HORNER AVENUE: ROAD SAFETY IMPROVEMENTS

PUBLIC DROP-IN EVENT
February 2, 2026, 6 - 8 p.m.

Project Overview

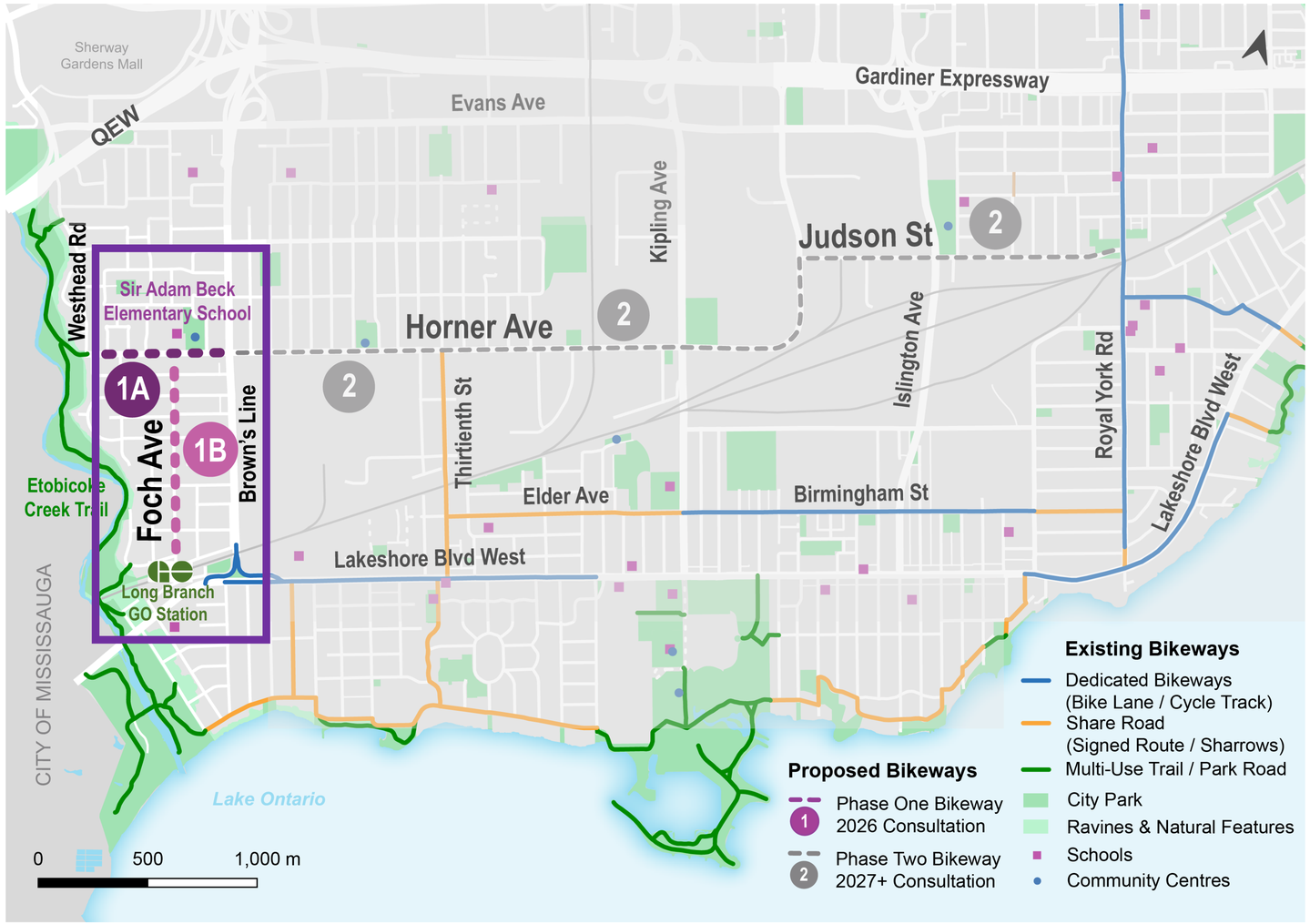
The City of Toronto is proposing road safety improvements on Horner Avenue and Foch Avenue in two segments:

1A **Horner Avenue from Westhead Road (Etobicoke Creek Trail) to Brown's Line**
Proposed bike lanes and traffic calming features

1B **Foch Avenue from Horner Avenue to Edgeware Drive (Long Branch GO Station entrance)**
Proposed traffic calming and shared lane markings (sharrows) and wayfinding signs

Both would be installed in 2028 along with watermain and road resurfacing work.

Improvements would maintain all existing motor vehicle lanes while slowing the speed of cars through traffic calming and the addition of bike lanes - connecting the Etobicoke Creek Trail, school, community centre, church, residences, the Long Branch GO Station, and a proposed future bikeway on Horner Avenue east of Brown's Line.



2 **(Proposed Future) Horner Avenue from Brown's Line to Judson Street, and Judson Street from Horner Avenue to Royal York Road**

Public consultation about a proposed connection along Horner Avenue and Judson Street (Phase 2) is anticipated to take place in the future.

Project Rationale

Unsafe driving speeds

- According to recent speed and traffic studies, many people are speeding on Horner Avenue and Foch Avenue (often approaching 50 km/h).

School zone safety

- Reducing speeding and providing comfortable conditions for people walking and cycling helps keep school children safe.

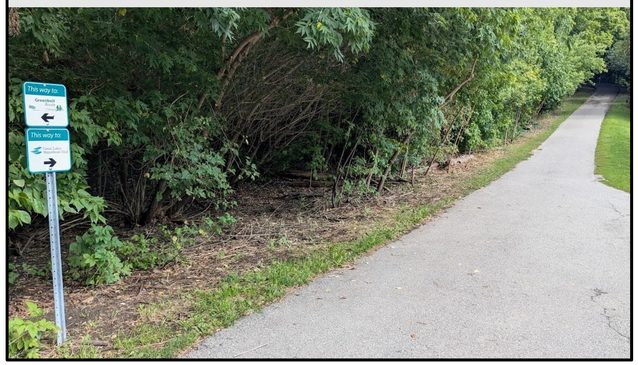
Cycling connectivity

- Access to the cycling network is currently limited in this neighbourhood. The primary connection for people cycling is the Etobicoke Creek Trail.
- This route enables more ‘bike to transit’ trips to Long Branch GO Station.
- In the future, a longer cycling connection on the rest of Horner Avenue is proposed to connect to the Royal York Road bike lanes.

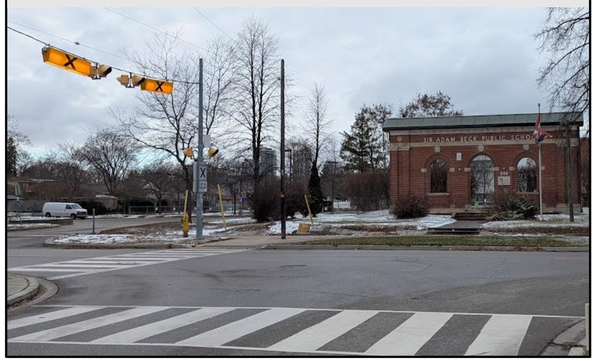
Road work opportunity

- Planned watermain and roadway construction allows for efficient bundling of work.

Etobicoke Creek Trail



Sir Adam Beck School

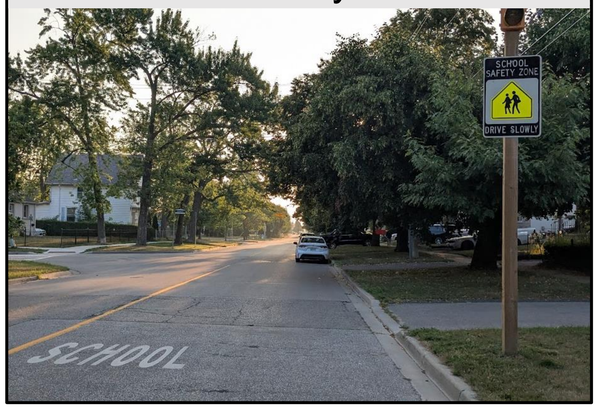


Long Branch GO Station

Library, pool, community centre

Road safety – collisions map

School zone safety



Policy Background

The City has several guiding policy documents and objectives that inform road safety projects.

Official Plan

Bring all Toronto residents within 1km of a designated cycling route

Encouraging all Ages and Abilities to Cycle

The majority of people rate themselves as “interested but concerned”

Road to Health: Healthy Toronto by Design

Increased physical activity is associated with better health outcomes

Reduce Reliance on Motor Vehicles

Providing alternatives to driving allows for roadways to be used more efficiently

Vision Zero Road Safety Plan

Prioritize the safety of our most vulnerable road users

Complete Streets Guidelines

Streets are for people, placemaking and prosperity

TransformTO: Climate Action Strategy

Targets 75% of trips under 5 km are walked, cycled or by transit by 2030

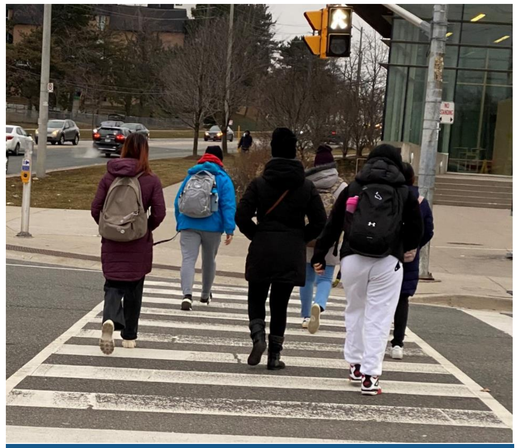
Cycling Network Plan

City Council approved the 2025-2027 Cycling Network Plan Implementation Program to grow the cycling network

A Complete Streets Approach to Horner Avenue

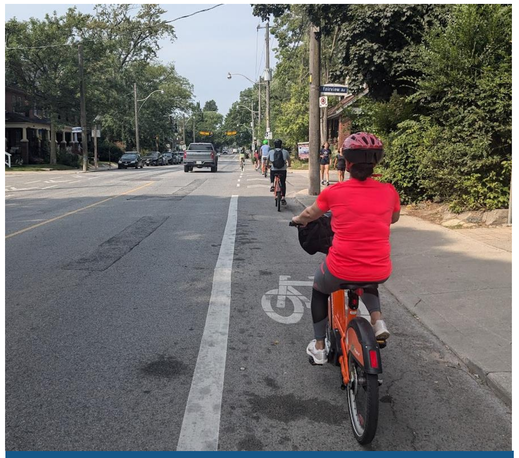
Complete Streets are streets that consider the needs of all road users, including pedestrians, people who bike, people who take transit and people who drive. Complete Streets are designed for people of all ages and abilities, with social, economic and environmental priorities in mind. This approach aims to increase road safety, improve connectivity, enhance accessibility and maintain road operations.

KEY PRINCIPLES:



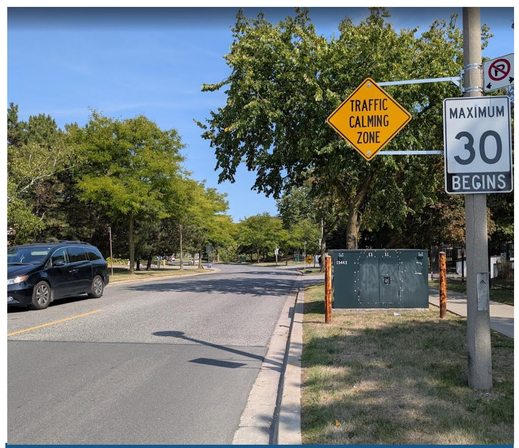
Pedestrians

- Refresh crosswalks and improve intersections to meet accessibility standards
- Reduce crossing time and distances for pedestrians



People Cycling

- Provide new bikeways to improve safety and connectivity
- Reduce barriers to cycling and improve comfort for people of all ages and abilities



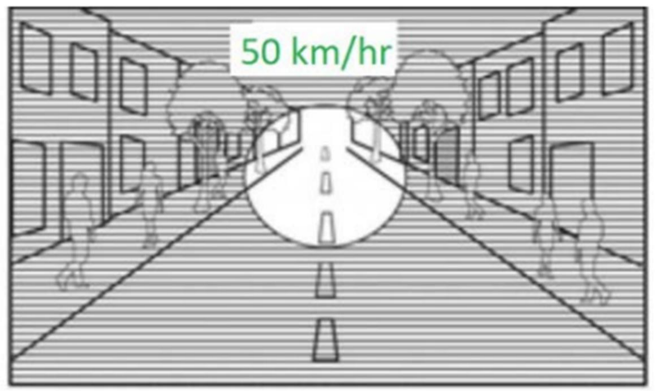
People Driving

- Reduce motor vehicle speeds
- Maintain roadway operations for people driving, including the turn lane at Brown's Line

Speed Humps Save Lives

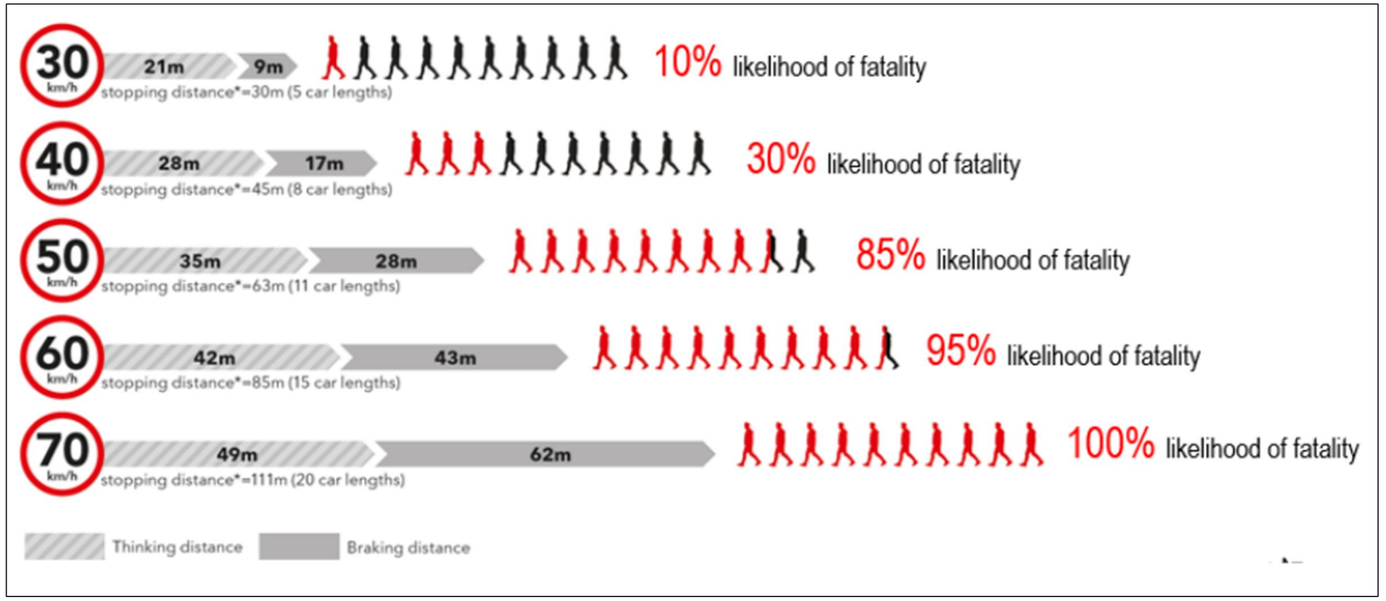
Speed influences approximately one quarter of fatal collisions in Canada.

- At slower speeds, people driving can see more going on around them. Higher speeds increase risk of serious injuries and fatalities by reducing driver reaction time, increasing vehicle stopping distance, and inflicting more severe blunt force trauma on victims.



- The likelihood of a vulnerable road user fatality in the event of a collision with a vehicle increases from 10% when the vehicle is travelling at 30 km/h to 100% when the vehicle is travelling at 70 km/h.

- Adhering to the speed limit helps ensure the safety of everyone using the road.



How We Collect and Use Data

Data from different sources has been collected and analyzed to support the development of proposed changes. These include:

Travel data such as motor vehicle volumes and speeds, pedestrian volume counts, cycling volume counts, and intersection counts of all road users are collected through third party operators contracted by the City of Toronto.

Collision data collected by Toronto Police Services. Focused on collisions involving vulnerable road users (seniors, school children, pedestrians and people cycling) and on collisions resulting in death or serious injury.

Call 311

Reports and requests from the public and local Councillor including calls to 311, as well as comments collected from public consultation and local interest groups.

Site visits by the project team to gather observations in the neighbourhood.

Existing Traffic and Safety Conditions

Horner Avenue from Westhead Road to Brown's Line

- Collector road with 40 km/h speed limit. Data collected shows that people driving travel at speeds closer to 50 km/h.
- Designated School Safety Zone on Horner Avenue between Delma Drive and Orianna Drive.
- Average daily vehicle volumes are approximately 3,500 – 4,000, and about 280 in the peak hour.

Foch Avenue from Horner Avenue to Edgeware Drive

- Local road with 30 km/h speed limit. The posted speed limit for all local roads in the area was recently lowered to 30 km/h.
- North end of the street is part of the designated School Safety Zone.
- The number of people driving on Foch Avenue is very low (on average 800 vehicles per day, and about 50 in the peak hour), but the speeds they travel at are high. Data collected shows that people driving travel at speeds closer to 50 km/h.

Based on these conditions, if speed humps are installed to reduce driving speeds, the appropriate bikeway types for each road are:

- Bike lanes on Horner Avenue
- Shared lane markings (sharrows) on Foch Avenue

Vehicle volumes are too high on Horner Avenue for people cycling to comfortably share the lane with people driving.

Person cycling on Horner Avenue

Foch Ave approaching Horner Ave

Key Design Features

Design features will improve connectivity, safety and accessibility.

Bike Lanes

- Dedicated space for people cycling, with painted buffer
- Narrows the width of the roadway for people driving, which reduces speeding
- Parking and stopping are not allowed in the bike lanes

Speed Humps

- Raised mounds of asphalt installed across the full width of a roadway
- Designed and placed at intervals along a roadway segment to encourage consistent driving speed of 30 km/h

Shared Lane Markings + Cycling Wayfinding

- Shared lane markings (sharrows) indicate that people driving and cycling share the road and are not separate bike lanes
- They help road user awareness and navigation for people cycling
- Wayfinding signs can include distances to nearby destinations

Proposed Changes | Segment 1A

Horner Avenue from Westhead Road to Brown's Line

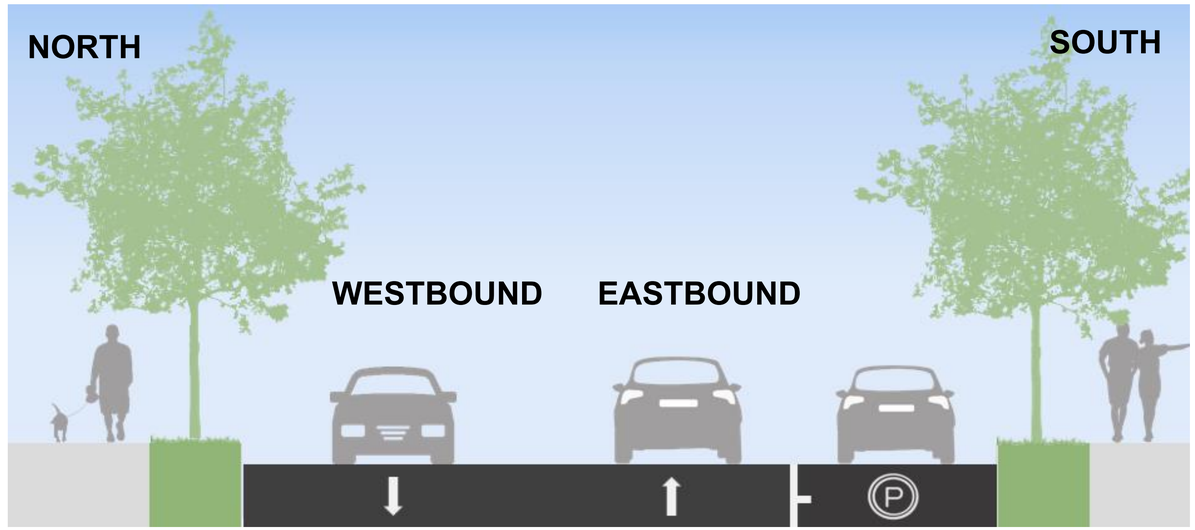
EXISTING

- Roadway width is 9.8 metres
- One travel lane per direction
- Parking generally allowed, low usage
    - Except in No Stopping zone
- No bikeways
- Posted speed limit 40 km/h

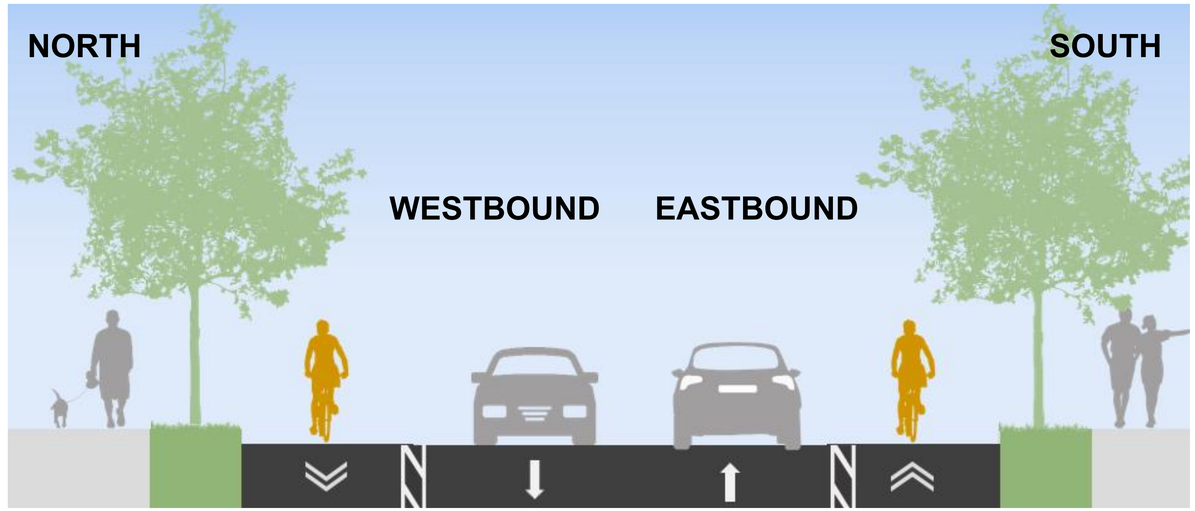
PROPOSED

- Narrow travel lanes to meet the City's standard lane widths
- Reduce posted speed limit to 30 km/h
- Install painted bike lanes and wayfinding signage on both sides
- Install speed humps
- Prohibit parking on both sides at all times
- No change to the number of motor vehicle lanes
- No change to City maintenance and operations
- Maintain driveway access to properties
- Maintain left turn lane at Brown's Line

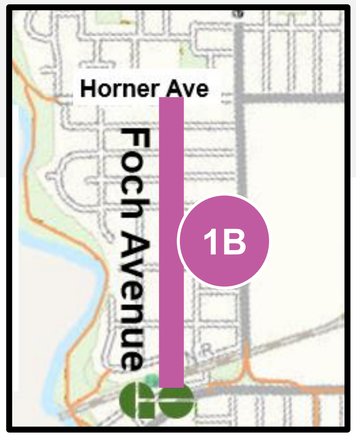
EXISTING



PROPOSED



Proposed Changes | Segment 1B

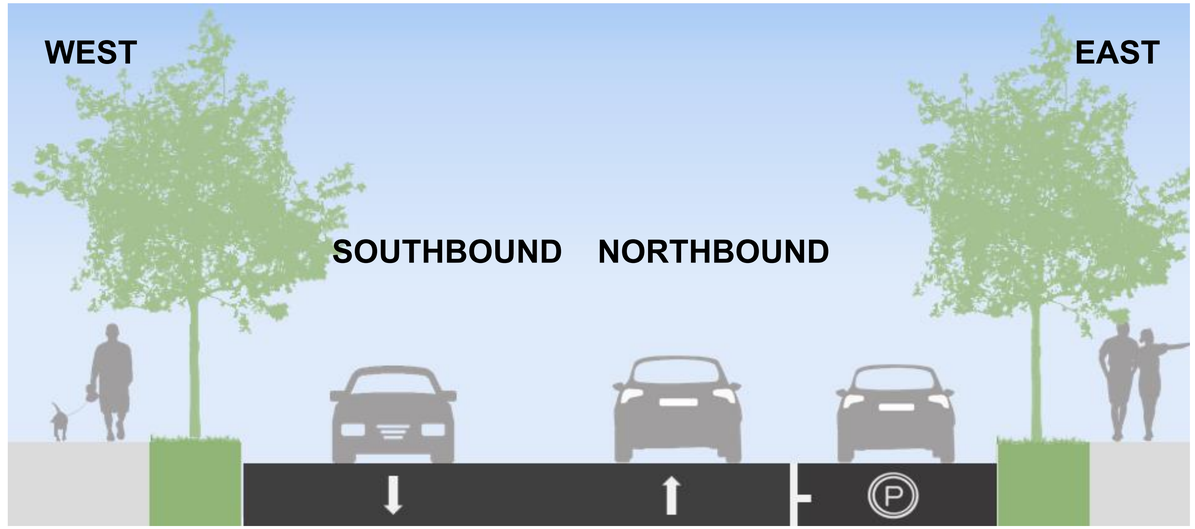


Foch Avenue from Horner Avenue to Edgeware Drive

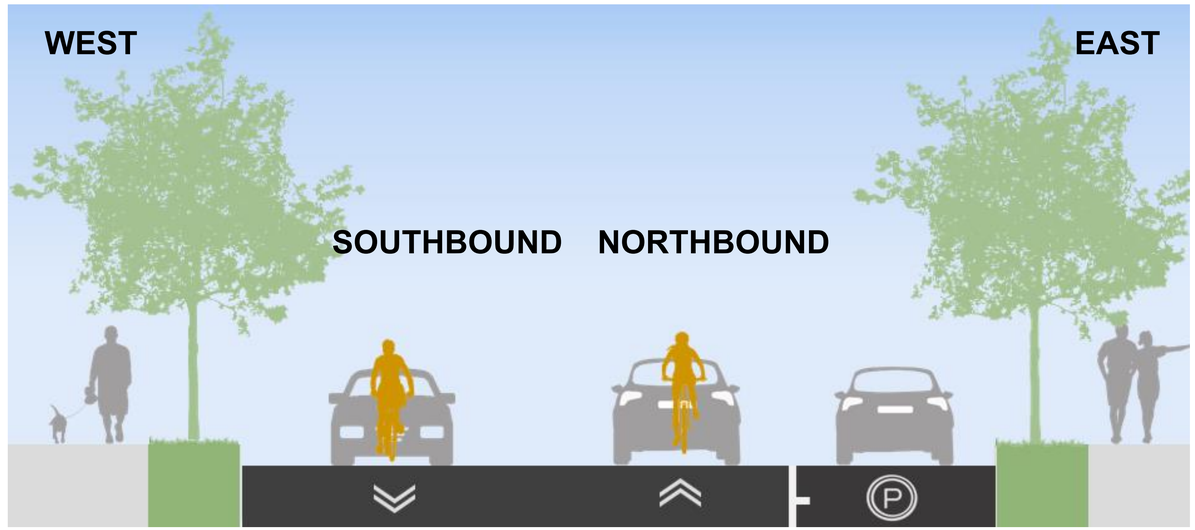
EXISTING
- Roadway width is 8.5 metres
- One travel lane per direction
- Parking allowed one side
- No bikeways
- Posted speed limit 30 km/h

PROPOSED
- Install speed humps
- Install shared lane markings and wayfinding signage on both sides
- No change to parking
- No change to the number of motor vehicle lanes
- No change to City maintenance and operations
- Maintain driveway access to properties
- *Under review: Potential Bike Share Station and bicycle lockers at Edgeware Drive by GO Station*

EXISTING



PROPOSED



Parking Impacts on Horner Avenue

Parking is currently allowed for 3 hours on both sides of Horner Avenue in Segment 1A, except in the No Stopping zone from 8 a.m. to 5 p.m. on weekdays in front of the school. **The installation of bike lanes would prohibit parking and stopping.**

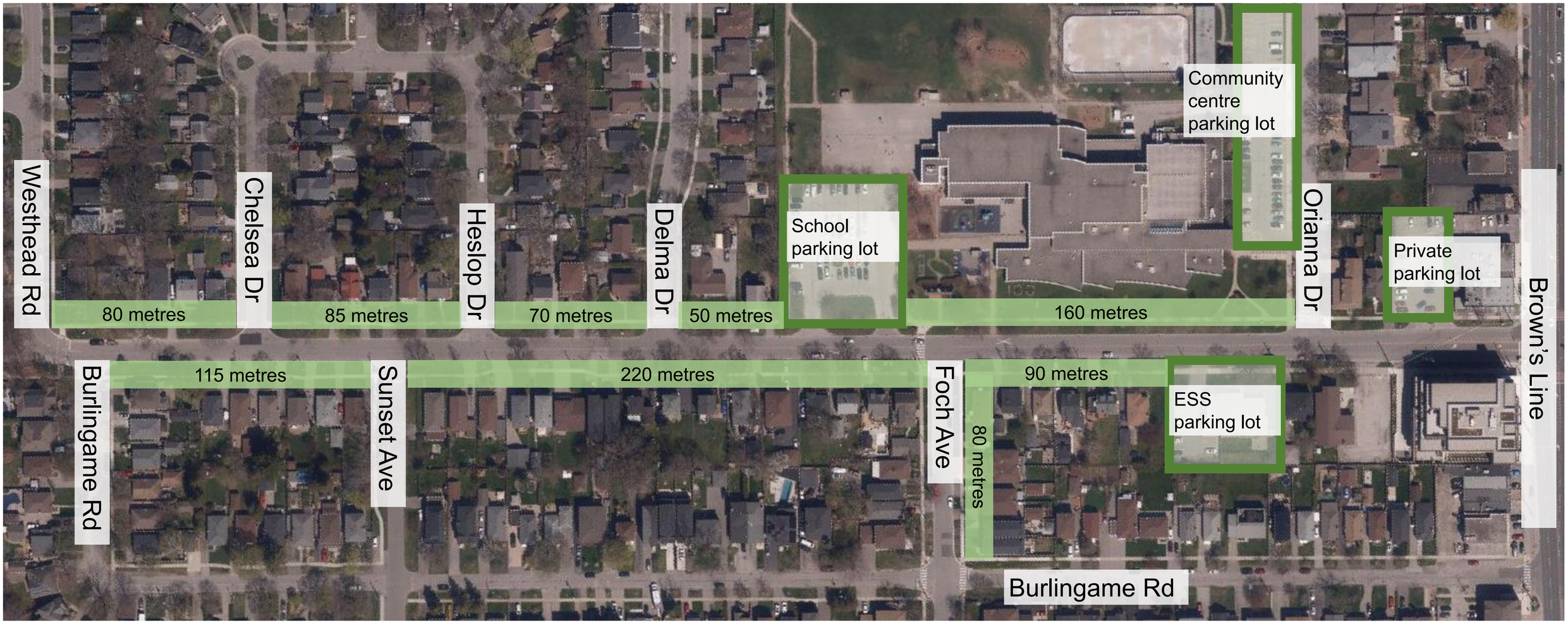
Parking surveys were conducted from September 23rd to 29th, 2025 including weekday morning, afternoon, evening, and weekend afternoon:

Segment of Horner Avenue	Existing Number of Parking Spaces	Observed Use of Parking Spaces
Westhead Rd to Delma Dr – North Side	20	Average 1; Max 1
Delma Dr to Brown's Line – North Side	34	Average 2; Max 3
Burlingame Rd to Foch Ave – South Side	35	Average 3; Max 4
Foch Ave to Brown's Line – South Side	21	Average 5, Max 7

At most 15 vehicles were observed parked on the street out of 110 available spaces. This level of demand is on average 10% of the available space, or 14% at peak times, which could be accommodated on the side streets and parking lots.

Parking Accommodations

In Segment 1A (Horner Avenue from Westhead Road to Brown's Line), at most 15 vehicles were observed parked on the street, which could be accommodated on nearby streets and local parking lots within a 1 - 4 minute walk. The typical walking distance to nearby street parking is under 100 metres. The longest walking distance to nearby street parking without crossing Horner Avenue is 220 metres.



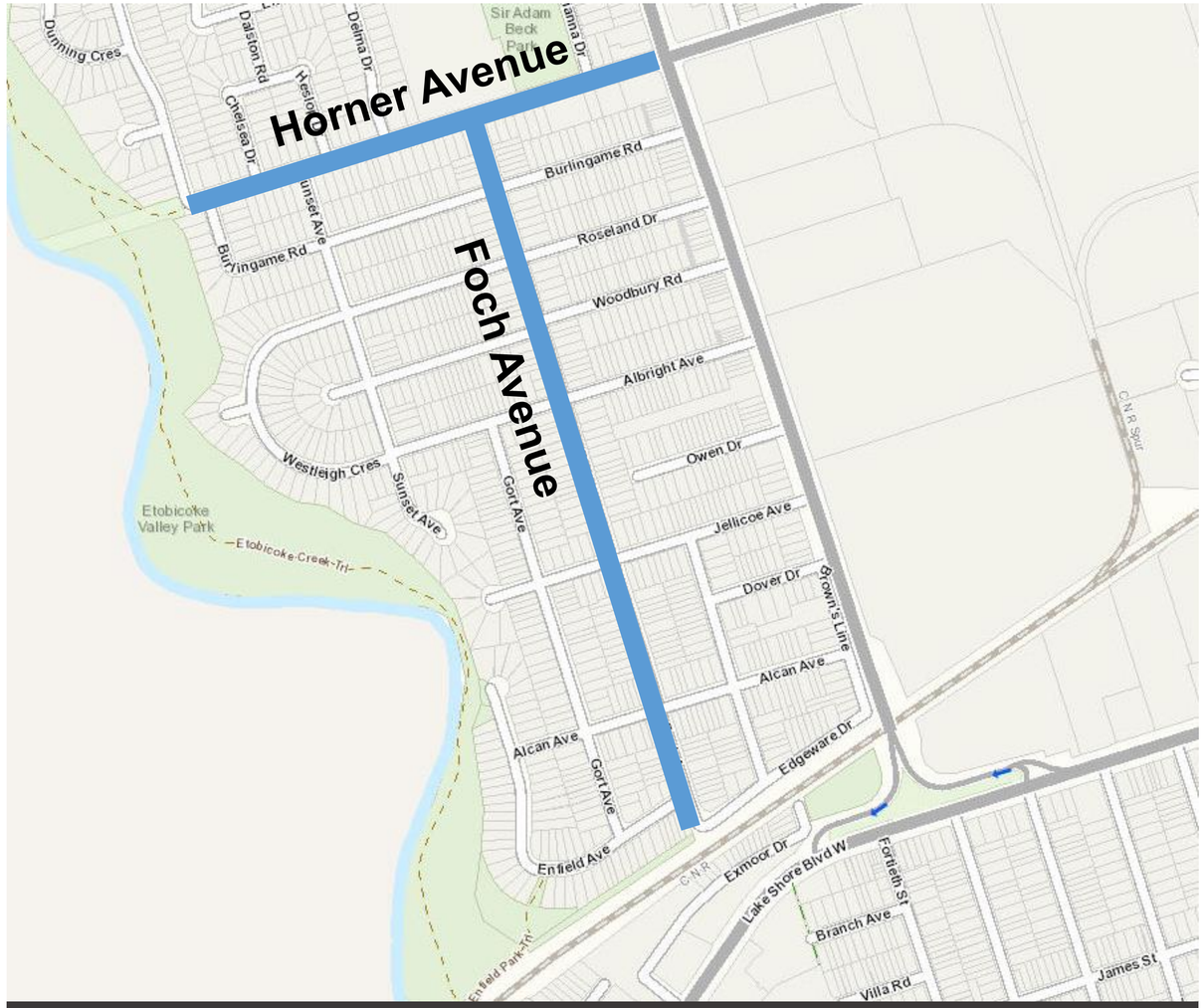
Proposed Speed Humps

Speed humps are proposed on the following streets:

- Horner Avenue from Westhead Road to Brown's Line

- Foch Avenue from Horner Avenue to Edgeware Drive

Example of a speed hump on a residential street



Streets identified for proposed speed humps

Project Timeline for Phase 1

2024

Council Direction
Cycling Network Plan Near-Term Program for 2025-2027 includes study and design work for Horner Avenue and Judson Street

2025

Data Collection, Analysis, and Design Development
Feasibility reviews, site visits, design option considerations for Segments 1A and 1B

JAN/FEB 2026

WE ARE HERE

Public Consultation Phase 1

Spring 2026

Report to Infrastructure & Environment Committee
Incorporate feedback into detailed design development for Segments 1A and 1B

2028

If approved, installation planned for Segments 1A and 1B with watermain and road resurfacing

Public consultation for Phase 2 (Horner Avenue east of Brown's Line and Judson Street) is anticipated as early as 2027, at which time further details about proposed design changes, reporting and implementation schedule will be available.

Share Your Feedback and Stay Connected

Learn more, complete the survey, and sign up for updates at **toronto.ca/Horner**

Comment Deadline: February 13, 2026

CONTACT US

If you have any questions or concerns, please contact:

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