



STAFF REPORT ACTION REQUIRED

Traffic Control Signal Request at 830 Progress Avenue – Status Report

Date:	December 15, 2008
To:	Scarborough Community Council
From:	Director, Transportation Services, Scarborough District
Wards:	Ward 38 – Scarborough Centre
Reference Number:	P:\2007\Cluster B\TRA\Scarborough\sc09003 D08-2964394 830 Progress TCS

SUMMARY

This staff report is about a matter for which the Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to respond to a request from Scarborough Community Council to provide the status of a request to consider installing Traffic Control Signals on Progress Avenue at the Proponents' private accesses to 830 Progress Avenue and 831 Progress Avenue, approximately 275 metres east of Bellamy Road.

An updated Traffic Impact Assessment submitted by the Proponents revealed that Traffic Control Signals were not technically warranted at this location. The Proponents subsequently withdrew the request to consider installing Traffic Control Signals at this location.

RECOMMENDATIONS

Transportation Services, Scarborough District, recommends that Scarborough Community Council:

1. Receive this report for information.

Financial Impact

There is no financial impact associated with this report.

ISSUE BACKGROUND

At its meeting of November 18, 2008, Scarborough Community Council requested staff to submit a report to the next meeting on January 13, 2008 on the request by Toyota Canada Inc. for the installation of a stop light on Progress Avenue east of Bellamy Road (Item SC20.38).

COMMENTS

In 2007, a joint request was made by the Proponents, Toyota Canada Inc. and Bell Canada, for the City of Toronto to consider installing Traffic Control Signals (TCS) on Progress Avenue at the point where accesses to two sites occupied by these firms face each other, approximately 275 metres east of Bellamy Road. The reason cited for the request was an occupational health & safety issue being raised by the employees of these firms relating to collisions and near misses occurring between their trucking and public traffic along Progress Avenue. At the time, a Traffic Control Signal justification analysis was submitted dated March 23, 2006 by their Transportation Consultant, MMM Group Limited.

This analysis indicated that the technical justification for a TCS was not met. Staff were concerned that the analysis did not take into consideration the collision history at this location or any future traffic increases. As a result, an updated Traffic Impact Assessment was requested. Staff also indicated that any potential TCS would be expected to be funded by the Proponents as it would provide a benefit to these private parties, as no public streets intersect at that location.

Traffic Control Signal Warrant Study

An updated Traffic Impact Assessment dated August 11, 2008 by their Transportation Consultant was submitted for review. While containing a review of the collision history at this location and estimating future traffic volumes, it indicated that the technical justification for a TCS was still not met and staff concur with this finding. Using traffic volumes recorded over the peak eight hours of a typical weekday, the following results were obtained by the Transportation Consultant:

Traffic Control Signal Warrant	Compliance Level
	Thursday, January 17, 2008
Minimum Vehicular Volume	48%
Delay To Cross Traffic	45%
Collision Experience	0%

For traffic control signals to be numerically justified, one of the “Minimum Vehicular Volume”, “Delay to Cross Traffic” or “Collision Experience” warrants must be 100% satisfied or any two of the three warrants must be at least 80% satisfied.

As outlined in the above table, none of the categories are met. The installation of traffic control signals cannot be justified at the subject intersection based on the foregoing information.

In September of 2008, staff were advised that the Proponents were withdrawing the request to consider installing Traffic Control Signals at the two driveways. The local Councillor was advised of this withdrawal and the file was closed.

It should be noted that staff are also concerned that this location is not suitable for the installation of a TCS as it lies along a serpentine curve in the alignment of Progress Avenue. The resulting diminished sight-lines could become a hazard due to motorists not seeing red lights or stopped vehicles in time, resulting in a potential risk for red-light running and increased rear-end collisions.

Notwithstanding the file closure, Toyota Canada Inc. still expressed a desire to mitigate the potential for collisions at their driveway through additional road signs. Staff determined that the provision of additional speed limit signs and truck entrance warning signs for their access was feasible and these were installed in November of 2008.

CONTACT

Marko A. Oinonen, P.Eng.
Manager, Traffic Operations, Scarborough District
Tel: 416-396-7148
Fax: 416-396-5641
E-Mail: moinone@toronto.ca

SIGNATURE

Peter J. Noehammer, P.Eng.
Director, Transportation Services, Scarborough District

MAO:ca

ATTACHMENTS

1. Location Plan (Traffic Control Signal Study – 830 Progress Ave.)