

Attachment 6 - Horner Avenue Road Safety Improvements (Ward 3)

The Horner Avenue Road Safety Improvements project supports the Vision Zero Road Safety Plan, which targets eliminating traffic-related fatalities and serious injuries by making roads safer for everyone, with a focus on those most vulnerable.

Design changes are recommended in two (2) phases. An overview of the project area is shown on Figure 6-1.

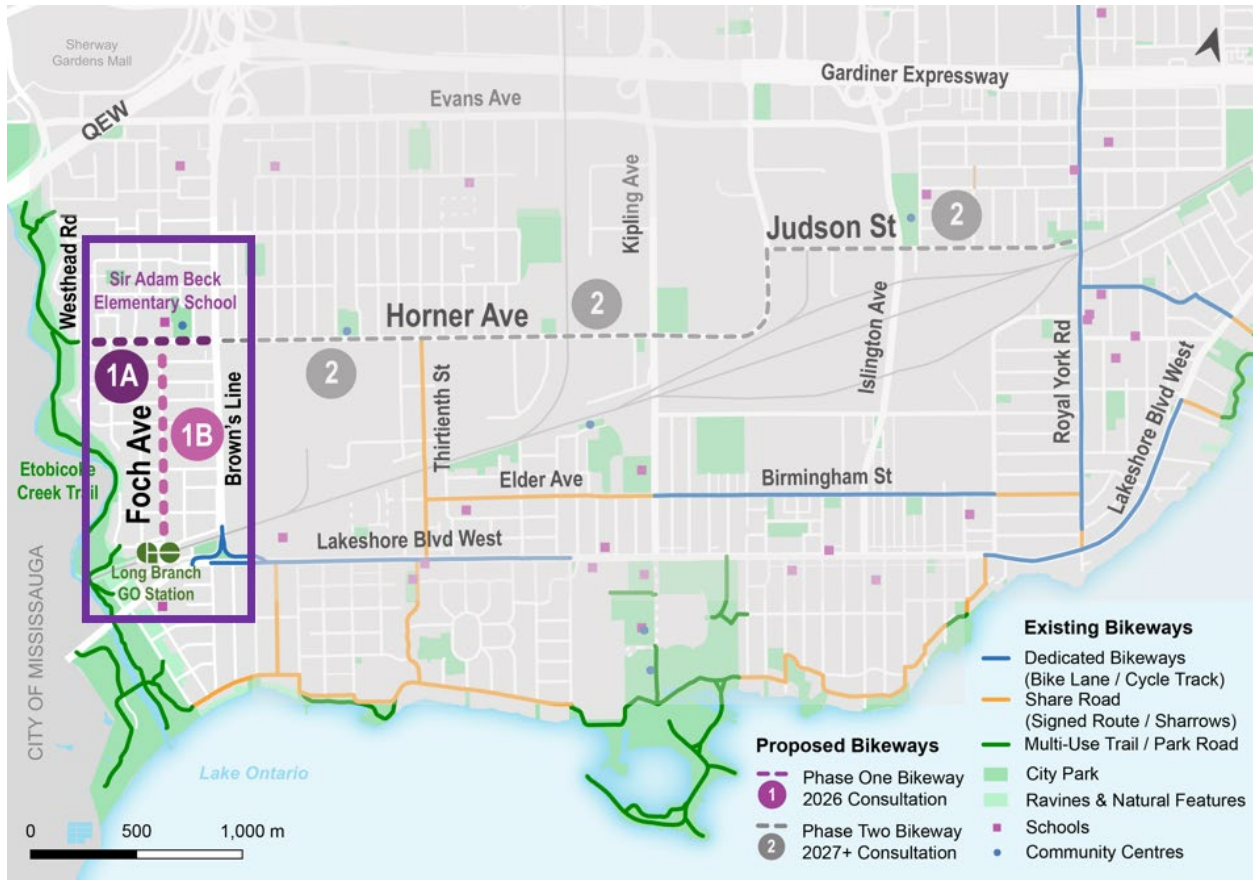


Figure 6-1: Horner Avenue Project Area Map

Phase 1: Planned for installation with watermain and road resurfacing work (anticipated 2028, within larger 2026 to 2030 Basement Flooding Protection project across the neighbourhood).

- Segment 1A: Horner Avenue from Westhead Road (Etobicoke Creek Trail) to Browns Line
 - Bike lanes and traffic calming features, as shown on Figure 6-2.
- Segment 1B: Foch Avenue from Horner Avenue to Edgeware Drive (Long Branch GO Station entrance)
 - Traffic calming and shared lane markings (sharrows) and wayfinding signs, as shown on Figure 6-3.

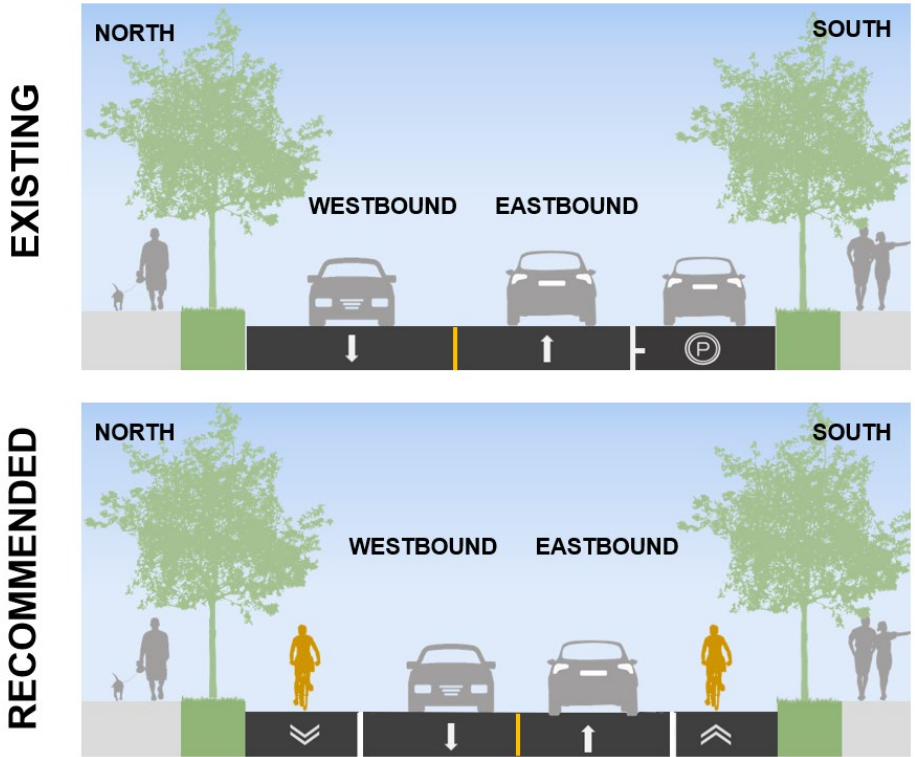


Figure 6-2: Existing and Recommended Cross-Section for Horner Avenue

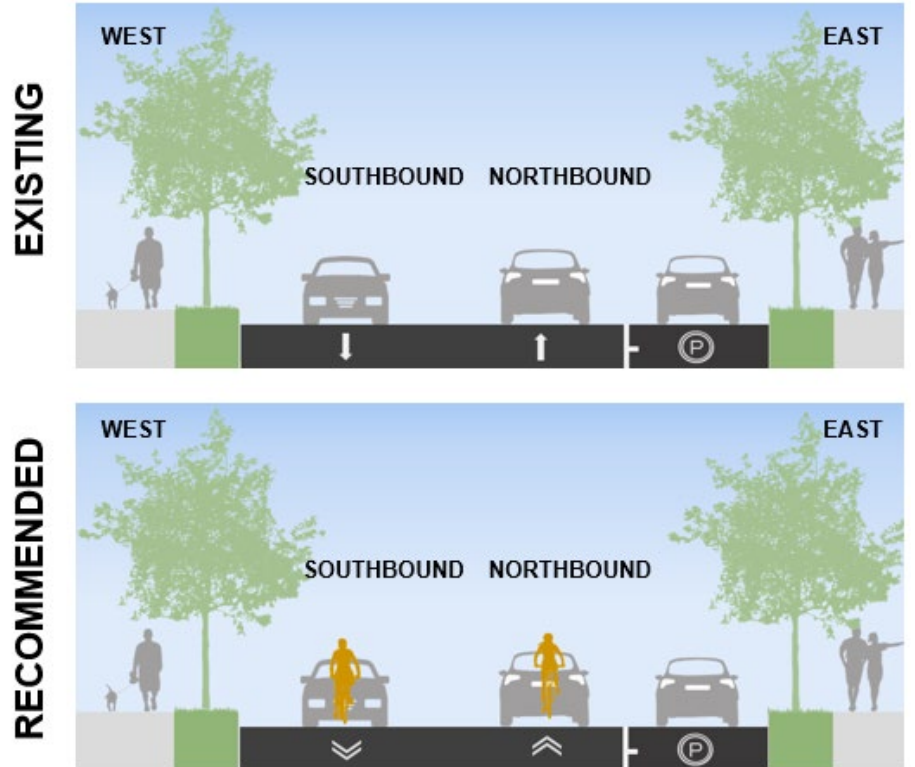


Figure 6-3: Existing and recommended cross-section for Foch Avenue

Phase 2 (proposed future, 2027+ Consultation): Horner Avenue from Browns 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.

Consultation

Public and interest group consultation for Horner Avenue Road Safety Improvements took place from January 9 to February 13, 2026. Consultation activities included two (2) in-person meetings with interest groups, one (1) in-person public drop-in event, a feedback survey, and comment tracking. A total of 42 people attended the drop-in event, 148 survey responses were received, and 16 people provided comments by mail, phone, and email.

Communications to inform the public and interest groups about the project, and opportunities to participate, included a project web page, targeted emails to businesses and organizations, 5,149 mailed notices, social media posts, and promotion through the Etobicoke-Lakeshore Councillor's newsletter.

Interest groups, including leaders at Sir Adam Beck Junior School and ESS Support Services, expressed overall support for measures to slow traffic and improve conditions for pedestrians and people cycling and indicated that parking impacts associated with the proposed bike lanes on Horner Avenue were manageable.

Some participants were supportive of the changes, especially measures to reduce speeding on Horner Avenue, improve cycling connections to the Long Branch GO Station and area trails, and improve crosswalk safety, particularly near the Etobicoke Creek Trail entrance. A few suggested additional locations for traffic calming measures, such as speed humps on other nearby streets, additional stop sign locations, and measures to improve sightlines when making turns onto Foch Avenue.

Many participants also expressed concerns about the proposed road narrowing, due to perceived safety concerns, and speed humps due to concerns regarding inconvenience to residents, impacts to vehicles, and potential for displacement of traffic to other streets. Many noted they felt the area was sufficiently safe for people cycling, without bike lanes or shared lane markings required. Many participants also felt the proposed changes did not provide good value for money and that City resources would be better used elsewhere.

While some participants were concerned about parking removals, particularly during events at the Alderwood Centre, other residents agreed that parking is not widely used and can cause congestion, particularly at Brown's Line and Horner Avenue. Additionally, some participants felt that the bike lanes should include physical separation and shared lane markings on Foch Avenue were insufficient to improve safety and comfort for people cycling.

In response to feedback gathered through this consultation, the proposed design has been revised to address concerns about narrowed lanes of travel, provide two (2) parking spaces on Horner Avenue near Brown's Line, provide additional pavement markings on Foch Avenue to improve safety for cars making turns, and provide additional safety improvements to slow cars and improve safety for people walking and cycling at the intersection of Westhead Road and Horner Avenue, near the Etobicoke Creek Trail entrance.

As part of Phase 2 of the Horner Avenue Road Safety Improvements project, the project team will review other streets requested by community members for traffic calming and intersection improvements, as well as additional safety improvements and adjustments to signal phasing at the intersection of Brown's Line.

More information about the project can be found at toronto.ca/Horner.

Traffic Calming Evaluation

Transportation Services is recommending the installation of speed humps on streets in the Horner Avenue Road Safety Improvements project including:

- Horner Avenue, between Westhead Road and Browns Line - nine (9) speed humps;
- Foch Avenue, between Horner Avenue and Edgeware Drive - 15 speed humps;
- One (1) additional speed hump on Westhead Road at the approach to Horner Avenue to improve safety at the intersection of Horner Avenue, Westhead Road, and the Etobicoke Creek Trail entrance.

Staff's assessment indicates the criteria as set out in the Traffic Calming Policy has been satisfied.

The speed limit was recently reduced on Foch Avenue and Westhead Road, as part of the city-wide reduction of speed limits to 30 km/h on local roads. In conjunction with the installation of traffic calming (speed humps), the speed limit on Horner Avenue would also be reduced from 40 km/h to 30 km/h.

Existing Conditions

Horner Avenue, between Westhead Road and Brown's Line, is characterized by the following conditions:

- It is a two-lane (2-lane), east-west collector roadway
- It operates two-way traffic on a pavement width of approximately 9.8 metres
- The daily two-way traffic volume is approximately 4,000 vehicles
- The speed limit is 40 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service
- There are sidewalks located on both sides of the street
- There is a trail entrance at the west end of Horner Avenue, where it meets Westhead Road

The land use in the area consists primarily of detached residential dwellings and a few community buildings (including a school, community centre, and church). This subject section of Horner Avenue is within a designated Community Safety Zone and School Safety Zone.

Foch Avenue is characterized by the following conditions:

- It is a two-lane (2-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 800 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service
- There are sidewalks located on both sides of the street
- There is an entrance to the Long Branch GO Station at the south end, and a School Safety Zone at the north end of the street

Study Results

As part of the assessment of warrant criteria, a vehicle speed and volume study was conducted on Horner Avenue on April 16-18, 2024, and on Foch Avenue on February 3-5, 2026.

The study results on Horner Avenue disclosed the following:

- 24-hour total vehicle volume is 3,695 vehicles
- The block length from Westhead Road to Brown's Line is 650 metres
- The operating speed, which is the speed at which 85% of traffic is travelling at or below, was observed at 48.1 km/h
- The 95th percentile speed, which is the speed at which 95% of traffic is travelling at or below, was observed at 52.5 km/h

Based on the study results, Horner Avenue has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block length was greater than 120 metres and the operating speed is at least 8 km/h over the warranted speed of 40 km/h.

The study results on Foch Avenue disclosed the following:

- 24-hour total vehicle volume is 740 vehicles
- The block length from Horner Avenue to Edgeware Drive is 970 metres
- The operating speed, the speed at which 85% of traffic is travelling at or below, was observed at 39.2 km/h
- The 95th percentile speed, the speed at which 95% of traffic is travelling at or below, was observed at 44.5 km/h

Based on the study results, Foch Avenue has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block length was greater than

120 metres and the operating speed is at least 8 km/h over the warranted speed of 30 km/h.

The overall investigation concluded that the eligibility and warrant criteria as outlined in the updated Traffic Calming Policy has been satisfied. Therefore, staff recommend the installation of speed humps on Horner Avenue and Foch Avenue.

Relative Priority and Other Impacts

In the event that the number of approved requests for roadway traffic calming measures exceed the budget allocated for installation, funding for approved installations will be prioritized using a Prioritization Score. This score is made up of a Quantitative Score and a Qualitative Score.

The Quantitative Score is based on the results of the data collection, including travel speeds and traffic volumes, to prioritize locations with higher vehicle speeds and volumes.

The Qualitative Score includes:

- Collision history to prioritize locations with a history of serious injury or fatal collisions and those involving a pedestrian or person cycling
- Equity to prioritize equity-deserving communities with a high-concentration of priority populations and those that are transportation disadvantaged
- Expected presence of vulnerable road users (elderly population, school children and pedestrians, including transit riders) to prioritize locations with a higher risk of fatal and serious injury collisions

The Quantitative and Qualitative Scores are averaged to provide the complete Prioritization Score. Horner Avenue, between Westhead Road and Brown's Line, scored 19 ranking points out of a possible 100. Foch Avenue, between Horner Avenue and Edgeware Drive, scored 15 ranking points out of a possible 100.

Consultation with Emergency Services

Consultation with emergency services (Toronto Police Service, Toronto Fire Services and Toronto Paramedic Services) is required to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Emergency Services were advised of this proposal. Toronto Police Service and Toronto Fire Services did not provide a response.

Toronto Paramedic Services responded and advised of potential delays in emergency response but expressed support for initiatives that enhance community safety. A copy of their full response is included below.

Traffic Calming Warrant - Horner Avenue

Criteria		Requirement	Warrant Satisfied?
Community Support		A direct request from the Ward Councillor OR identified by Transportation Services in consultation with the Ward Councillor	Yes
Eligibility Criteria	Road Classification	Classified as a local or collector roadway, according to the Toronto Road Classification System	Yes
	Sidewalks	Presence of a sidewalk on at least one side of a local roadway and both sides of a collector roadway is preferred but not required	Yes
	Traffic Volume	Maximum average daily traffic volume of less than 8,000 vehicles per day	Yes
	Road Grade	Maximum roadway grade of up to 5%, can be considered in locations where the road grade is between 5% and 8% with additional review	Yes
	Emergency Services	No significant impacts on emergency services, including Toronto Fire, Paramedic and Police Services	Yes
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services	Yes
Warrant Criteria	Minimum Block Length	Minimum block length of 120 metres based on the measured distance from centre to centre of controlled intersections AND	Yes (650 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (48.1 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (52.5 km/h)

Traffic Calming Warrant - Foch Avenue

Criteria		Requirement	Warrant Satisfied?
Community Support		A direct request from the Ward Councillor OR identified by Transportation Services in consultation with the Ward Councillor	Yes
Eligibility Criteria	Road Classification	Classified as a local or collector roadway, according to the Toronto Road Classification System	Yes
	Sidewalks	Presence of a sidewalk on at least one side of a local roadway and both sides of a collector roadway is preferred but not required	Yes
	Traffic Volume	Maximum average daily traffic volume of less than 8,000 vehicles per day	Yes
	Road Grade	Maximum roadway grade of up to 5%, can be considered in locations where the road grade is between 5% and 8% with additional review	Yes
	Emergency Services	No significant impacts on emergency services, including Toronto Fire, Paramedic and Police Services	Yes
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services	Yes
Warrant Criteria	Minimum Block Length	Minimum block length of 120 metres based on the measured distance from centre to centre of controlled intersections AND	Yes (970 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (39.2 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (44.5 km/h)

Letter from Toronto Paramedic Services, dated March 6, 2026

RE: Traffic Calming (Speed Humps) in Wards 3



EMS Planning
To: Katie Wittmann
Cc: EMS Planning

Reply Reply All Forward

Fri 03/06/2026 2:20 PM

Hi Katie,

As requested, we will separate our responses. Please see below for ward 3.

We have received and reviewed the proposal for installation of speed humps on the indicated roads in Ward 3, with the following comments:

The installation of speed humps on the indicated roads in Ward 3, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if the indicated roads in Ward 3, serves access to other roadways. It is important that the applicant understands that the installation of traffic calming devices will reduce the speed that emergency vehicles travel when responding to emergencies on roadways where they are installed.

Toronto Paramedic Services is supportive of community initiatives that improve the safety of all citizens of, and visitors to, the City of Toronto. Traffic and pedestrian safety are key components of a healthy neighbourhood, and we endeavour to support the wishes of the community to implement measures to improve upon these components.

