

Pedestrian Crossing Protection - College Street and Manning Avenue

Date: June 19, 2026

To: Toronto and East York Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 11, University-Rosedale

SUMMARY

As the Toronto Transit Commission (TTC) operates a transit service on College Street, City Council approval of this report is required.

Transportation Services has reviewed the need for pedestrian crossing protection at College Street and Manning Avenue. Based on the assessment undertaken, Transportation Services is recommending the installation of traffic control signals at College Street and Manning Avenue. The traffic control signals will provide enhanced safety for vulnerable road users.

RECOMMENDATIONS

The Director, Enforcement and Street Management, Transportation Services recommends that:

1. City Council authorize the installation of traffic control signals at College Street and Manning Avenue.
2. Subject to approval of Part 1 above and in conjunction with the installation of traffic control signals at the intersection of College Street and Manning Avenue, City Council prohibit crossings on College Street, between the west curb line of Manning Avenue and a point 30.5 metres east of the east curb line of Manning Avenue.

FINANCIAL IMPACT

The estimated cost for installing traffic control signals at College Street and Manning Avenue is \$250,000.00. Funding is subject to availability and competing priorities within the Transportation Services 2026 Capital Budget.

The estimated annual loss of revenue resulting from the loss of pay-and-display parking space is \$25,630.00.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services staff was requested by the Ward 11 Councillor, on behalf of area residents, to review the need for pedestrian crossing protection on College Street at Manning Avenue.

Existing Conditions

College Street is characterized by the following conditions:

- It is a four-lane, east-west, major arterial roadway
- It operates two-way traffic on a pavement width of approximately 12.8 metres west of Manning Avenue, and 19.8 metres east of Manning Avenue
- There are streetcar tracks that operate on a shared right-of-way in the median lanes
- There are cycle tracks in each direction, east of Manning Avenue
- The daily two-way traffic volume is approximately 16,000 vehicles
- The speed limit is 40 km/h
- Heavy trucks are permitted at all times
- There is TTC service provided by the 506 Carlton streetcar
- There are sidewalks located on both sides of the street

Manning Avenue is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates one-way southbound on a pavement width of approximately 7.4 metres
- Curb extensions have been installed at the intersection with College Street
- The daily one-way traffic volume is approximately 1,800 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

College Street and Manning Avenue form a right-angle four-leg intersection. East/west traffic is free-flow on College Street while southbound traffic on Manning Avenue is stop-controlled. The adjacent land use in this area is a mix of commercial and residential.

The closest adjacent traffic controls are located approximately 100 metres to the east, at Euclid Avenue, and approximately 105 metres to the west, at Clinton Street, both in the form of traffic control signals.

A map of the area is shown in Attachment 2.

Transportation Services has reviewed the need for either a PXO or traffic control signals at this location to determine if either device should be recommended as an appropriate pedestrian crossing protection.

Pedestrian Crossover (PXO)

To determine the need for a PXO at College Street and Manning Avenue, staff rely on the justification criteria as outlined in the Ontario Traffic Manual (OTM) Book 12. The OTM justification criteria includes two main factors: the volume of vehicles and pedestrians; and pedestrian delay to cross traffic. Based on the traffic volume on College Street, the warrants require a minimum of 296 pedestrians crossing over eight hours. Also, based on the pedestrian crossing volume, at least 75 pedestrians must be delayed more than 10 seconds.

An eight-hour pedestrian volume and delay study was conducted on February 25, 2025, which recorded the total volume and delays of pedestrians crossing at College Street and Manning Avenue. Seniors, unassisted children and people with disabilities that are observed crossing are given a higher weighting by a factor of two. The adjusted volume of pedestrians observed crossing was 323; of these, 95 experienced a delay greater than 10 seconds. The compliance level of the study results in relation to the warrant criteria is shown in Table 1 below.

Table 1: Pedestrian Crossover Warrant Criteria and Compliance at College Street and Manning Avenue

Justification	Compliance
Pedestrian Volume	100 percent
Pedestrian Delay	100 percent

In order to meet the warrant criteria, 100 percent compliance is required in both categories. Based on the results of the study, a PXO is technically justified as both the pedestrian volume and delays have met the minimum requirements.

Staff also reviewed the collision history at this location. Collision statistics provided by the Toronto Police Service for the three-year period ending March 31, 2026, disclosed no collisions at the area of College Street and Manning Avenue that involved crossing pedestrians.

An environmental safety audit was completed to ensure that the installation of a potential PXO would be appropriate at this location. Details of the evaluation are included in Attachment 1. Based on the evaluation, a PXO would not be a suitable type of pedestrian crossing protection at this location. There are potential safety concerns resulting from the relatively high volume of traffic turning to/from College Street, as well as the short spacings to the adjacent traffic control signals. Therefore, traffic control signals are recommended at this location rather than a PXO.

Traffic Control Signals

To determine the need for traffic control signals at the intersection of College Street and Manning Avenue, staff rely on justification criteria as outlined in the 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.

Staff conducted vehicle and pedestrian counts on February 25, 2025, at the subject intersection. Collision history provided by the Toronto Police Service for the three-year period ending March 31, 2026, disclosed three collisions at the subject intersection that were potentially preventable by the installation of traffic control signals. The results of the counts and collision hazard are summarized in Table 2. The "Collision hazard" criterion is based on the number of collisions potentially preventable by the installation of traffic control signals.

Table 2: Warrant Compliance - College Street and Manning Avenue

Justification	Compliance level
Minimum vehicular volume	41%
Delay to cross traffic (pedestrians and vehicles)	90%
Collision hazard	20%

To meet the technical 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 2, the installation of traffic control signals is not justified.

In regard to the environmental checklist, staff noted the following environmental factors:

- The four-plus lane cross-section on College Street
- the pedestrian generators in the immediate area, including residential, community health centre, bank, and Service Canada, that will attract vulnerable pedestrians to cross the street

In considering the above environmental factors, as well as the numerically warranted PXO, Transportation Services recommends the installation of traffic control signals at College Street and Manning Avenue as it will provide enhanced safety for all road users.

Since the warrant for traffic control signals at this location is based primarily on contextual factors related to pedestrian safety, the installation of full traffic signals is not required. In order to address pedestrian crossing needs while minimizing potential operational impacts and delays on College Street, the implementation of an Intersection Pedestrian Signal (IPS) is recommended.

Intersection Pedestrian Signals (IPS), also known as half signals, are a pedestrian signal configuration at intersections to improve accessibility and enhance the safety for pedestrians crossing busier streets while reducing traffic delays for people driving. IPS configurations can be installed at the intersection of a main street and a side street, where the signalized pedestrian crossing across the main street is activated by the push of a button. One or two pedestrian crossings over the main street may be provided. The side street remains under stop sign control, and motorists crossing and turning onto the main street may do so with a suitable gap in traffic.

Consultation with TTC

The TTC has been consulted and recommended transit signal priority (TSP) to be integrated as part of the traffic control signals to minimize delays to the 506 Carlton streetcar services. This recommendation will be addressed through the detail design process following approval.

Other Considerations

It should also be noted that the installation of traffic control signals at College Street and Manning Avenue will result in the following impacts:

- There will be a loss of approximately six paid parking spaces on College Street associated with the installation of traffic control signals at this intersection
- There is potential for increase in delays to transit service and to motorists on College Street
- The short spacing to the adjacent traffic control signals in both directions on College Street is a potential concern with regards to queue storage. Traffic signals that are located very close together require settings that manage queues. During the design stage, consideration will be given to strategies to minimize the queues exceeding the available storage

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

CONTACT

Dan Clement, CET, Manager Traffic Operations (Area 1), Transportation Services
416-396-3226, Dan.Clement@toronto.ca

SIGNATURE

Mike Barnet., P. Eng.
Director, Enforcement and Street Management, Transportation Services

ATTACHMENTS

Attachment 1: Environmental Safety Audit - PXO - College Street and Manning Avenue
Attachment 2: Map - Traffic Control Signals - College Street and Manning Avenue

Attachment 1: Environmental Safety Audit - PXO - College Street and Manning Avenue

Standard	Comments	Standard Met/Not Met
Vehicle operating speed less than 60 km/h	The posted speed limit on College Street is 40 km/h	Met
Not more than four lanes wide on a two-way street or more than three lanes wide on a one-way street	College Street operates with two lanes in each direction	Met
Traffic volume not more than 35,000 vehicles per day	College Street carries approximately 16,000 vehicles per day	Met
No significant volume of turning movements	The volume of traffic turning to/from College Street is relatively high (approx. 1,100 vehicles over busiest eight hours)	Not Met
No visibility problems exist for either pedestrians or motorists	No vertical or horizontal curves	Met
No loading zones (including TTC) in the immediate area	No TTC stops located at this intersection	Met
No driveways or entrances nearby	No driveways in the vicinity	Met
Spacing is not less than 200 metres to another pedestrian crossover or traffic control signal	Clinton St (TCS) - 105 metres west Euclid Ave (TCS) - 100 metres east	Not Met

Attachment 2: Map - Traffic Control Signals - College Street and Manning Avenue

