TORONTO

REPORT FOR ACTION

Safety Improvements on Davenport Road, Cottingham Road, Poplar Plains Road, and Macpherson Avenue

Date: April 8, 2026
To: Toronto and East York Community Council
From: Acting Deputy General Manager, Transportation Services
Wards: 12 - Toronto-St.Paul's

SUMMARY

This report seeks Community Council approval for several traffic operations changes to improve safety along Davenport Road, Cottingham Road, Poplar Plains Road, and Macpherson Avenue. This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

As part of upcoming state-of-good-repair road resurfacing work programmed for 2027, the proposed design includes safety improvements to two intersections, as listed below:

- Davenport Road and Glen Edyth Drive and Cottingham Road: installation of a compulsory stop control southbound on Glen Edyth Drive at Cottingham Road, to support the realignment of this intersection.
- Davenport Road and Poplar Plains Road and Macpherson Avenue: installation of traffic control signals and changes to existing turn restrictions to support the intersection realignment being delivered as part of the road resurfacing work, to create a normalized four-leg intersection. The proposal includes changing the westbound compulsory right-turn restriction from all-times to peak times only and adding a new eastbound left-turn restriction to be in effect at all times. The existing southbound left-turn prohibition would remain, due to the geometry of the skewed intersection.

Together, the proposed changes would improve safety by providing clear direction for people driving through intersections and would support new, safe connections and crossings for pedestrians and people cycling.

RECOMMENDATIONS

The Acting Deputy General Manager, Transportation Services recommends that:

1. Toronto and East York Community Council authorize the installation of a compulsory stop control for southbound traffic on Glen Edyth Drive at Cottingham Road.

2. Toronto and East York Community Council authorize the installation of a traffic control signal at the intersection of Davenport Road and Poplar Plains Road at Macpherson Avenue.

3. Subject to approval of and in conjunction with the installation of traffic control signals at Davenport Road and Poplar Plains Road at Macpherson Avenue:

a. Toronto and East York Community Council rescind the existing compulsory stop control at the intersection of Macpherson Avenue and Poplar Plains Road.

b. Toronto and East York Community Council rescind the existing compulsory stop control at the intersection at Poplar Plains Road and Davenport Road/Macpherson Avenue.

4. Toronto and East York Community Council amend the existing compulsory right-turn in effect at all times, from Macpherson Avenue (westbound) to Macpherson Avenue, west of Davenport Road and Davenport Road, south of Macpherson Avenue to be in effect from 7:30 a.m. to 9:30 a.m. and 4:00 p.m. to 6:00.p.m., Monday to Friday.

5. Toronto and East York Community Council prohibit eastbound left-turns at all times, on Macpherson Avenue at Poplar Plains Road.

6. Toronto and East York Community Council rescind the existing compulsory turn in effect at all times, from Davenport Road (northbound) to Davenport Road, north of Macpherson Avenue.

FINANCIAL IMPACT

The estimated cost associated with the entire capital project is $1.140 million, inclusive of state-of-good-repair road resurfacing as well as all road improvements as noted in the report including but not limited to new traffic signals and intersection safety improvements. Funding is included for the project, categorized as health and safety and service improvement and enhancement, in the 2026-2035 Capital Budget and Plan for Transportation Services.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Background

Between 2015 and 2018, area residents and residents' groups worked with the local Councillor's office to pursue safety improvements at four intersections along Davenport Road, Cottingham Road, Poplar Plains Road, and Macpherson Avenue, through the City's Transportation Safety and Local Improvements Program. At that time, City staff prepared preliminary designs and installed some temporary curb extensions and a centre median extension using low concrete walls, bollards and paint.

A state-of-good-repair road resurfacing project planned for the area in 2027 provides an opportunity to build on those preliminary plans and make more complete and permanent safety improvements in the area, in a cost-efficient manner. Road resurfacing is planned for: Macpherson Avenue from Davenport Road to Rathnelly Avenue (includes partial road rehabilitation and watermain replacement), Poplar Plains Road from Macpherson Avenue to Cottingham Street (includes watermain replacement), Cottingham Road from Poplar Plains Road to Davenport Road, and Glen Edyth Drive from Cottingham Road to a point 85 metres north of Cottingham Road.

In addition, a new park is being built in 2026 at the south-west corner of Davenport Road and Macpherson Avenue, which will serve as a new draw for people walking and cycling to the area, contributing to the priority of road safety improvements.

To inform the proposed design, staff conducted traffic studies and site visits, analysed data and environmental factors and revisited the initial safety assessments and intersection designs recommended in 2018. The data collection and analysis phase revealed high vehicle volumes along arterial roads, with numerous conflicting movements between road users, unclear right-of-way and a lack of safe crossings for pedestrians and people cycling.

Based on these findings, staff prepared designs for six intersections and two mid-block locations in the area, to make comprehensive and integrated changes that effectively improve safety while minimizing impacts to traffic flow. The locations of the intersection and mid-block improvements are listed below and outlined in Figure 1. Note: minor pavement marking upgrades planned at other intersections in the area are not listed below.

Locations of intersections for safety improvements:

- 1: Davenport Road and Glen Edyth Drive and Cottingham Road
- 2: Poplar Plains Road and Cottingham Road
- 3: Poplar Plains Road and Boulton Drive
- 4: Davenport Road and Macpherson Avenue and Poplar Plains Road
- 5: Davenport Road and Macpherson Avenue
- 6: Rathnelly Avenue and Macpherson Avenue

Locations of mid-block safety improvements:

- Cottingham Road from Davenport Road to Poplar Plains Road - upgraded shared lane pavement markings
- Poplar Plains Road from Cottingham Road to Cottingham Street - two sections of barrier curb along existing bike lane

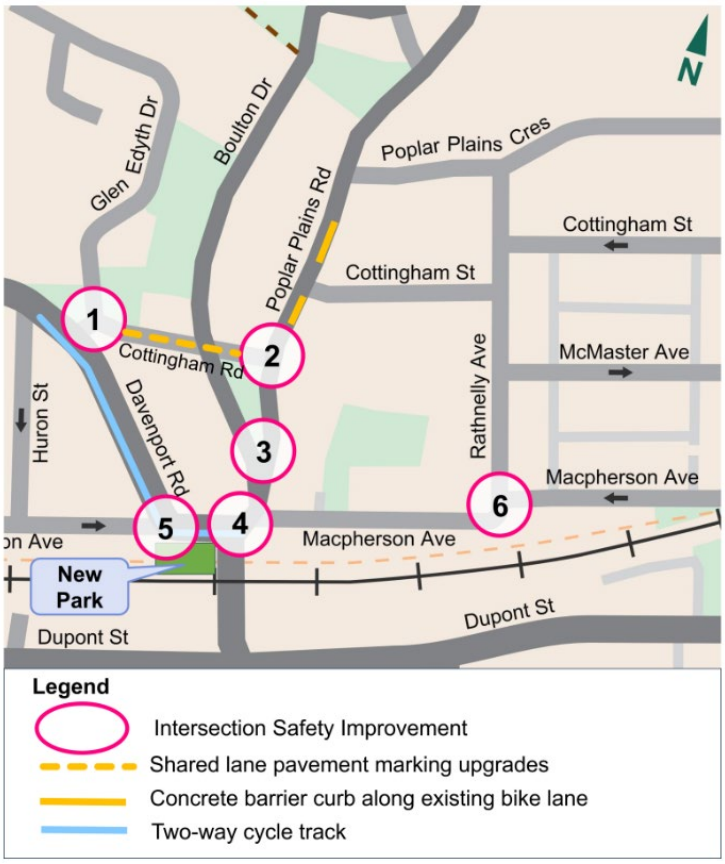

Figure 1: Locations of proposed intersection and mid-block safety improvements

There is an opportunity to build on these safety improvements by converting the existing one-way bike lanes along Davenport Road and Macpherson Avenue between Huron Street and Poplar Plains Road to a two-way cycle track. This component would be subject to future approval by City Council.

Two items in the proposed design involve traffic operations changes that require Community Council approval, which are the focus of this report. These are:

- Intersection safety improvements at Davenport Road and Glen Edyth Drive and Cottingham Road
- Intersection safety improvements at Davenport Road and Poplar Plains Road and Macpherson Avenue

Consultation

Public consultation for safety improvements on Davenport Avenue, Cottingham Road, Poplar Plains Road, and Macpherson Avenue took place from January 5 to January 28, 2026. During the consultation process, members of the public had the opportunity to provide feedback on six intersection changes and three mid-block safety improvements.

Consultation activities included a virtual public meeting, a feedback survey and comment tracking. Approximately 66 people registered to participate in the virtual public meeting and 33 people attended, 48 survey responses were received along with 19 people providing comments via phone and email.

Communications to inform the public and interest groups about the project, and opportunities to participate in consultation, included a project webpage launched with preliminary information on December 19, 2025. See link here: Davenport Road and Macpherson Avenue Safety Improvements – City of Toronto.

This was followed by direct outreach in early January 2026, including targeted emails to 23 community and interest groups, 3,213 flyers distributed by Canada Post throughout the project area, 2 letters sent to individual properties impacted by changes in the right-of-way, and 50 notices handed out during the evening peak travel period in the project area on January 7, 2026.

Feedback Received
There is overall support for the proposed changes, which are welcomed by many people who provided feedback. Respondents raised concerns about speeding, low stop compliance at intersections, and incorrect use of one-way streets, along with safety concerns for pedestrians, people cycling and other vulnerable road users.

Proposed changes that received the most support were the traffic signal at Davenport Road/Poplar Plains Road at Macpherson Avenue and the intersection improvements at Cottingham Road at Glen Edyth Drive and Davenport Road.

Following the consultation period, staff considered community feedback and adjusted the designs to respond to specific community safety and access concerns. There were three primary concerns raised in response to proposed changes:

- Concern about the loss of two permit parking spaces to accommodate a new pedestrian crossing across Rathnelly Avenue at the Rathnelly Avenue and Macpherson Avenue intersection.
    - Staff reassessed the intersection following consultation and removed the proposal for an east-west stopcontrolled crossing across Rathnelly Avenue. In 2025, marked pedestrian crossings were installed at intersections further north along Rathnelly Avenue. These new crossings, in combination with the proposed traffic signals at Davenport Road/Poplar Plains Road and Macpherson Avenue, should provide adequate safe pedestrian crossings in the area to balance and accommodate the particular permit parking pressure in this location.
- Concerns about pick-up and drop-off activity at The Mabin School blocking traffic along Poplar Plains Road at peak times and resulting in drivers using the bike lanes to drive around vehicles parked in the travel lane. The school has a parking lay-by on Poplar Plains Road, where people park their vehicles longer than the intended use. Some people park their vehicles illegally along Poplar Plains Road between Cottingham Road and Boulton Drive. There was concern that the proposed barrier curb along the bike lane would prevent this maneuver and block traffic.
    - Staff investigated this issue following consultation and observed the illegal parking, as well as out of date and partially covered parking signs along this

segment of Poplar Plains Road. Staff met with administration staff from The Mabin School and learned that they are implementing a phone notification system with parents to better coordinate drop-off and pick-up to avoid these buildups. Staff will coordinate the installation of up-to-date signage and work with the local Councillor's Office to send out parking enforcement to improve compliance.

- Concern that the proximity of the proposed traffic signal at Davenport Road and Poplar Plains Road at Macpherson Avenue to the existing signal at Dupont Street and Davenport Road will delay traffic. There is a need for the signal to be carefully timed to meet traffic pattern demands and coordinated with the adjacent signal.
    - Following consultation, staff remodelled the traffic impact of the proposed traffic signal and made modifications to the design and signal phasing to ensure good traffic flow through the intersection. The modeling of the proposed signal timing which prioritizes the northbound left-turn movement and restricts the eastbound left-turn movement shows a high level of service through the intersection with minimal delay and queuing.

Intersection Safety Improvements at Davenport Road and Glen Edyth Drive and Cottingham Road

Background
Transportation Services staff assessed the intersection of Davenport Road and Glen Edyth Drive and Cottingham Road regarding pedestrian safety at the intersection. Through observational inspections (October 24, 2025 at 9:30 a.m., December 4, 2025 at 8:45 a.m., January 30, 2026 at 3:30 p.m.) and traffic data analysis, staff confirmed the presence of safety challenges. To address these concerns, staff proposed adding curb extensions to reduce pedestrian crossing distances, better direct drivers and indicate right-of-way. These changes are planned to be delivered as part of the road resurfacing project planned for 2027. The design includes a proposal for a new stop-sign control southbound on Glen Edyth Drive at Cottingham Road.

Existing Conditions
Davenport Road and Glen Edyth Drive and Cottingham Road form a wide three-leg intersection, where Glen Edyth Drive and Cottingham Road are stop controlled while Davenport Road is uncontrolled free-flow.

Davenport Road is characterized by the following conditions:

- It is a two-lane, north/west-south/east, minor arterial roadway;
- It operates two-way traffic on a pavement width of approximately 9.6 metres;
- The daily two-way traffic volume is approximately 11,610 vehicles;
- The speed limit is 40 km/h;
- Heavy trucks are prohibited from 7:00 p.m. of one day to 7:00 a.m. of the following day;
- There is no TTC service provided;
- There are sidewalks on both sides of the street; and
- There is a uni-directional bike lane on each side of the street.

Glen Edyth Drive is characterized by the following conditions:
- It is a two-lane, north-south, local roadway;
- It operates two-way traffic on a pavement width of approximately 8.5 metres;
- The daily two-way traffic volume is approximately 226 vehicles;
- The speed limit is 30 km/h;
- Heavy trucks are prohibited at all times;
- There is no TTC service provided; and
- There are sidewalks located on both sides of the street.

Cottingham Road is characterized by the following conditions:
- It is a two-lane, east-west, collector roadway;
- It operates two-way traffic on a pavement width of approximately 8.5 metres;
- The daily two-way traffic volume is approximately 1,254 vehicles;
- The speed limit is 30 km/h;
- Heavy trucks are prohibited at all times;
- There is no TTC service provided;
- There are sidewalks on both sides of the street; and
- There are shared bike lane markings westbound.

The adjacent land use in the area is a mix of residential and park spaces.

The current intersection geometry has resulted in the following operational concerns at this intersection:
- The existing curb radii and geometric configuration of the intersection allow eastbound motorists on Davenport Road to turn left at high speeds onto Cottingham Road.
- No clearly defined pedestrian crosswalks; an approximate 30 metre crossing distance to traverse Glen Edyth Drive/Cottingham Road.
- The existing stop bar set back on Glen Edyth Drive and Cottingham Road, combined with the geometric configuration of the intersection, creates a conflict area (no clearly defined lane designations or right-of-way) for motorists entering onto Davenport Road.

Proposed Changes
The proposed design normalizes the existing intersection into two separate intersections, providing clearer direction for vehicles and reducing the pedestrian crossing distances. To achieve this, curb lines would be modified to extend Cottingham Road to meet Davenport Road as a three-way intersection, while Glen Edyth Drive would connect to Cottingham Road as a separate three-way intersection, where a proposed stop-sign control southbound on Glen Edyth Drive would be required.

Based on recent turning movement counts, southbound traffic volume from Glen Edyth Drive is very low in comparison to westbound traffic from Cottingham Road, thus southbound vehicles along Glen Edyth Drive would have to stop at Cottingham Road and wait for clearance before proceeding.

Additional proposed changes are as follows:
- Clearly marked and shorter pedestrian crossings with accessibility upgrades.

- Reduced curb radii at all the corners at Cottingham Road and Davenport Road and Cottingham Road and Glen Edyth Drive.
- Curb extension and expansion of the Glen Edyth Drive Parkette; proposed parkette design includes an upgraded sidewalk, concrete path, armour stone seating walls, sod areas, and new planting and trees.
- New safer connections between the existing bike routes in area. There is an opportunity to build on these safety improvements by converting the existing one-way bike lanes along Davenport Road and Macpherson Avenue between Huron Street and Poplar Plains Road to a two-way cycle track. This component would be subject to future approval by City Council.

The proposed design clarifies where people driving should stop and who has the right-of-way, reducing the overall complexity of decision making at the intersection. The clearly marked and shorter crossings are proposed to help people driving better understand where pedestrians are expected to cross, reducing potential conflict points between vehicles and pedestrians.

There would be no impacts to existing parking.

The proposed design is shown in Figure 2.

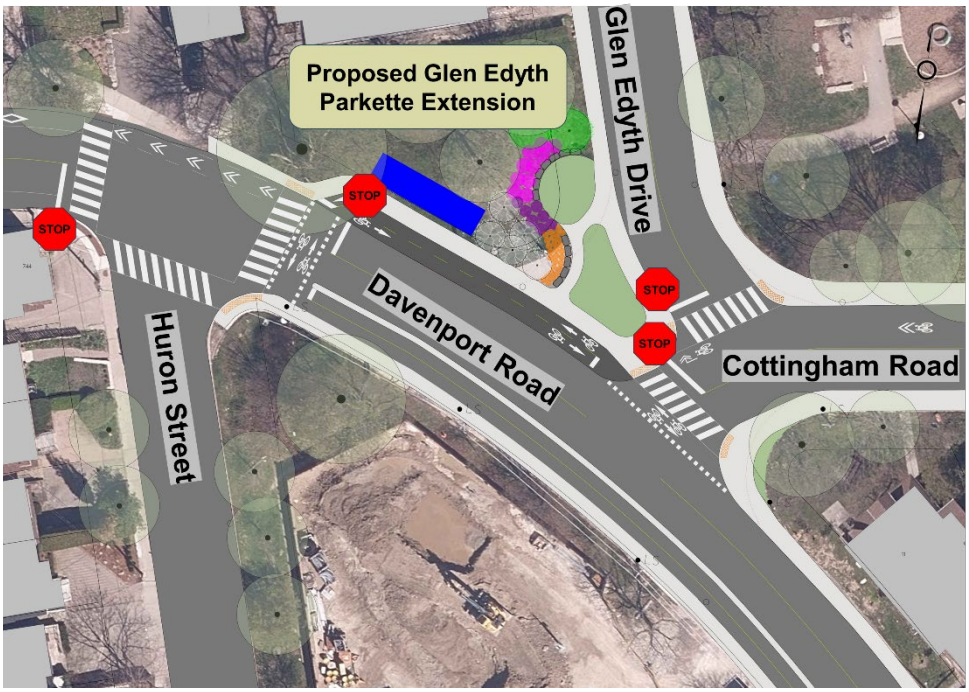

Figure 2: Proposed intersection safety improvements at Davenport Road and Glen Edyth Road and Cottingham Road.

Proposed Stop Control

A review of the Toronto Police Service collision data for a three-year period ending November 30, 2025 reveals four reported collisions at this intersection. There were no pedestrian collisions and none of the collisions was considered to be preventable by the installation of all way stop control.

However, site observations on three occasions and an analysis of the existing conditions revealed that the road geometry does not meet current City standards. The wide intersection with no designated crossings and set-back stop signs contributes to both a lack of guidance for pedestrians crossing, unclear right-of-way and poor visibility for people driving and cycling through. Extending curbs and creating two distinct three-way intersections with the proposed compulsory Stop Control at Glen Edyth Drive and Cottingham Road is required, to avoid potential conflicts and more clearly define the right-of-way and enhance safety for all road users.

As per turning movement counts completed November 4, 2025, traffic volume onto Glen Edyth Drive is very low in comparison to traffic along Cottingham Road at this intersection. Therefore, the design proposes moving the stop bar for Cottingham Road to Davenport Road and to have Cottingham Road operate as free-flow before reaching Davenport Road. This would require that southbound vehicles from Glen Edyth Drive stop at Cottingham Road and wait for clearance before proceeding. This would help to reduce confusion for drivers from Cottingham Road and Glen Edyth Road and would improve safety for pedestrians crossing on the north side of Davenport Road through the shortened the crossing distance, and installation of the stop bar and crosswalk.

A map of the area is included in Attachment 1.

Intersection Safety Improvements at Davenport Road and Poplar Plains Road and Macpherson Avenue

Background
In 2018, representatives of the Rathnelly Area Residents Association met with the local Councillor to discuss traffic concerns in the neighbourhood. This intersection was one location where ongoing safety concerns were reported. Specifically, residents noted the lack of safe pedestrian crossings and observed a pattern of westbound motorists circumventing the existing mandatory right-turn here by making an illegal U-turn around the centre traffic island on Poplar Plains Road.

Transportation Services staff collected updated traffic data at the intersection in November 2025, analysed the site and revisited the initial design, with the intent of providing safe crossings for pedestrians and people cycling, while enabling efficient traffic flow. Staff evaluated scenarios for various traffic controls; the intersection met the warrants for traffic signals due to high vehicle volumes that result in a need for greater protection for crossing pedestrians and people cycling.

Existing Conditions
Davenport Road and Macpherson Avenue and Poplar Plains Road form a skewed four-leg intersection. The east and west legs of Macpherson Avenue and Poplar Plains Road are stop-sign controlled while Davenport Road is uncontrolled free-flow.

Davenport Road is characterized by the following conditions:
- It is a two-lane, north-south, minor arterial roadway;
- It includes one dedicated left-turn lane;

- It operates two-way traffic on a pavement width of approximately 13.5 metres;
- The daily two-way traffic volume is approximately 6,950 vehicles;
- The speed limit is 40 km/h;
- Heavy trucks are prohibited from 7:00 p.m. of one day to 7:00 a.m. of the following day;
- There is no TTC service provided;
- There are sidewalks on both sides of the street; and
- There is a uni-directional bike lane on each side of the street.

Macpherson Avenue east leg is characterized by the following conditions:
- It is a two-lane, east-west, local roadway;
- It operates two-way traffic on a pavement width of approximately 6.5 metres;
- The daily two-way traffic volume is approximately 1,160 vehicles;
- The speed limit is 30 km/h;
- Heavy trucks are not prohibited;
- There is no TTC service provided;
- There are sidewalks on both sides of the street; and
- There is a westbound compulsory right-turn in effect at all times.

Macpherson Avenue west leg is characterized by the following conditions:
- It is a two-lane, east-west, minor arterial roadway;
- It operates two-way traffic on a pavement width of approximately 11 metres ;
- The daily two-way traffic volume is approximately 6,578 vehicles;
- The speed limit is 40 km/h;
- Heavy trucks are not prohibited;
- There is no TTC service provided;
- There are sidewalks on both sides of the street; and
- There is a uni-directional bike lane on each side of the street.

Poplar Plains Road is characterized by the following conditions:
- It is a two-lane, north-south, collector roadway;
- It operates two-way traffic on a pavement width of approximately 10 metres;
- The daily two-way traffic volume is approximately 1,398 vehicles;
- The speed limit is 30 km/h;
- Heavy trucks are prohibited at all times;
- There is no TTC service provided;
- There are sidewalks on both sides of the street; and
- There is a uni-directional bike lane on each side of the street.

The adjacent land use in the area is a mix of residential, light industrial and commercial. A new public park will be constructed in 2026 at the south-west corner of Davenport Road and Macpherson Avenue, which will likely be a new draw for pedestrians and people cycling to this area.

The closest adjacent traffic controls are located approximately 110 metres to the south at Dupont Street and Davenport Road, in the form of traffic control signals and

approximately 375 metres to the west at Spadina Road and Macpherson Avenue, in the form of traffic control signals.

Proposed Changes
The proposed design reconfigures the existing skewed intersection into a normalized, four-leg signalized intersection. This would provide clear direction for people driving and new, safer connections for pedestrians and people cycling. To achieve this, the existing medians and barriers would be removed, and timing for the new signal would be coordinated with the existing signal at Dupont Street and Davenport Road.

The southbound left-turn restriction would remain, due to road width constraints, but a new eastbound left-turn restriction is proposed to reduce vehicle queuing on the west leg of the intersection and reduce traffic infiltration along Poplar Plains Road. The plan also proposes changing the westbound compulsory right-turn in effect at all times, to a westbound compulsory right-turn in effect at peak hours (7:30 a.m. to 9:30 a.m. and 4:00 p.m. to 6:00.p.m., Monday to Friday). This would enable people driving westbound from Macpherson Avenue to continue through, turn left or turn right at the intersection at off peak times, while discouraging cut through traffic from Avenue Road along Macpherson Avenue at peak times.

Additional elements of the proposal include:
- Clearly marked and shorter pedestrian crossings with accessibility upgrades.
- Reduced curb radii at all corners.
- Expansion of the sidewalk at the northwest corner into the public right-of-way, creating more space for pedestrians and improved sightlines for turning vehicles.

There is an opportunity to add a protected left-turn queue box and south-leg crossing for people cycling, which would enable protected movements for people cycling to transition from the northbound and southbound one-way bike lanes to a potential new two-way cycle track on Macpherson Avenue and Davenport Road. The two-way cycle track component of the design would be subject to future approval by City Council.

Realigning and signalizing this intersection provides new protected crossing opportunities across Poplar Plains Road and Davenport Road, while improving the safety of the existing north-south crossings. These improvements are essential for safely connecting residents to the new park being constructed at the southwest corner of the intersection in 2026. The normalized intersection would improve sightlines and provide clearer direction and more efficient movement through the intersection for all users. There would be no impact to existing parking or trees.

The proposed design is shown in Figure 3.

Figure 3: Proposed intersection safety improvements at Davenport Road and Macpherson Avenue and Poplar Plains Road

Proposed Traffic Signals

To determine the need for traffic control signals at the intersection of Davenport Road and Poplar Plains Road and Macpherson Avenue, staff rely on the justification criteria as outlined in the Ontario Traffic Manual (OTM) Book 12. The OTM justification criteria includes factors such as volume of vehicles and pedestrians, delay to cross traffic, and collision history. In addition to these technical justifications, staff consider an environmental checklist which includes consideration of road width, posted speed limit, operating speeds, adjacent land uses, pedestrian desire lines and demographics, presence of a transit stop, sight lines, and distance between existing crossing opportunities.

As part of the investigation, staff conducted vehicle and pedestrian counts on November 4, 2025 at the subject Davenport Road and Poplar Plains Road and Macpherson Avenue intersection. The results of the counts and collision hazard observation are summarized in Table 1. The "Collision Hazard" criterion is based on the number of collisions potentially preventable by the installation of traffic control signals. Collision history provided by the Toronto Police Service for the three-year period ending December 31, 2025, disclosed one collision at the subject intersection, that was potentially preventable by the installation of traffic control signals.

Table 1: Warrant Compliance - Davenport Road and Poplar Plains Road and Macpherson Avenue

Justification	**Compliance level**
Minimum vehicular volume	100%
Delay to cross traffic (pedestrians and vehicles)	72%
Collision hazard	7%

To meet the justification criteria for the installation of traffic control signals, one of the justifications must be 100 percent satisfied, or both the minimum vehicular volume and delay to cross traffic justifications must be at least 80 percent satisfied. Based on the results in Table 1, the numerical warrants for the installation of traffic control signals is justified.

Regarding the environmental checklist that is used in addition to the numeric traffic control signal warrants, staff noted the following environmental factors:

- The pedestrian generators in the immediate area, including residential, Waldorf Academy Childcare Centre, commercial, garden centre (Summerhill Nursery and Floral) and existing parks, attract vulnerable pedestrians to cross the street.
- A new public park will be developed at the south-west corner of the intersection, which will likely be a new draw for pedestrians and people cycling to this area.
- Due to the northbound free-flow condition at Davenport Road, pedestrians need to travel 100 metres south to Dupont Street to safely cross Davenport Road.
- The high volumes of turning traffic and limited sightlines to the south due to the rail overpass.
- The three vehicular lanes and two bike lanes on Davenport Road at Macpherson Road.

In considering the above environmental factors and technical criteria, Transportation Services recommends the installation of traffic control signals at Davenport Road and Poplar Plains Road and Macpherson Avenue, as it will provide enhanced safety for all road users.

Other Considerations

It should be noted that the installation of traffic control signals will have the following additional impacts:

- There is potential for an increase in delays for northbound vehicles on Davenport Road.
- There is potential of traffic infiltration that may increase traffic volumes on Davenport Road.

- Traffic control signals at the intersection of Macpherson Avenue at Davenport Road and Poplar Plains Road will improve safety for pedestrians, especially for pedestrians crossing on the north and south sides of the intersection.
- Due to the close spacing to the existing traffic control signals at Dupont Street and Davenport Road, short length of northbound left-turn lane with high turning volume and railway overhead bridge, it is necessary to coordinate signal timing, so they display the same signal phase.
- Considerations should be given to the installation of an auxiliary signal for under the bridge, due the existing sightline obstruction.

A map of the area is included in Attachment 2.

The Ward Councillor has been advised of the recommendations in this report.

CONTACT

Mike Barnet
Director, Enforcement and Street Management
Transportation Services
416-397-5623
Mike.Barnet@toronto.ca

Jacquelyn Hayward
Director, Strategic Policy and Programs
Strategic Capital Coordination Office
Infrastructure Services
416-392-5348
Jacquelyn.Hayward@toronto.ca

SIGNATURE

Gregg Loane
Acting Deputy General Manager, Transportation Services

ATTACHMENTS

Attachment 1 - Map of compulsory stop control - Glen Edyth Drive and Cottingham Road

Attachment 2 - Map of traffic control signals - Davenport Road and Macpherson Avenue and Poplar Plains Road