

**Works and Emergency Services**  
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May 9, 2003

Councillor Michael Walker,  
St. Paul's (Ward 22),  
Council Members' Offices,  
Suite B26, City Hall.

Dear Councillor Walker:

**Re: Request for traffic calming on Woodlawn Avenue West**

I refer to your letter of November 21, 2002, with an attached petition from residents of Woodlawn Avenue West, regarding the above.

The east-west section of Woodlawn Avenue West, from Yonge Street to its north-south section, 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. Woodlawn Avenue West has a maximum speed limit of 40 kilometres per hour and the east-west section of this roadway is approximately 390 metres long.

We conducted a twenty-four hour automatic speed and volume survey over a three-day period from March 25 to March 27, 2003. The results of the survey indicated that Woodlawn Avenue West carries an average combined total of 1646 vehicles per day in both directions, of which 3.5 percent travelled at a rate of speed in excess of 55 kilometers per hour. The combined operating speed on Woodlawn Avenue West (the speed at or below which 85 percent of the motorists travelled) was 47 kilometers per hour and the average speed was 36 kilometers per hour.

The City of Toronto recently developed a consolidated speed hump policy which was approved by City Council at its meeting held on April 16, 17 and 18, 2002, and is now used to determine whether or not a roadway should be considered for the installation of speed humps. This policy sets out three major warrant categories that must be met in order to install speed humps. Failure to satisfy any one of the primary criteria could result in a location not being considered further for the installation of speed humps. As well, the policy describes four ranking criteria to be used

in prioritizing requests for speed humps and outlines the consultation process that should be followed.

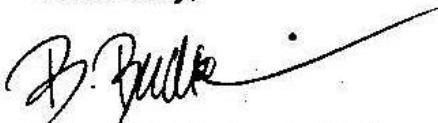
We have applied this policy to determine whether Woodlawn Avenue West could be a possible candidate for any traffic calming measures such as the implementation of speed humps. Under the new traffic calming policy guidelines, it is stipulated within the primary criteria that the street in question must have an 85<sup>th</sup> percentile speed of at least 10 kilometres per hour above the warranted speed limit. On roadways where traffic volumes are below the minimum requirement of 1,000 vehicles per day, to warrant speed hump installation it is necessary that the 85<sup>th</sup> percentile speed exceeds the warranted speed limit by a minimum of 15 kilometres per hour. Based upon the results of our study, the subject section of Woodlawn Avenue West does not meet the necessary primary criteria for the further consideration of speed hump installation.

A check of the Toronto Police Service collision records over a three year period from June 30, 1999 to June 30, 2002, revealed that there were no reported collisions on the subject section of Woodlawn Avenue West where speeding may have been a contributing factor.

Woodlawn Avenue West was further reviewed in accordance with the ranking criteria as noted in the above mentioned speed hump policy. The ranking criteria uses a technical screening process to determine the need for speed humps based on prevailing traffic conditions, vehicle speed percentages and pertinent collision data. Under the ranking criteria, the subject section of Woodlawn Avenue West obtained a score of only 21 points out of a possible 100.

In light of the fact that the subject section of Woodlawn Avenue West failed to meet the necessary primary speed hump criteria and given the low speed profiles noted above (the study results indicate that the vast majority of motorists are complying with the posted 40 km/h speed limit), the installation of speed humps or any other form of traffic calming would not be particularly effective and is therefore not recommended. I would point out that funding levels for the traffic calming program have been reduced by City Council and there are many streets that have been approved for speed hump installation but for which there is no funding available. Bearing in mind that our studies have shown this street has no apparent speeding problem, further consideration of this request would not be a cost-effective use of scarce resources.

Yours truly,



Danny Budimirovic, P. Eng.  
Acting Manager, Traffic Operations, District 1 (Central)  
RHH/rhh  
2002-02551

b.c.: Andrew Koropeski, Transportation Services, District 1,