

Works and Emergency Services
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January 17, 2003

Councillor Michael Walker
St. Paul's – Ward 22
Council Member's Offices
Suite B26, City Hall

Dear Councillor Walker

Re: The feasibility of narrowing the eastern end of Woodlawn Avenue West, from Yonge Street to a point 90 metres further west

I refer to your e-mail of November 13, 2002, forwarding a copy of a e-mail of November 31, 2002, from [REDACTED], a resident at Premises [REDACTED] Woodlawn Avenue West, regarding the above.

Woodlawn Avenue intersects with Yonge Street to form a standard four-way signalized intersection with Woodlawn Avenue East comprising the east-leg and Woodlawn Avenue West comprising the west leg. Woodlawn Avenue West, is a local/residential roadway that operates two-way on a pavement width of 10.8 metres from Yonge Street to a point 90 metres further west and on a pavement width of 7.3 metres thereafter. Laneways operating to the north and the south of Woodlawn Avenue West are located at a point 34 metres west of Yonge Street. Vehicular entry into the laneway running north of Woodlawn Avenue West is prohibited and a "Do not enter" sign and one-way southbound arrow clearly identify its one-way southbound operation. The laneway running south from Woodlawn Avenue West extends one block to Walker Avenue and operates two-way with speed bumps located within the laneway. Parking on the north side of Woodlawn Avenue West is prohibited from Yonge Street to a point 34 metres further west. From that point, permit parking operates from 1:00 a.m. to 10:00 a.m., daily and parking is permitted for a maximum period of one hour from 10:00 a.m. to 6:00 p.m., daily on the north side of Woodlawn Avenue West. Parking at other times is allowed for a maximum period of three hours on the north side of Woodlawn Avenue West. Standing is prohibited at anytime on the south side of Woodlawn Avenue West. Signs outlining these regulations are posted and clearly visible.

In response to [REDACTED] request that consideration be given to narrowing the eastern section of Woodlawn Avenue West, (i.e., from Yonge Street to a point 90 metres west thereof) Transportation Services recently conducted a weekday observation study to examine the operation of the roadway and determine whether the road width contributes negatively to the safe flow of traffic and pedestrians using Woodlawn Avenue West.

The results of our investigation indicated that the roadway was operating safely and efficiently and with no unusual circumstances evident. There was no evidence of motorists travelling two abreast on the wider portion of Woodlawn Avenue West and motorists did not appear to be travelling at excessive speeds. Further, we did not observe an inordinate number of vehicles using either of the laneways or any incidents of motorists travelling at excessive speeds while entering or exiting the laneways. In addition, the existence of speed bumps in the laneway operating between Woodlawn Avenue and Walker Avenue greatly hinders a motorist's ability to travel at excessive speeds.

For your information, Chapter 400 of the Toronto Municipal Code stipulates that: "No person shall drive or operate a vehicle or streetcar emerging from a driveway, laneway, front yard parking area, boulevard parking area or building, streetcar or bus loop onto a highway until bringing the vehicle or streetcar to a full stop immediately before driving onto a sidewalk or footpath and, upon proceeding, shall yield the right-of-way to pedestrians upon the sidewalk or footpath."

A check of the Toronto Police Service collision records over a three-year period from September 30, 1999 to September 30, 2002, revealed that there were no reported collisions on the subject section of Woodlawn Avenue West.

Although, the narrowing of the subject portion of Woodlawn Avenue West is feasible, from a traffic operations standpoint we do not feel that there is justification to do so as the roadway is operating satisfactorily as is. Further, I am of the opinion that this proposal does not represent a cost effective use of resources as the five existing catch basins would have to be relocated, sidewalks would have to be constructed on both sides of the roadway for 90 metres and any existing street lights, utility poles and underground utility vaults would have to be relocated.

However, for your information, in the spring of 2003 we will be conducting speed and volume counts on Woodlawn Avenue West to determine whether speed humps or any other form of traffic calming may be acceptable for consideration.

Yours truly,



Stephen Benjamin,
Manager, Traffic Operations,
District 1 (Central).
RHH/rhh
2002-02377

c.c.:

