



Works and Emergency Services
Barry Gutteridge, Commissioner

Transportation Services
District 1
55 John Street
17 Floor, Metro Hall
Toronto, Ontario
M5V 3C6

Andrew Koropeski
Director

Reply: Randy Hillis
Tel: 416-338-5430
Fax: 416-392-1920
E-mail: rhillis@toronto.ca

RECEIVED
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February 25, 2004

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

Dear Councillor Walker

Re: Woodlawn Avenue West - The feasibility of narrowing the roadway and various other issues pertaining to the December 11, 2003 public meeting

I refer to your letter of December 12, 2003, regarding the above.

Woodlawn Avenue intersects with Yonge Street to form a standard four-leg signalized intersection. 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.

In response to the various issues outlined in your letter, we report as follows:

- 1) Please proceed to the next Community Council with the report on speed humps for the authorization to conduct a formal poll of residents and please provide a diagram of the potential lay-out of the speed humps as soon as possible.

As you know, our report requesting authorization to conduct a poll of the residents of Woodlawn Avenue West was recently adopted at the City of Toronto Council. A map indicating the speed hump locations was included with this report. The speed hump poll is presently being conducted on Woodlawn Avenue West.

- 2) Paint "stop-bars" on the road at the "stop" signs for all directions of traffic at the intersections of "little" Woodlawn Avenue West and Farnham Avenue and at "little" Woodlawn Avenue West and Woodlawn Avenue West.

With respect to the above noted request, arrangements have been made to have "stop-bars" and "crossing lines" painted at the aforementioned locations, as soon as the weather permits.

- 3) Report on the specific pros and cons of physically narrowing the eastern end of Woodlawn Avenue West at Yonge Street particularly respecting the possibility of planting a tree and adding other street-scape modifiers.

The results of our previous investigation regarding the possibility of narrowing the eastern end of the subject roadway indicated that Woodlawn Avenue West was operating safely and efficiently and with no unusual circumstances evident. We found 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.

A check of the Toronto Police Service collision records over a three-year period ending September 30, 2003, revealed that there were no reported collisions on the subject section of Woodlawn Avenue West that could be attributed to the width of the roadway.

From a traffic operations standpoint, we feel the existing 7.3 metre section of Woodlawn Avenue West is only just wide enough as it is to allow for the smooth passage of two-way traffic and one-sided parking. During the winter months, when snow banks are often in existence on the roadway, two-way traffic flow is even more difficult, especially when larger vehicles such as garbage trucks and emergency vehicles are attempting to pass oncoming vehicles.

Although, we do not feel that there is any traffic operation justification to narrow the subject portion of Woodlawn Avenue West, we have looked at a number of possible options for roadway narrowing that could be considered.

Narrowing the pavement on both sides of Woodlawn Avenue West, from Yonge Street to a point 90 metres further west.

This option would involve full sidewalk reconstruction, pavement removal and re-fill, relocation of catch basins, etc. The above-noted section of Woodlawn Avenue West would then be reduced to a 7.3 metre width and would be consistent with the rest of the roadway. Implementation of this option would also result in wider boulevards on both sides of the affected section of the roadway, on which it could be feasible to install, benches, planter boxes, benches and possibly free standing trees. The estimated cost of the roadway narrowing alone would be approximately \$230,000.00. If there is a desire to proceed with this option it should be done when Woodlawn Avenue West is reconstructed to minimize costs.

Narrowing the pavement on both sides of Woodlawn Avenue West, from Yonge Street to the first laneway west thereof.

Narrowing the roadway to the first laneway west of Yonge Street would entail doing everything that would be required in option No. 1, except for the fact that the roadway would only be physically narrowed from Yonge Street to a point approximately 33 metres further west. Since parking is currently permitted on the north side of Woodlawn Avenue West, from a point immediately west of the laneway, to the north leg of Woodlawn Avenue West, this parking would be in line with the extended curb line. The cost of narrowing both sides of Woodlawn Avenue West, from Yonge Street to a point 33 metres further west, would be approximately \$100,000.00. Any aesthetic additions, such as trees, planter boxes or benches could be considered afterwards, at additional cost. As with the above-noted proposal, if there is a desire to proceed with this option, it should wait until Woodlawn Avenue West is reconstructed.

The narrowing of Woodlawn Avenue West through the use of Precast Concrete Islands

Narrowing the roadway through the use of precast concrete islands would be a significantly less costly alternative than the other above-noted options. This option would require the extension of the north and south curbs on Woodlawn Avenue West to a point approximately 15 metres west of Yonge Street. The precast concrete islands could then be installed at spaced intervals along both sides of the roadway to either the lane or to the point where Woodlawn Avenue West narrows down to 7.3 metres. To allow for proper drainage, the islands would be installed a point 0.5 metres from the existing curb, approximately 3-4 metres apart. It would be necessary for the islands to be cut to 1.0 metre width sections to allow for the required 0.5 metre spacing from the curb, while only narrowing the roadway 1.5 metres on each side.

However, precast concrete islands could create the following concerns:

- They are not aesthetically pleasing;
- They create problems with snow removal and street maintenance; and
- They can become hazards to motorists.

Yours truly,



Danny Budimirovic, P. Eng.
Acting Manager, Traffic Operations,
South District
RHH/rhh
2004-00033

b.c.: Andrew Koropecki, Transportation Services, South District,