not technically warranted in terms of traffic volumes, and staff cannot recommend their installation except for the intersection of Crestwood Road and Powell Road that did meet the Provincial allway stop warrant. However, should Council wish, they may be installed without adversely impacting traffic operations.

As its meeting of December 18, 2001, Council approved a moratorium on the implementation of traffic calming measures, with the exception of those in existing traffic committees. As the Pinewood Drive/Crestwood Road Traffic Committee was formed in December 2000, it is exempt from the moratorium.

The Year 2001 Capital Budget has \$1,700,000 remaining for the implementation of traffic calming projects. To date, the following Traffic Management Plans and projects that will be funded from the \$1,700,000 have been approved and total approximately \$471,000:

- Flamingo Road Traffic Committee, estimated cost of \$54,000;
- Airdrie Drive Traffic Committee, estimated cost of \$46,000;
- Chancellor Community Centre speed humps, estimated cost of \$30,000;
- Hilda/Pinewood intersection modifications, estimated cost of \$85,000;
- Vaughanwood South Neighbourhood, estimated cost of \$50,000;
- Weston Downs North, estimated cost of \$120,000;
- Belview Avenue speed hump, estimated cost of \$12,000;
- Maple Landings Neighbourhood, estimated cost of \$140,000;
- Rosedale Heights, estimated cost of \$42,000;

- Alberta Drive speed hump, estimated cost of \$10,000;
- Weston Downs Phase 1B (Velmar Drive), estimated cost of \$70,000; and
- Arnold Avenue, actual cost of \$46,000.

### **Conclusion**

The Engineering Department recommends for approval the Flamingo Road Traffic Committee plan proposal. The estimated cost of \$68,000 includes taxes, contingency allowance and associated traffic signs and pavement markings.

### **Attachments**

1. Location Map

### **Report prepared by**

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Respectfully submitted,

Bill Robinson, P. Eng.  
Commissioner of Engineering and Public Works

MD/mr

# ATTACHMENT No. 1

## PINWOOD DRIVE / CRESTWOOD ROAD TRAFFIC CALMING COMMITTEE

