

Works and Emergency Services
Barry Gutteridge, Commissioner

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December 4, 2003

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

Dear Councillor Walker:

Re: Woodlawn Avenue West, from Yonge Street to its north-south section - Results of recently conducted traffic counts with respect to requests for traffic calming.

I refer to a November 4, 2003, email to Chris Sellors of your office, indicating our intention to conduct further traffic speed and volume counts on the subject section of Woodlawn Avenue West.

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 km/h and the east-west section of this roadway is approximately 390 metres long.

We originally conducted an initial twenty-four hour automatic speed and volume survey over a three-day period from March 25 to March 27, 2003. The results of that survey indicated that Woodlawn Avenue West carried 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 km/h. The operating speed on Woodlawn Avenue West (the speed at or below which 85 percent of the motorists travelled at) was 47 km/h and the average speed was 36 km/h.

For comparison purposes we conducted another twenty-four hour automatic speed and volume survey over a three-day period from November 18 to November 20, 2003. The results of this survey indicated that Woodlawn Avenue West carried an average combined total of 1494 vehicles per day in both directions, of which 5.8 percent travelled at a rate of speed in excess of 55 km/h.

The operating speed on Woodlawn Avenue West was 49 km/h and the average speed was 37 km/h.

As you can see, the information garnered from the two speed and volume studies revealed similar results, with a small reduction in total traffic volumes and a slight increase in the traffic speeds. Based upon the results of our latest speed and volume survey, the subject section of Woodlawn Avenue West still does not meet the necessary primary criteria for the further consideration of speed humps, as specified in the City of Toronto traffic calming policy. Specifically, under the traffic calming policy guidelines, it is stipulated within the primary criteria that the street in question must have an operating speed of at least 10 km/h above the posted speed limit. As our data has indicated the subject section of Woodlawn Avenue West has an operating speed of 9 km/h above the posted speed limit, instead of the required 10 km/h. However, in light of the close proximity of the speed data to satisfying the warrant and the fact that speed humps are located on surrounding streets, we would have no objections to proceeding with the process for the implementation of speed humps on the subject section of Woodlawn Avenue West.

A check of the Toronto Police Service collision records over a three-year period from August 31, 2000 to August 31, 2003, revealed one reported collision 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 29 points out of a possible 100.

Upon your written concurrence, we will be pleased to proceed with the speed hump process for Woodlawn Avenue West by submitting the necessary report to Toronto South Community Council, requesting authorization to conduct a poll of the affected residents.

Yours truly,



Stephen Benjamin,
Manager, Traffic Operations,
South District
RHH/rhh
2003-02331

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