

Traffic Operations and Pedestrian Safety - Finch Avenue East, Leslie Street to Liszt Gate/Trudy Road - Seneca Heights

(City Council on November 23, 24 and 25, 1999, adopted this Clause, without amendment.)

The North York Community Council recommends:

- (1) the adoption of Recommendation (2) and (3) embodied in the following report (October 28, 1999) from the Director, Transportation Services, District 3;**
- (2) that the pavement markings on the west side of Finch Avenue East, between Leslie Street and Liszt Gate/Trudy Road be undertaken, as soon as possible in 1999, weather permitting.**

The North York Community Council also reports, for the information of Council, having:

- (i) deferred the issue of the permanent intersection improvements proposed at the Finch Avenue East/Liszt Gate/Trudy Road intersection to its next meeting scheduled for December 2, 1999; and
- (ii) requested the Director, Transportation Services, District 3, to review the request by the former City of North York to Metropolitan Toronto on the feasibility of installing traffic control signals at the Finch Avenue/Liszt Gate/Trudy Road intersection.

The North York Community Council submits the following report (October 28, 1999) from the Director, Transportation Services, District 3:

Purpose:

To provide, through road construction and pavement markings, improvements to the level of safety for vehicle and pedestrian traffic on Finch Avenue East, between Leslie Street and Liszt Gate/Trudy Road.

Recommendations:

It is recommended that:

- (1) the cost associated with the proposed Finch Avenue East/Liszt Gate/Trudy Road intersection improvements, be included within the 2000 capital budget;
- (2) the cost for the pavement marking modifications, be included as part of the 2000 centre line paint program;
- (3) Schedule XIII of the former Metropolitan Toronto By-law No. 32.92, be amended to designate the eastbound curb lane on Finch Avenue East at Trudy Road for right turning vehicles only, between Trudy Road and a point 30.5 metres westerly thereof; and
- (4) that all by-law(s) be amended accordingly.

Background:

As a result of a recent motorist fatality and a pedestrian involved incident at the intersection of Finch Avenue East and Liszt Gate/Trudy Road, the Transportation Services Division was asked to complete a review of traffic operations on Finch Avenue East, between Leslie Street and Liszt Gate/Trudy Road.

It was specifically requested by both Councillors Joan King and David Shiner that we consider the installation of traffic control signals at the Finch Avenue East/Liszt Gate/Trudy Road intersection.

Comments:

Two specific areas were reviewed; the vicinity of Finch Avenue East and Ravel Road and the intersection of Finch Avenue East with Liszt Gate/Trudy Road.

Observations by staff indicated that there was limited queuing area available for eastbound motorists to stop on Finch Avenue East, prior to accessing the Finch/Leslie Square commercial property and Ravel Road. Eastbound left turning vehicles are required to stop in the through traffic lane, thereby reducing the overall capacity of Finch Avenue East and potentially creating a safety hazard.

To address these safety concerns, pavement marking modifications, as illustrated in drawing No. NY-1224A should be implemented. With the provision of the eastbound left turn lanes at the access to the Finch/Leslie Square commercial property and Ravel Road, the potential for conflicts are greatly reduced.

The feasibility of installing traffic control signals at the Finch Avenue East/Liszt Gate/Trudy Road intersection was reviewed. An eight (8) hour turning movement count was completed. The results of the study, which were similar to previous studies completed in 1998 and 1999, did not support the installation of traffic control signals.

The vehicle operating speeds on Finch Avenue East at Liszt Gate/Trudy Road, can be addressed through the reduction of the overall pavement width on Finch Avenue East, east of Liszt Gate/Trudy Road. With this reduction of the overall pavement width, while maintaining a five (5) lane cross section as illustrated in drawing No. NY-1224B, pedestrian safety would be increased, as their crossing distance would be reduced. The operating speeds of eastbound and westbound motorists will also be positively influenced.

Conclusions:

With the implementation of the pavement markings and geometric improvements on Finch Avenue East, between Leslie Street and Liszt Gate/Trudy Road, pedestrian safety will be increased and operating speeds will be influenced.

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Mr. Samuel Wilkes appeared before the North York Community Council in connection with the foregoing matter and also filed a copy of his submission with the Clerk