

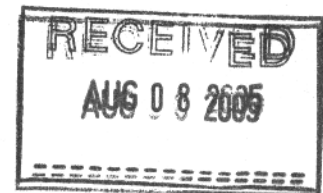
W. Leslie Kelman, P. Eng.  
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August 4, 2005

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



Dear Councillor Walker:

**Re: Sidney Street at Cottingham Street – Request for northbound “Stop” sign control**

I refer to a telephone conversation of July 14, 2005, between Mr. Ron Kluger, a resident of Premises No. 80 St. George Street and Mr. Randy Hillis of Transportation Services, regarding the above.

Sidney Street and Cottingham Street are two-way local roadways that operate on pavement widths of 7.3 metres. Sidney Street meets Cottingham Street to form a “T” type intersection. A “Stop” sign or any other form of right-of-way device does not control this intersection. However, under the provisions of the Highway Traffic Act of Ontario, where no controls are present at an intersection, the operator of a vehicle, (which includes bicycles) is required to yield to traffic approaching on his/her right.

Transportation Services conducted a manual traffic study (which included cyclists and pedestrians over the eight highest daytime hours) on Monday, July 25, 2005, in order to help determine the need for northbound “Stop” sign control. The criteria used to make this determination was based upon factors such as vehicular and pedestrian usage of the intersection, physical and geometric configuration, right of way conflicts, safety experience and the surrounding area traffic controls.

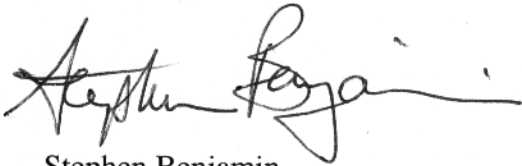
The results of our survey indicated that over the counted eight-hour period, approximately 170 vehicles traveled eastbound and approximately 171 vehicles traveled westbound on Cottingham Street. During the same period approximately 33 vehicles were recorded entering the intersection from Sidney Street and 83 pedestrians crossed on the south side of the intersection fronting the northbound traffic flow.

A check of the Toronto Police Service collision records revealed no reported collisions at the subject intersection over a three-year period from June 30, 2002 to June 30, 2005. However, Mr. Kluger informed us that he was nearly struck while riding his bicycle westbound on Cottingham Street by a northbound motorist who failed to yield while entering the intersection from Sidney Street.

Based upon our assessment, the intersection of Sidney Street and Cottingham Street seems to be operating satisfactorily apart from the incident involving Mr. Kluger, as the majority of motorists correctly appear to be assuming that Cottingham Street is the through roadway and are yielding/stopping as necessary. Nevertheless, in light of the above-noted incident, and due to the presence of "Stop" controls at other minor approaches at surrounding intersections, it may be prudent to enhance the safety factors at the subject intersection by more clearly establishing the right-of-way through the installation of a "Stop" control sign on Sidney Street for northbound traffic.

We will await the receipt of your comments, prior to preparing the appropriate report to the Toronto and East York Community Council recommending the installation of a "Stop" control sign on Sidney Street at its intersection with Cottingham Street.

Yours truly,



Stephen Benjamin  
Manager, Traffic Operations,  
Toronto and East York District, West  
RHH/rhh  
2005-01387

c.c.: Mr. Ron Kluger, 80 St. George Street, Toronto, Ontario M5S 3H6