



STAFF REPORT ACTION REQUIRED

Potential Safety Improvements on Progress Avenue – between Bellamy Road North and Markham Road

Date:	April 23, 2009
To:	Scarborough Community Council
From:	Acting Director, Transportation Services, Scarborough District
Wards:	Ward 38 – Scarborough Centre
Reference Number:	P:\2009\Cluster B\TRA\Scarborough\sc09037 D09-3217243 Progress Avenue Safety Review

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, at its February 9, 2009 meeting, to report back on a safety review of Progress Avenue between Bellamy Road North and Markham Road.

At this time, there are no obvious additional safety improvements necessary on Progress Avenue between Bellamy Road North and Markham Road.

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 the meeting of February 9, 2009 Scarborough Community Council requested Transportation Services staff to report back to Scarborough Community Council for its meeting to be held on May 14, 2009 on potential safety improvements that may be required on Progress Avenue between Bellamy Road North and Markham Road (Item SC23.5).

COMMENTS

Existing Conditions

The following characteristics describe the subject portion of Progress Avenue between Bellamy Road North and Markham Road:

- This road is located in the community south of Highway 401 and east of Bellamy Road North.
- This portion of Progress Avenue has two lanes in each direction and is a minor arterial roadway with a posted speed limit of 60 Km/h and a daily traffic volume of approximately 17,000 vehicles per day.
- There are 13 driveways on the north side of Progress Avenue and 16 driveways along the south side of Progress Avenue in the study area.
- The subject portion of roadway is approximately 815 metres in length and has a curved alignment by 830/831 Progress Avenue/Toyota Canada Inc/Bell Canada.
- 24-hour speed studies conducted March 12, 2009 on Progress Avenue east and west of 830/831 Progress Avenue indicated an average 85th percentile speeds of 60 Km/h and 68 Km/h respectively.
- The area consists primarily of light industrial development, several community places of worship and several small retail plazas.
- The subject portion of Progress Avenue has a pavement width of approximately 15 metres, and sidewalks are located on both sides.
- Traffic control signals are located on Progress Avenue at Bellamy Road North and at Progress Avenue at Markham Road.
- The Toronto Transit Commission has bus routes along this section of Progress Avenue.
- Progress Avenue has a signed No Parking Anytime regulation on both sides.

Traffic Speed, Volume and Composition Along the Study Portion of Progress Avenue

Traffic Data Location Sites	Total Vehicles 24 Hours	85 th Percentile Speed
Progress Avenue 130m West of 830/831 Progress Avenue – March 12, 2009	16,455	60 Km/h
Progress Avenue 70m East of 830/831 Progress Avenue - March 12, 2009	17,342	68 Km/h

To assess the traffic speed and volume along the study portion of Progress Avenue two sets of automatic traffic recorder data were obtained. The first set was located west of the driveways into Toyota Canada Inc. (830 Progress Avenue) and Bell Canada (831 Progress Avenue) and the second set was located to the east of the driveways at 830/831 Progress Avenue.

This portion of Progress Avenue is classified as a minor arterial roadway. Traffic volumes between 8,000 vehicles per day and 20,000 vehicles per day are considered to be within the acceptable volume range. The average recorded traffic volumes are approximately 17,000 vehicles per day, and are considered to be appropriate.

The 85th percentile speed is a tool used by the traffic engineering profession in establishing realistic speed limits for roadways. It is the speed at or below which the majority of motorists feel comfortable travelling on a given section of roadway, taking into consideration traffic volumes and surrounding conditions, and is considered the safest operating speed. An averaged 85th percentile speed of 64 km/h is considered to be within the acceptable speed range for most of the vehicular traffic at the locations on Progress Avenue, which has a posted speed limit of 60 km/h.

At the data collection site approximately 70m east of 830/831 Progress Avenue, vehicle classification data was also collected. Approximately 18% of the vehicular traffic at this site was considered to be heavy truck traffic. Truck traffic in the range of 3,000 vehicles per day is considered to be within the expected range of a road servicing a mixed industrial area like this portion of Progress Avenue.

Collision History Review along the Study Portion of Progress Avenue

A compilation of the last three years of Toronto Police Service collision records along the study portion of Progress Avenue from Bellamy Road North to Markham Road is shown in the following table.

Progress Avenue Study Section from Bellamy Road North to Markham Road	Year of Review Number of Reported Collisions			
	2006	2007	2008	Total
Midblock - east of Bellamy Rd N to 830/831 Progress Ave	1	2	1	4
Driveways at 830/831 Progress Ave.(Toyota/Bell Driveways)	0	2	1	3
Midblock - east of 830/831 Bellamy Rd N to the Professional Building at 885 Progress Ave	3	2	2	7
Driveway at 885 Progress Ave, the Professional Building	0	1	2	3
Midblock - east of 885 Progress Ave to Estate Dr, east intersection	0	0	1	1
East Intersection, Progress Ave and Estate Dr	0	2	3	5
Midblock - east of Estate Dr to Markham Rd	3	2	1	6
Total Number of Collisions	7	11	11	29

This table reveals that, of the seven locations reviewed along Progress Avenue, there has not been one location to show a vastly disproportionate number of collisions.

Of the 29 reported collisions, 23 or approximately 80% involved property damage. The remaining 6 collisions or approximately 20% involved minimal personal injuries at several different locations. The personal injuries were caused from motorists making improper lefts, following too close, sideswiping or from being inattentive. During the last three years, there have been no reported pedestrian collisions.

The table below provides a breakdown of the top three driver actions, vehicle impacts and charges laid against the drivers involved.

Top Three Driver Actions, Vehicle Impacts and Charges Along Progress Avenue from Bellamy Rd to Markham Rd	Year of Review Number of Reported Collisions			
	2006	2007	2008	Total
Actions: Failing To Yield the Right of Way	2	5	2	9
Following Too Close	NA	2	3	5
Improper Lane Change	2	NA	3	5
Lost Control	2	2	NA	4
Impacts: Rear End	4	3	5	12
Turning Left	1	4	2	7
Sideswipes	2	3	NA	5
Turning Right	NA	NA	1	1
Charges: Improper Lane Change	NA	NA	1	1
Careless Driving	NA	1	NA	1
Inattentiveness	1	NA	NA	1

NA – Not Applicable

Given the range of collisions types and locations along Progress Avenue, there are no obvious additional safety improvements that could be instituted to improve traffic safety along the study portions of Progress Avenue at this time.

CONTACT

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SIGNATURE

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ATTACHMENTS

1. Location Plan (Safety Review along Progress Avenue Between Bellamy Road North and Markham Road)