

All-Way Stop Control and Parking Amendments - Robinson Street and Manning Avenue (east intersection)

Date: June 19, 2026

To: Toronto and East York Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 10, Spadina-Fort York

SUMMARY

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

Transportation Services is requesting approval to install all-way stop control at the intersection of Robinson Street and Manning Avenue (east intersection). Based on the assessment undertaken, the installation of all-way stop control is recommended and should enhance safety for all road users, including students attending the adjacent Charles G. Fraser Junior Public School.

The installation of all-way stop control will require amendments to a school bus loading in the vicinity of the intersection. These amendments are necessary to ensure the pedestrian crossing area and approach are kept clear of parked vehicles.

During the investigation, Transportation Services discovered discrepancies between the by-lawed parking regulations and the posted signage on Robinson Street and Manning Avenue. Recommendations 6 to 9 will resolve these inconsistencies.

RECOMMENDATIONS

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

1. Toronto and East York Community Council authorize all-way compulsory stop control at the intersection of Robinson Street and Manning Avenue.

2. Toronto and East York Community Council rescind the existing school bus loading zone in effect from 8:00 a.m. to 5:00 p.m., daily, on the north side of Robinson Street, between Manning Avenue (west intersection) and a point 61.6 metres east.
3. Toronto and East York Community Council designate a school bus loading zone to be in effect from 8:00 a.m. to 5:00 p.m., Monday to Friday, on the north side of Robinson Street, between Manning Avenue (west intersection) and a point 27 metres east.
4. Toronto and East York Community Council designate a school bus loading zone to be in effect from 8:00 a.m. to 5:00 p.m., Monday to Friday, on the north side of Robinson Street, between a point 43.5 metres east of Manning Avenue (west intersection) and a point 10.5 metres further east.
5. Toronto and East York Community Council prohibit entry for westbound traffic at any time, buses excepted, at Robinson Street bus loop access at a point 27 metres east of the Manning Avenue (west intersection).
6. Toronto and East York Community Council rescind the existing permit parking regulation in effect from 12:01 a.m. to 7:00 a.m., daily, except no parking 8:30 a.m. to 6:00 p.m. from a point 42.7 metres west of Manning Avenue to a point 36.3 metres east of Manning Avenue; and 1 hour parking 8:00 a.m. to 6:00 p.m., Monday to Saturday from Manning Avenue to Palmerston Avenue and no parking anytime from a point 36 metres west of Manning Avenue to a point 5.5 metres further west, on the odd (south) side of Robinson Street from Palmerston Avenue to Bellwoods Avenue.
7. Toronto and East York Community Council rescind the existing permit parking regulation in effect from 12:01 a.m. to 7:00 a.m., daily, except no parking anytime from a point 43 metres south of Robinson Street to a point 5.5 metres further south on the even (west) side of Manning Avenue from Queen Street West to Dundas Street West.
8. Toronto and East York Community Council authorize permit parking to be in effect from 12:01 a.m. to 7:00 a.m., daily, on the odd (south) side of Robinson Street from Palmerston Avenue to Bellwoods Avenue.
9. Toronto and East York Community Council authorize permit parking to be in effect from 12:01 a.m. to 7:00 a.m., daily, on the even (west) side of Manning Avenue from Queen Street West to Dundas Street West.

FINANCIAL IMPACT

The estimated costs associated with the proposed amendment is \$1,150.00. Funding is anticipated to be available within the Transportation Services 2026 Operating Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

At the request of the Ward Councillor, Transportation Services investigated the feasibility of installing all-way stop control at the intersection of Robinson Street and Manning Avenue. This request was made to provide a protected crossing for students at Charles G. Fraser Junior Public School traveling north/south across Robinson Street.

Existing Conditions

Robinson Street 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 7.3 metres east of Manning Avenue (east intersection) and west of Manning Avenue (west intersection). The pavement width is 9.5 metres between the east and west intersections of Manning Avenue
- The daily two-way traffic volume is approximately 2,500 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided
- There are sidewalks located on both sides of the street

Manning Avenue is characterized by the following conditions:

- It is a one-lane, north-south, local roadway
- It operates one-way southbound traffic on a pavement width of 7.3 metres (west intersection) and 6.4 metres (east intersection)
- The daily one-way traffic volume is approximately 1,330 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

The geometry of the intersection of Robinson Street and Manning Avenue is not typical and presents a number of unique operational challenges. Robinson Street and Manning Avenue form an offset, near-right four-leg intersection. Manning Avenue (west intersection) is stop controlled while Robinson Street is uncontrolled free-flow.

Additionally, Robinson Street undergoes a lateral shift in the Manning Avenue offset and includes a short road section on the north side that is separated from the through lanes by a traffic island. This short road section is primarily used as a school bus loading zone. It is also noted that there are currently curb depressions on the east intersection leg that students may use to cross, but this is not considered a protected crossing.

The adjacent land use in the vicinity of Robinson Street and Manning Avenue is single-family residential properties. Charles G. Fraser Junior Public School is located on the northeast corner of the intersection. Manning Avenue (west intersection), between Dundas Street West and Robinson Street, and Robinson Street, between Claremont Street and Euclid Avenue, are designated as Community Safety Zones.

The closest adjacent traffic controls are located approximately 70 metres to the east at Euclid Avenue, and approximately 90 metres to the west at Claremont Street, both in the form of all-way stop controls.

A map of the area is included in Attachment 1.

Study Results

In order for all-way stop control to be warranted at an intersection, established criteria must be satisfied. The warrants consist of four components, including collision history, total vehicle volume, combined vehicle and pedestrian volumes crossing the major road and the percentage of traffic on the major road.

Collision history provided by the Toronto Police Service for the three-year period ending December 4, 2025, disclosed no reported collisions occurred at this intersection.

Transportation Services conducted an all-way stop control study on November 28, 2023, at the subject intersection. The results of the study were evaluated against the warrant criteria for all-way stop control as adopted by City Council. The evaluation is summarized in Table 1.

Table 1: All-Way Stop Control Study at Robinson Street and Manning Avenue

No.	Warrant Type	Actual	Required	Satisfied (Yes/No)
A	Number of Potentially Preventable Collisions (December 5, 2022, to December 4, 2025)	0	6	No
B1	Average Vehicle Volumes	234/hour	250/hour	No
B2	Combined Vehicle & Pedestrian Volumes Crossing Major Road (Average)	142/hour	100/hour	Yes
B3	Percentage of Traffic on Major Street	51%	≤70%	Yes

In order for the all-way stop control to be technically warranted, either Warrant A must be met or Warrant B1 or B2 combined with Warrant B3 must be achieved. Based on the study results, the technical warrants for the installation of all-way stop control are satisfied. Therefore, it is recommended that all-way stop control be installed at the intersection of Robinson Street and Manning Avenue.

The all-way stop will provide protected and designated north/south crossing for students attending Charles G. Fraser Junior Public School on the north side of Robinson Street.

Parking Amendments

Staff undertook a site investigation on April 9, 2026, at approximately 11:00 a.m. to observe traffic operations and verify parking regulations. It is noted that a 61.6 metre long school bus loading zone has been designated on the north side of Robinson Street, immediately east of Manning Avenue (west intersection) and within the short road section north of the traffic island. With the all-way stop control installation, this parking arrangement could result in school buses loading/unloading over the pedestrian crossing, and adjacent to it, limiting sightlines for approaching motorists.

Accordingly, it is necessary to amend the school bus loading zone to split it into two separate sections. These sections will be separated by a 16.5 metre long no parking, anytime area that will keep the pedestrian crossing area, and westbound intersection approach, clear.

Housekeeping Issues

Transportation Services also detected inconsistencies in the traffic by-law related to the current signed parking regulations for Robinson Street and Manning Avenue. These inconsistencies will be resolved with the approval of Recommendations 6 to 9 of this report.

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

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: Map - All-Way Stop Control and Parking Amendments - Robinson Street and Manning Avenue

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