



## STAFF REPORT ACTION REQUIRED

### All-Way Stop Control: Jesmond Avenue at Robina Avenue

<b>Date:</b>	March 3, 2008
<b>To:</b>	North York Community Council
<b>From:</b>	Director, Transportation Services Division, North York District
<b>Wards:</b>	<b>Ward 15 – Eglinton Lawrence</b>
<b>Reference Number:</b>	p:\2008\ClusterB\TRA\NorthYork\ny08030 (7246)

#### **SUMMARY**

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To deny the request to install an all-way stop control at the intersection of Jesmond Avenue and Robina Avenue.

The existing traffic and roadway conditions do not warrant the introduction of an all-way stop control at the above-noted intersection.

#### **RECOMMENDATIONS**

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Transportation Services, North York District recommends that:

1. the installation of an all-way stop control at the intersection of Jesmond Avenue and Robina Avenue not be implemented.

#### **FINANCIAL IMPACT**

There is no financial impact associated with the adoption of this report.

## ISSUE BACKGROUND

The Transportation Services Division, North York District was requested by Councillor Howard Moscoe, on behalf of a resident, to investigate the feasibility of installing an all-way stop control at the intersection of Jesmond Avenue and Robina Avenue.

## COMMENTS

Jesmond Avenue and Robina Avenue are classified as local roads with regulatory speed limits of 50 km/h and form a four-legged intersection. Northbound and southbound traffic on Robina Avenue is required to stop at Jesmond Avenue. Located one block to the west is the intersection of Jesmond Avenue and Oakwood Avenue, which is controlled by traffic control signals and one block to the east is an all-way stop control.

It should be noted that the Toronto Transit Commission operates a westbound surface transit route along Jesmond Avenue and the Toronto District Catholic School Board picks-up and drops-off children at this intersection.

To assess existing traffic conditions, this division conducted an all-way stop study at this intersection. During the completion of the study, staff recorded the total volume of traffic which utilized the intersection, observed delays and right-of-way conflicts and noted the intersection geometry. The following table illustrates the results of the study, where the major road is classified as a local road:

<b>Jesmond Avenue at Robina Avenue</b>	<b>Actual</b>	<b>Required</b>	<b>Satisfied (YES/NO)</b>
Collision History (three year review)	1/3 years	6/3 years	NO
Total Vehicle Volumes	162	250 Avg/hr	NO
Vehicle & Pedestrian Volumes Crossing Major Road	31	100Avg/hr	NO
Percent of Traffic on Major Road	82	= 70	NO
<b>Overall Warrant</b>			<b>NO</b>

During the study hours, 7:00 a.m. to 9:00 a.m. and 3:30 p.m. and 5:30 p.m., a total of 16 pedestrians crossed Jesmond Avenue without the protection of a stop sign. There were eight students (teenagers) that were observed boarding and alighting two school buses at the intersection.

With regards to the geometry of the intersection, although the intersection forms a typical four-legged intersection, it should be noted that a vertical curve exists on Robina Avenue. As for the sight lines at the intersection, our observations have concluded that motorist and pedestrian sight lines were found to be clear and unobstructed for all approaches to the intersection.

In addition to the above information, this division has observed that the fence on the northwest corner of the intersection has been damaged. The homeowner has informed this division that there have been several non-reported collisions at this intersection and that he has replaced the fence on two separate occasions.

The study concluded that the installation of an all-way stop control is not warranted.

Councillor Howard Moscoe has been advised of the recommendations in this staff report.

## **CONTACT**

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## **SIGNATURE**

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Myles Currie, B.A.  
Director

## **ATTACHMENTS**

Attachment: Map – Jesmond Avenue at Robina Avenue; All-Way Stop Control  
(ny08030\_map)