

Road Alteration: Falkirk Street at Melrose Avenue

Date:	March 2, 2009
To:	North York Community Council
From:	Director, Transportation Services Division, North York District
Wards:	Ward 16 – Eglinton Lawrence
Reference Number:	ny09015

SUMMARY

This staff report is about a matter that the Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City policy or by-laws.

To obtain approval for a Road Alteration By-law, facilitating the reconfiguration of the intersection of Falkirk Street and Melrose Avenue.

The proposed intersection reconfiguration will improve pedestrian mobility and safety by reducing the crossing distance, provide greater positive guidance for motorists and provide a more standardized intersection configuration.

RECOMMENDATIONS

Transportation Services Division, North York District recommends that:

1. the City's Legal Division be directed to introduce in North York Community Council the appropriate "Road Alterations By-Law" to permit the reconfiguration of the intersection as illustrated on Transportation Services, Plan NY-1722 (Attachment 2).

FINANCIAL IMPACT

All costs associated with the reconfiguration of the intersection of Falkirk Street and Melrose Avenue, estimated at \$110,000.00, have been included as part of Transportation Services 2009 Capital Works Program, Safety and Operational Improvements Program.

ISSUE BACKGROUND

Transportation Services Division, North York District, has reviewed a request from Councillor Feldman on behalf of a resident of Melrose Avenue to review the existing configuration, sight lines and non compliance of the stop controls at the intersection.

COMMENTS

Melrose Avenue, between Ledbury Street and Falkirk Street is two-lane collector road and Falkirk Street is a local roadway. Both roadways have a posted speed limit of 40 km/h. Municipal sidewalks are located on both sides of the road. It should be noted that in April 2006, North York Community Council had before it a staff report that did not support the reduction of the speed limit to 40 km/h. Notwithstanding the staff recommendation, North York Community Council approved the reduction of the speed limit on Melrose Avenue, between Bathurst Street and Elm Road, to 40 km/h.

The area around this intersection is comprised of single family homes. Located approximately 60 metres south of Melrose Avenue on the west side of Falkirk Street is Ledbury Public School.

This intersection is currently configured such that the current alignment of the intersection consists of oversized corner radii and a skewed north/south alignment. The intersection is currently controlled by an all way stop control.

In order to assess the existing traffic operations, the North York District Traffic Operations Section conducted a stop sign compliance study at the intersection of Melrose Avenue and Falkirk Street, between 4:00 p.m. and 5:00 p.m. The following table identifies the results of those studies:

Driver Action	Direction of Travel				Total
	NB	SB	WB	EB	
Voluntary – Full Stop	21	29	41	53	144
Stopped by Traffic	0	0	0	0	0
Practically Stopped (0-6km/h)	7	4	9	14	34
Fail to Stop	0	0	0	0	0
Total	28	33	50	67	178

The results of the stopping compliance study indicate that, between 4:00 p.m. and 5:00 p.m., a total of 178 vehicles entered the intersection, of which 144 made full stops and 34 were practically stopped. Given that 34 (19%) of the motorists were 'Practically Stopped' the Toronto Police Service has been requested to provide enforcement of the stop controls at the intersection of Melrose Avenue and Falkirk Street.

During the study, it was also observed that a hedge, which is located on the northwest corner of Melrose Avenue and Falkirk Street, obstructed the visibility of motorists and pedestrians. Accordingly, the hedge was substantially trimmed and partially removed by the property owner, thereby eliminating the sight obstruction.

It was also noted during the study that pedestrians wishing to cross the roadway did encounter some difficulties due to the skewed alignment of the intersection thus requiring pedestrians to look over their shoulder to observe approaching traffic. Given the unusual configuration of the intersection and large corner radii, this division has undertaken a review of the feasibility of re-configuring the intersection alignment. Our review has indicated that the large corner radii are promoting high speed turns. Additionally, the alignment of the intersection results in large crossing distances for pedestrians and increases their exposure to moving traffic.

A review of the Toronto Police Service Collision Data has indicated that there have been no collisions involving pedestrian at this location from January 1, 2006 to December 31, 2008.

Therefore, that due to the concerns associated with the existing intersection configuration, it is recommended that geometrical modifications be made to the intersection (radius improvements, sidewalk extensions and roadway alignment) as illustrated in Attachment 2.

The proposed intersection modifications will improve pedestrian mobility and safety by reducing the crossing distance, provide greater positive guidance for the motorist and provide a more standardized intersection configuration.

This intersection has been included for construction in the 2009 Safety Operational Improvement Program.

Councillor Karen Stintz has been advised of the recommendations in this staff report.

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SIGNATURE

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Director

ATTACHMENTS

Attachment 1: Map – Falkirk St at Melrose Av; Intersection Re-configuration
(*ny09015_map1*)

Attachment 2: Map – Falkirk St at Melrose Av; Safety Operational Intersection
Improvement (*ny09015_map2*)