

Mortimer Avenue and Woodmount Avenue – Traffic Control Signals

Date:	July 26, 2007
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Beaches-East York, Ward 31
Reference Number:	Ts07156te.top.doc

SUMMARY

Transportation Services has reviewed a request to install traffic control signals at the intersection of Mortimer Avenue and Woodmount Avenue to improve safety. An unusually high number of preventable collisions resulting in personal injury have been reported. Installation of traffic signals will provide a safer environment for pedestrians, cyclists and motorists wishing to enter onto or cross Mortimer Avenue.

RECOMMENDATIONS

Transportation Services recommends that City Council:

1. install traffic control signals at the intersection of Mortimer Avenue and Woodmount Avenue.

Financial Impact

The estimated cost of installing these new signals is approximately \$137,500.00. The funding for these signals is subject to availability and competing priorities within the Transportation Services Capital Program under Project No. 05TM-01TP.

The added annual operating and maintenance costs associated with this installation are \$5,000.00 which includes all communication costs. These funds are available in the current Transportation Services operating budget.

ISSUE BACKGROUND

Transportation Services was requested by Councillor Janet Davis to investigate reported concerns about safety at the intersection of Mortimer Avenue and Woodmount Avenue and consider installing traffic signals.

COMMENTS

Roadway Characteristics

Mortimer Avenue and Woodmount Avenue form a four-way intersection. Woodmount Avenue traffic is controlled by “Stop” signs at Mortimer Avenue. This intersection is located approximately 215 metres west of the signalized intersection of Mortimer Avenue and Woodbine Avenue.

Mortimer Avenue in the vicinity of Woodmount Avenue:

- is classified as a minor arterial road;
- operates two-way on a pavement width ranging from about 7.3 metres to 9 metres;
- carries public transit service (“Mortimer – 62” bus);
- has a daily traffic volume of approximately 11,000 vehicles; and
- has a speed limit of 40 km/h.

Woodmount Avenue in the vicinity of Mortimer Avenue:

- is classified as a local road;
- operates two-way on a pavement width of 7.3 metres;
- has a daily traffic volume of approximately 1,000 vehicles; and
- has a speed limit of 50 km/h;

Investigation Procedure

Staff conducted an eight-hour vehicular and pedestrian traffic survey at this intersection. The collision history for the past 3 years was reviewed. The data obtained was evaluated against the technical warrants for the installation of traffic control signals.

Analysis

The degree of compliance determined through our warrant analysis is shown in the following chart.

Year Studied	Traffic Control Signal Warrants (Percent Compliance)			Warrant Criteria Satisfied	
	Minimum Vehicular Volume	Delay to Cross Traffic	Collision Hazard	Yes	No
2007	41%	50%	100%		X

There is a predominant pattern of collisions occurring at this intersection that may be prevented by traffic control signals. In the five-year period from January 2002 through December 2006, 35 right-angle collisions were reported. Of these, 12 resulted in personal injury and 2 involved pedestrians crossing Mortimer Avenue. Half of the collisions involved southbound and westbound vehicles.

Use of less restrictive measures, including installation of a flashing yellow beacon (more than 10 years ago), and enforcement of the “Stop” signs, has failed to reduce collision frequency.

The number of reported personal injury collisions and collision experience in general indicates this intersection is not operating safely at this time. Since lesser measures have been used in an attempt to improve safety and have failed to do so, Transportation Services staff recommends installation of traffic control signals at the intersection of Mortimer Avenue and Woodmount Avenue.

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SIGNATURE

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ATTACHMENTS

Drawing No. 421F-9015, dated July 2007

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