

Updates on Vision Zero Road Safety Initiatives: Enhancing Safety in School Zones, Permanent Roadside Memorials, Changes to Parking Regulations for Intersection Pedestrian Signals, and Road Safety Improvement Projects

Date: June 4, 2026

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: All

SUMMARY

This report responds to a request from City Council at its March 2026 meeting ([2026.IE27.9](#)) on enforcing speed limits in school zones, a request from the Infrastructure and Environment Committee at its September 2025 meeting ([2025.IE22.4](#)) on a permanent roadside memorial program for fatal traffic collisions, and direction from City Council at its July 2025 meeting ([2025.IE23.6](#)) regarding connections to the Rosedale Valley Road Mixed-Used Trail.

This report also provides an overview of the Road Safety Initiatives Fund established by the Provincial government and a summary of planned enhancements to the School Safety Zone program. It also recommends changes to general parking regulations proximate to Intersection Pedestrian Signals.

In addition, this report seeks City Council approval for new and enhanced road safety improvement projects. No motor vehicle travel lane removals are required for the projects recommended within this report.

The report has four (4) sections:

Enhancing Safety in School Zones:

- Update on plans to deploy additional Toronto Police Services resources to enforce speed limits in school zones, as a result of the Province of Ontario ending the Automated Speed Enforcement program.
- Brief summary on the status of the Provincial Road Safety Improvement Fund established to support installation of road safety enhancements in locations

previously eligible for Automated Speed Enforcement, following the Province of Ontario ending the program.

- Overview of the planned enhancements to the School Safety Zone program.

Review of Permanent Roadside Memorials: provides a response to the request to review feasibility and sustainability options for a permanent roadside memorial program to honour victims of fatal traffic-related collisions.

Changes to Parking Regulations for Intersection Pedestrian Signals: proposes updates to Municipal Code Chapter 950, Traffic and Parking, and Chapter 903, Parking for Persons with Disabilities, to clarify general parking regulations at Intersection Pedestrian Signals, as a result of adding this new form of traffic control to enhance pedestrian crossing protection.

Road Safety Improvement Projects:

- Seeks City Council approval to deliver five (5) road safety improvement projects, for which design and consultation have been completed:
 - Bremner Boulevard Road Safety Improvements (Ward 10);
 - Improving Davisville Avenue (Ward 12);
 - Elmhurst Drive & Islington Avenue Road Safety Improvements Project (Ward 1);
 - Horner Avenue Road Safety Improvements (Ward 3); and
 - Rowntree Road & Panorama Court Road Safety Improvements (Ward 1).
- Seeks City Council approval for enhancements (new traffic control signals and a section of multi-use trail) and an amendment to four (4) Council-approved road safety improvement projects:
 - New Traffic Control Signal - Alton Towers Neighbourhood Connections (Ward 23);
 - New Traffic Control Signals - Ellesmere Complete Street (Ward 25);
 - Enhancement - Denison Road Mixed Used Path: Tretheway Drive Cycling Connections and Intersection Safety Improvements (Ward 5); and
 - Amendment - Ferrand Drive Area Safety Improvements (Ward 16).
- Provides an informational update on the City Council direction to propose a safe route for cyclists from the western end of the Rosedale Valley Road multi-use trail (at Park Road) to Yonge Street.
- Outlines technical by-law amendments for City Council approval at 11 locations, where construction is underway or recently completed, to align by-laws with field conditions and existing or updated signage:
 - Borden Street (Ward 11);
 - Champagne Drive (Ward 6);
 - Davenport Road / Macpherson Avenue (Ward 12);
 - Downes Street (Ward 10);
 - Finch Avenue (Wards 1, 6, and 7);
 - Morningside Avenue (Ward 24);
 - Ordnance Street and Strachan Avenue (Ward 10);
 - Phoebe Street (Ward 10);
 - Willowdale Cycling Upgrades (Ward 18);

- Wilmington Avenue (Ward 6); and
- Yonge Street (Ward 13).

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council delete Subsection (7) of §950-400E of City of Toronto Municipal Code Chapter 950, Traffic and Parking, and insert a new Subsection (7) generally as follows:

"(7) Up to the following distance of a crosswalk controlled by traffic control signals located at an intersection or mid-block location:

(a) 15.0 metres on the far side of the crosswalk measured on each side of the highway in the direction of travel of vehicles on that side of the highway; and

(b) 30.5 metres on the approach to the crosswalk measured on each side of the highway in the direction of travel of vehicles on that side of the highway."

2. City Council delete Subsection (6) of §903-6C of City of Toronto Municipal Code Chapter 903, Parking for Persons with Disabilities, and insert a new Subsection (6) generally as follows:

"(6) Up to the following distance of a crosswalk controlled by traffic control signals located at an intersection or mid-block location:

(a) 15.0 metres on the far side of the crosswalk measured on each side of the highway in the direction of travel of vehicles on that side of the highway; and

(b) 30.5 metres on the approach to the crosswalk measured on each side of the highway in the direction of travel of vehicles on that side of the highway."

3. City Council authorize the installation of road safety improvement projects on the following streets as outlined in this report, including the amendments to necessary bylaws in Chapter 886 and 950, as described in Attachment 11:

- a. Bremner Boulevard from Spadina Avenue to 50 metres east of Spadina Avenue;
- b. Davisville Avenue from Yonge Street to Mount Pleasant Road;
- c. Elmhurst Drive from Brookmere Road to Albion Road;
- d. Islington Avenue from Elmhurst Drive to Rexdale Boulevard;

- e. Horner Avenue from Westhead Road to Brown's Line;
- f. Foch Avenue from Horner Avenue to Edgeware Drive;
- g. Rowntree Road from Kipling Avenue to 287 metres east of Kipling Avenue (cul-de-sac);
- h. Panorama Court from Kipling Avenue to 316 metres east of Kipling Avenue (cul-de-sac);
- i. Denison Road East from Jane Street to Sam Frustaglio Drive; and
- j. Ferrand Drive from Windom Road (east intersection) to Windom Road (west intersection).

4. City Council amend cycling, traffic, and parking regulations required in Chapters 886 and 950, as generally described in Attachment 11 - By-Law Amendments for Road Safety Improvement Projects, for previously approved projects by City Council and for by-law accuracy;

5. Subject to the approval of Recommendation 3b, City Council prohibit left-turns at all times at the following location:

- a. Northbound at Mount Pleasant Road (east branch) and Davisville Avenue.

6. Subject to the approval of Recommendations 3e and 3f, City Council authorize the installation of traffic calming (speed humps) and direct the City Solicitor to prepare a by-law to alter sections of the roadway to install:

- a. 9 speed humps on Horner Avenue between Burlingame Road and Browns Line for traffic calming purposes, generally shown on Attachment 11, Drawing TC-H1 through TC-H2 dated March 2026, attached to the report (June 4, 2026) from the General Manager, Transportation Services.
- b. 1 speed hump on Westhead Road between Horner Avenue and Aintree Court for traffic calming purposes, generally shown on Attachment 11, Drawing TC-H3 dated March 2026, attached to the report (June 4, 2026) from the General Manager, Transportation Services.
- c. 15 speed humps on Foch Avenue between Edgeware Drive and Horner Avenue for traffic calming purposes, generally shown on Attachment 11, Drawing T1068 dated January 2026, attached to the report (June 4, 2026) from the General Manager, Transportation Services.

7. Subject to the approval of Recommendations 6a, City Council reduce the speed limit from 40 km/h to 30 km/h on Horner Avenue between Burlingame Road and Browns Line, in conjunction with the installation of speed humps.

8. Subject to the approval of Recommendation 7, City Council authorize the amendment of Schedule XLV (Part 1) to City of Toronto Municipal Code Chapter 950, Traffic and Parking, to remove Horner Avenue between Burlingame Road and Browns Line, from being excluded from the Designated Area, such that this portion of highway will then be included within the corresponding designated area in Column 1 in Schedule XLV (Part 1).

9. City Council authorize the installation of traffic control signals at the following locations:

- a. Brimley Road and a point 180 metres north of Wenlock Gate;
- b. Ellesmere Road and a point 67 metres east of Bobmar Road; and
- c. Ellesmere Road and Zaph Avenue.

10. Subject to the approval of Recommendation 9c, City Council prohibit pedestrian crossings on Ellesmere Avenue between the east curb line of Zaph Avenue and a point 30.5 metres east of the east curb line of Zaph Avenue.

11. City Council authorize installation of a Pedestrian Crossover at the intersection of Ellesmere Road and Muirbank Boulevard.

12. City Council prohibit right-turns on a red signal at all times for the following directions and locations:

- a. Westbound at Ordnance Street and Strachan Avenue; and
- b. All directions at Willowdale Avenue and Bishop Avenue.

13. City Council rescind the existing compulsory stop control for Phoebe Street at the intersection of Phoebe Street and Soho Square.

14. City Council authorize the City Solicitor to introduce the necessary bills to give effect to City Council's decision and City Council authorize the City Solicitor to make any necessary clarifications, refinements, minor modifications, technical amendments, or by-law amendments, as may be identified by the City Solicitor or the General Manager, Transportation Services, in order to give effect to Parts 1 through 13, above.

EQUITY IMPACT STATEMENT

The Vision Zero Road Safety Plan is grounded in a Safe System Approach that prioritizes the protection of human life and recognizes that road safety outcomes are not experienced equally across Toronto's population. Equity considerations are central to the planning, design, and implementation of the road safety initiatives outlined in this report. Traffic-related injuries and fatalities disproportionately affect vulnerable road users, including pedestrians, people cycling, children, older adults, and persons with disabilities. These impacts are often more pronounced in communities with higher proportions of equity-deserving groups, where historic underinvestment in infrastructure and higher traffic volumes can contribute to elevated safety risks.

A key focus of this report is enhancing safety in School Safety Zones. Children are among the most vulnerable road users, and investments in school-area safety - including updated pavement markings, traffic calming, and enforcement - support safer

travel to and from school. The removal of Automated Speed Enforcement has the potential to disproportionately affect these environments; therefore, alternative measures such as infrastructure improvements and targeted enforcement are being prioritized to mitigate this risk.

Additionally, several road safety improvement projects included in this report are in areas with schools, community facilities, and higher concentrations of children, seniors, and newcomer populations, where targeted safety interventions are especially critical. The recommended road safety improvements - including traffic calming measures, pedestrian crossing enhancements, cycling infrastructure, and intersection redesign - aim to reduce exposure to risk and improve accessibility for all road users.

Enhancements such as curb extensions, pedestrian head start signals, raised crossings, and multi-use trails are designed to support individuals with mobility challenges, including seniors, persons with disabilities, and caregivers with strollers. Changes to parking regulations and roadway design have been developed with consideration of accessibility needs, including ensuring clear sightlines at crossings and improving space allocation for safer pedestrian and mobility device use. Where impacts to parking supply occur, these have been assessed alongside observed utilization and the availability of alternative options.

Public consultation processes for the road safety improvement projects outlined in this report included outreach to local residents, schools, community organizations, and interest groups. Engagement methods such as public meetings, surveys, workshops, and direct outreach help ensure that the perspectives of diverse communities, including equity-deserving groups, inform project design. Continued efforts will be made to improve inclusive engagement practices, particularly in communities where barriers to participation may exist.

Transportation Services will continue to monitor outcomes of implemented projects to assess their effectiveness across different population groups. This includes tracking collision data, user experience, and accessibility outcomes to ensure that benefits are equitably realized and to inform future program updates.

FINANCIAL IMPACT

The estimated cost to install the Vision Zero Road Safety Improvement and Cycling Enhancement Projects recommended in this report is \$6,193,000. Funding is included for these capital projects, categorized as a service improvement and enhancement as well as Health and Safety, in the 2026-2035 Capital Budget and Plan for Transportation Services. Because project scope, design development, and market pricing can change, delivery timelines and costs may also shift. If required, additional funding needs would be considered as part of future-year budget submissions.

The approval of recommendations in this report will give authority to Transportation Services to deliver new road safety infrastructure over multiple years. As infrastructure

is completed in 2027, operating impacts will be incorporated into future years' Operating Budget submissions. Once all planned infrastructure is fully implemented, anticipated over a multi-year period, the total annualized operating impact is estimated to be \$10,000.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial implications as contained in the Financial Impact Section.

DECISION HISTORY

Enhancing Safety in School Zones

At its meeting on March 25 and 26, 2026, City Council adopted item IE27.9 - Updates on Vision Zero Road Safety Initiatives: Follow-Up from June and October 2025 City Council Directives, Missing Sidewalk Installations, and Road Safety Improvement Projects, which included a request from City Council for the Toronto Police Service Board to provide an update on what plans the Toronto Police Service has to deploy additional police resources near schools to enforce Speed limits in school zones now that the Province has prohibited the use of Automated Speed Enforcement cameras.

<https://secure.toronto.ca/council/agenda-item.do?item=2026.IE27.9>

At its meeting on March 25 and 26, 2026, City Council adopted item MM39.73 - School Safety Enhancements through "SCHOOL" Pavement Markings, requesting the General Manager, Transportation Services to build into the next contract(s) for School Safety Zone pavement markings an enhancement such that the "SCHOOL" marking is painted on all lanes of multi-lane roadways and retrofit all applicable existing School Safety Zones accordingly within a reasonable timeframe.

<https://secure.toronto.ca/council/agenda-item.do?item=2026.MM39.73>

At its meeting on November 12 and 13, 2025, City Council adopted item IE25.8 - Automated Speed Enforcement Program Update, which responded to multiple requests from City Council regarding potential updates and enhancements to the Automated Speed Enforcement program. As part of this item, City Council also adopted two requests for the Province of Ontario to reimburse the City for: 1) the full operating cost of the 911 crossing guards program at \$31.2 million and 18 traffic safety police officers at \$3.9 million which are currently funded through the Automatic Speed Enforcement program to ensure these vital safety programs are not discontinued; and 2) the accelerated road safety initiatives capital budget to mitigate the loss of the Automatic Speed Enforcement program in community safety zones including: \$95.8 million for local safety improvements, \$13.92 million for traffic calming, \$40.60 million for traffic lights and other safety measures, to the total of \$210 million.

<https://secure.toronto.ca/council/agenda-item.do?item=2025.IE25.8>

Permanent Roadside Memorials

On September 26, 2025, Infrastructure and Environment Committee adopted item IE24.12 - Implementation of a Permanent Memorial Program Utilizing Engraved Steel Braces on Utility Poles, requesting that the General Manager, Transportation Services,

review feasibility and sustainability options for a permanent roadside memorial program that incorporates engraved steel brace materials, in consultation with stakeholders representing cyclists and pedestrians, and not to replace "ghost bikes".
<https://secure.toronto.ca/council/agenda-item.do?item=2025.IE24.12>

October 9, 2013, City Council adopted a member motion item MM39.19 - Special Recognition for Memorials: Ghost Bikes, requesting City Council direct the Director, Municipal Licensing and Standards, the General Manager, Transportation Services and the General Manager, Parks, Forestry and Recreation to report to the Public Works and Infrastructure Committee on how to better incorporate Ghost Bikes into City by-laws so that they are recognized as memorials rather than abandoned bicycles.
<https://secure.toronto.ca/council/agenda-item.do?item=2013.MM39.19>

Intersection Pedestrian Signals

At its meeting on June 25 and 26, 2025, City Council adopted item IE22.4 - Updates on Vision Zero Road Safety Initiatives: Improving Crossings for Pedestrians, Updated Road Classification Criteria and Other Matters, including authorization to upgrade 14 existing Pedestrian Crossovers to traffic control signals and to install one new traffic control signal.
<https://secure.toronto.ca/council/agenda-item.do?item=2025.IE22.4>

At its meeting on December 17 and 18, 2024, City Council adopted item IE18.1 - Updates on Vision Zero Road Safety Plan, which provided an overview of two new types of traffic control - including Intersection Pedestrian Signals - intended to enhance crossing safety for pedestrians.
<https://secure.toronto.ca/council/agenda-item.do?item=2024.IE18.1>

Road Safety Improvement Projects

At its meeting on June 26 and 27, 2024, City Council adopted item IE14.3 - Cycling Network Plan Update (2025-2027) and, in doing so, supported the plan's mandate to renew existing cycling network routes, grow the cycling network in new parts of the City, and connect the gaps in Toronto's existing cycling network.
<https://secure.toronto.ca/council/agenda-item.do?item=2024.IE14.3>

At its meeting on October 1 and 4, 2021, City Council adopted item MM36.18 - Making Immediate Safety Improvements to Avenue Road, which included a request for Transportation Services to consider a broad based, systemic, street-by-street approach to proactively address dangerous roads, particularly those with six (6) or more lanes and high speed limits.
<https://secure.toronto.ca/council/agenda-item.do?item=2021.MM36.18>

At its meeting on July 16, 17, and 18, 2019, City Council adopted item IE6.8 - Vision Zero 2.0 Road Safety Plan Update, which outlined a set of more extensive, more proactive, and more targeted initiatives, informed by data and aimed at eliminating serious injury and fatalities on Toronto's roads. This included a focus on road design to implement geometric safety improvements that promote safety and manage motor vehicle travel speeds. As part of consideration of this item, City Council directed the

General Manager, Transportation Services to plan and design road reconstruction projects using a complete streets approach, including safety improvements such as vehicle lane width reductions, tightening curb radii, widening sidewalks and the potential for bicycle lanes, at the outset of all road reconstruction projects, in consultation with local councillors and stakeholders.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.IE6.8>

COMMENTS

The goal of the City's Vision Zero Road Safety Plan is to eliminate all fatalities and serious injuries on City roadways. The foundational concept in Vision Zero is the Safe System Approach, which is a process to improve the safety of the transportation system in ways that are human-centred and consider the impacts of the system itself on human behaviour.

This report focuses on four (4) aspects of the Council-endorsed Vision Zero Road Safety Plan:

- **Enhancing Safety in School Zones** through increased enforcement of speed limits, potential Provincial funding available to support road safety enhancements in locations previously eligible for Automated Speed Enforcement, and planned enhancements to the City's School Safety Zone program;
- Considerations for a City-led **Permanent Roadside Memorials** program acknowledging the impact of fatal collisions on individuals, their family and friends, and the community;
- **Changes to Parking Regulations** associated with enhancing pedestrian crossing safety through installation of Intersection Pedestrian Signals; and
- Design and implementation of **Road Safety Improvement Projects**.

Enhancing Safety in School Zones

This section responds to the March 2026 request from City Council for the Toronto Police Service Board to provide an update on the deployment of additional police resources to enforce speed limits in School Zones, following the removal of Automated Speed Enforcement (ASE) by the Province of Ontario ([2026.IE27.9](#)). A brief update on the Provincial Road Safety Improvement Fund (RSIF) is also provided, as well as an overview of Transportation Services' planned enhancements to the School Safety Zone (SSZ) program.

Deployment of Additional Toronto Police Services Resources

On October 30, 2025, the Provincial government passed Bill 56, the Building a More Competitive Economy Act¹, an omnibus bill intended to protect and strengthen Ontario's economy by cutting red tape. This Bill received royal ascent on November 3, 2025. As a

¹ <https://www.ola.org/en/legislative-business/bills/parliament-44/session-1/bill-56>

result of this legislation, on November 14, 2025, the City of Toronto was required to decommission all 150 Automated Speed Enforcement (ASE) cameras located in School and Community Safety Zones (SSZ/CSZ).

In place of ASE, it has been suggested that municipalities could install infrastructure to manage speeds, such as traffic calming measures (speed humps and speed cushions) and roundabouts. Transportation Services provided a summary of the resources necessary to consider constructing traffic calming measures on roads adjacent to all 819 Toronto schools, as well as an overview of the challenges and general cost of installing roundabouts at minor and major intersections in Toronto, as part of the March 2026 report to Council ([2026.IE27.9](#)).

As part of the adoption of item IE27.9 - Updates on Vision Zero Road Safety Initiatives: Follow-Up from June and October 2025 City Council Directives, Missing Sidewalk Installations, and Road Safety Improvement Projects, City Council requested that the Toronto Police Services Board (TPS Board) update Infrastructure and Environment Committee (IEC) on plans to deploy additional resources to enforce speed limits in SSZs.

The Toronto Police Services (TPS) Vision Zero Enforcement Team is currently funded with \$3.9 million annually from the Transportation Services Operating Budget. The unit focuses on enforcement of aggressive driving, distracted driving, impaired driving, and speeding, with officers deployed to road segments based on a data-driven process. In 2025, the Vision Zero Enforcement Team issued close to 42,000 tickets, including 14,500 tickets for speeding.

TPS has expressed that there is currently no additional capacity or funding within the TPS budget to dedicate additional resources towards traffic safety. However, if a portion of the Provincial Road Safety Improvement Fund (RSIF) were to be allocated to officer-led enforcement, the Service would have several strategic pathways available, each aligned with the overarching goal of supporting Vision Zero priorities. More information about the Provincial RSIF is provided below.

Transportation Services and TPS staff's recommended approach is to use such funds to expand the operations of the existing Vision Zero Enforcement Team. This could include overtime deployments, enhanced patrol coverage, or specialized enforcement initiatives tailored to high-risk corridors. Any such plan would involve close collaboration with Transportation Services and other road-safety partners to ensure enforcement aligns with engineering measures, road-design changes, and community-identified concerns. These partnerships would help ensure that any investment supports a coordinated, data-driven approach to reducing serious and fatal collisions, while maintaining flexibility in how the TPS ultimately chooses to apply the funds. The specific expansion approach is subject to TPS Board approval following confirmation of the amount of available funding.

Provincial Road Safety Improvement Fund

With the removal of ASE as a tool to enhance road safety, the Province of Ontario identified up to \$210 million in one-time funding² to support road safety enhancements at locations previously eligible for ASE to offset the loss of revenue for municipalities with an established ASE program. The first phase of Road Safety Improvement Fund (RSIF) funding included \$42 million, from which the City of Toronto was provided approximately \$10.6 million in Immediate Interim Funding to support increased road safety measures in school zones and Community Safety Zones without using ASE.

The Province provided additional information on the application process for the second round of RSIF funding to municipalities in February 2026³. This included Program Guidelines for the RSIF, outlining the eligibility criteria for expenditures, the application requirements, and the performance management framework for reporting outcomes to the Ministry of Transportation (MTO).

Toronto has approximately 1,100 Community Safety Zones (CSZ) designated for the purpose of ASE. Over the time of the program, ASE was deployed at approximately 520 locations. Staff are currently reviewing the Program Guidelines and the detailed application provided by the MTO and assessing applicability of eligible expenditures at the significant number of locations potentially eligible for RSIF funding across the City.

It is anticipated that the City's RSIF application will include support for the School Crossing Guard program, which was previously funded by revenue generated by the ASE program. Staff are reviewing the Council-adopted 2026-2028 Capital Works Plan to identify which approved ASE sites have planned road safety enhancements that could potentially be eligible for RSIF funding. Staff are reviewing what existing Vision Zero Road Safety programs and initiatives - such as Traffic Calming (speed humps and speed cushions) - may be funded or enhanced through the RSIF and exploring potential new road safety tools that could be piloted to enhance safety at former ASE sites. Discussions with provincial officials on the above details are ongoing and Transportation Services is also working with Toronto Police Services to include funding to support expanded deployment of the Vision Zero Enforcement Team - currently funded through the Vision Zero Road Safety Plan - to enforce speed limits in school zones, as outlined above.

School Safety Zone Program Enhancements

A School Safety Zone (SSZ) is a designated section of roadway near a school that is designed to improve safety for children, caregivers, and other road users. These zones typically include gateway SSZ signage with flashing beacons, "Watch Your Speed" driver feedback signs, and enhanced pavement markings. Enhanced pavement markings include zebra markings at crosswalks, speed limit stencils at "Watch Your

² <https://news.ontario.ca/en/release/1006726/ontario-launching-road-safety-initiatives-fund>

³ <https://news.ontario.ca/en/release/1007045/ontario-expanding-support-for-road-safety-initiatives>

Speed” sign locations, and “SCHOOL” stencils at flashing beacon locations. All eligible public and private schools have been prioritized into the program, with initial designs completed. Since the SSZ program's inception in 2017, 655 SSZs have been installed. A total of 57 SSZs are remaining, and installation is anticipated to be completed by the end of 2026.

As the SSZ program has progressed over the last nine (9) years, staff are evaluating enhancements to the program, including retrofitting SSZs installed early in the program's tenure. These enhancements include:

- Expanding the placement criteria for “Watch Your Speed” driver feedback signs to include adjacent arterial and collector roads, expanded from the former criteria of only installing these signs along school frontages;
- Updates to the standard "SCHOOL" pavement marking stencils to increase their size and visibility, especially on multi-lane roads;
- Installation of “SCHOOL” and speed limit stencils across all lanes of multi-lane roads, expanded from the former practice of stencils in a single lane only on multi-lane roads;
- A proactive review of missing zebra markings at crosswalks with no existing crosswalk ramps, in accordance with the Council-adopted Crosswalk Pavement Marking Policy ([2026.IE27.9](#));
- Installation of missing and on-hold signage that was not initially completed due to conflicts such as construction and development activity; and
- Identifying any outstanding eligible schools not previously included in the SSZ program.

It is anticipated that the above enhancements can be completed by the end of 2028.

In addition to the above, staff will be reviewing opportunities to retrofit existing crosswalks in SSZs and bring them in line with current City standards for accessibility, including construction of depressed curbs and installation of tactile warning surface indicator plates as part of the multi-year capital coordination process.

Review of Permanent Roadside Memorials

In September 2025, IEC requested Transportation Services evaluate feasibility and sustainability options for a permanent roadside memorial program that incorporates engraved steel brace material, similar to the City of Calgary's [Honour a Loved One](#) (HALO) program, to honour victims of fatal traffic-related collisions. A summary of that review is outlined below, with additional details provided in Attachment 2.

The installation of roadside memorials in the City of Toronto is currently regulated by Municipal Code Chapter 743, Streets and Sidewalks, Use Of, which limits installations in the public right-of-way for up to 30 days. Notwithstanding this, community-led memorials to honour victims of fatal traffic collisions, such as ‘Ghost Bikes’ installed by Advocacy for Respect for Cyclists (ARC) and memorial signage installed by Friends and Families for Safe Streets (FFSS), are often permitted to remain longer than 30 days, unless or until they pose a safety or maintenance concern. Parks & Recreation also

administers the [Commemorative Tree and Bench Program](#), which allows residents to honour loved ones, community members, or significant life events through the installation of a tree or bench in a park setting, subject to space availability, horticultural considerations, and cost recovery.

Based on a jurisdictional scan of other Canadian municipalities, as well as state agencies and municipalities in the United States, there is no widely-adopted model for permanent roadside memorials to honour victims of fatal traffic-related collisions and overall uptake tends to be low. Additionally, academic research notes that roadside memorials have limited and short-term impacts on behaviour of people operating a motor vehicle, and they do not deliver sustained road safety outcomes. As a result, best practice guidance emphasizes that memorial programs should be framed as a compassionate accommodation for grieving families, rather than as a safety intervention, and should avoid sign clutter or features that may lose meaning over time or distract road users.

Accordingly, Transportation Services does not recommend the establishment of a City-run permanent roadside memorial program, as it would introduce ongoing administrative and maintenance obligations, without delivering clear public benefit or road safety outcomes. Instead, Transportation Services proposes to continue to work towards a coordinated set of actions intended to provide meaningful opportunities for remembrance and partnership enhancement, while remaining operationally feasible and aligned with best practices, including:

- A potential City-supported annual memorial event, in coordination with community and advocacy organizations, to honour victims of traffic-related collisions and provide a consistent, inclusive forum for public acknowledgement and reflection on the impact of fatal and serious injury collisions on individuals, their family and friends, and the community; and
- A proposed annual convening of staff from relevant City divisions, agencies, and community organizations to share information, strengthen partnerships, and link remembrance with ongoing Vision Zero efforts.

Transportation Services also proposes to undertake additional coordination and consultation with community and advocacy organizations involved with public memorials, such as ARC and FFSS, to determine opportunities to support these efforts, while also addressing concerns with clutter and maintenance of community-led memorials. Targeted support of community-led advocacy could include efforts such as reviewing existing regulations to clarify the permitting and duration of temporary memorials.

This alternative approach emphasizes city-wide remembrance, enhances partnerships, and supports established community-led memorial practices. It aligns with best practices by framing memorialization as a matter of compassion - rather than a road safety tool - respecting existing advocacy efforts, while avoiding the introduction of a complex, asset-based roadside program. It will strengthen partnerships with community advocates, support public grieving in appropriate ways, and codify current practices,

allowing Transportation Services to remain focused on evidence-based safety interventions, while still visibly acknowledging the human impact of traffic fatalities.

The proposed actions above would be additional to Transportation Services' existing practice of undertaking up to two (2) levels of investigations following traffic collisions that result in a fatality. These investigations identify actions that can be taken to address any immediate safety concerns and include a comprehensive examination of the overall intersection or mid-block collision location to improve safety for all roadway users. When there is a traffic-related fatality that involves a vulnerable road user (defined as a pedestrian or person cycling or riding a motorcycle), the review focuses on not just the potential contributing factors to the collision under review but also any trends or patterns that can be determined from the recorded collision history, future roadwork planned at the location, and other opportunities to overall upgrade the operational and physical characteristics of the location in line with City guidelines and standards.

Changes to Parking Regulations for Intersection Pedestrian Signals

As part of the December 2024 Vision Zero update to City Council ([2024.IE18.1](#)), Transportation Services provided a summary of two (2) new types of traffic control to enhance pedestrian crossing safety: Level 2 Pedestrian Crossovers (PXO) and [Intersection Pedestrian Signals](#) (IPS), also known as Half Signals. An IPS is a pedestrian signal configuration at intersections to improve accessibility and enhance the safety for pedestrians crossing busier streets, while reducing traffic delays for motor vehicles. 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.

As detailed design for the 12 locations where existing PXOs will be upgraded to IPS - authorized by City Council in June 2025 ([2025.IE22.4](#)) - has progressed, staff have identified updates necessary to Municipal Code Chapter 950, Traffic and Parking, and Chapter 903, Parking for Persons with Disabilities, to account for this new type of traffic control device.

Currently, general parking regulations outlined in §950-400E and §903-6C address the limits of "No Parking" zones at unsignalized intersections, intersections controlled by a traffic control signal, and Mid-Block Pedestrian Signals (MPS). Given that IPS are a hybrid configuration of an unsignalized intersection and signalized crosswalk(s), updates to Subsection (7) of §950-400E and Subsection (6) of §903-6C are recommended to apply to both MPS and IPS locations.

These recommended changes would result in parking being prohibited at IPS locations within 30.5 metres of the signalized crosswalk(s) in the direction approaching the crosswalk and within 15.0 metres of the far-side of the signalized crosswalk(s). For IPS locations where a signalized crosswalk can only be provided on one (1) side of the intersection, existing general parking prohibitions for unsignalized intersections would apply to the far-side. No changes to general parking prohibitions on the side street(s) at an IPS are proposed.

While no changes to parking prohibitions at existing IPS are recommended as a part of this report, staff will review existing IPS to ensure general parking prohibitions have been signed consistent with the recommendations in this report and notify the local Councillor(s) of any potential impacts to on-street parking.

Road Safety Improvement Projects

Overview of Road Safety Improvement Projects for City Council Approval

Through this report, Transportation Services is seeking authority to deliver five (5) road safety improvement projects that are proposed to be installed in the near-term (2026-2028), for which design and consultation have been completed. Enhancements and amendments to four (4) Council-approved road safety improvement projects are also recommended. An informational update on one (1) additional road safety project is provided, as well as technical by-law amendments at 11 locations associated with other Council-approved road safety improvement projects.

The changes proposed as part of the projects identified in this report would improve both safety and mobility by providing improved connections to transit, parks, local schools, businesses, and residences. Pedestrian safety enhancements have been included in projects, including curb extensions, pedestrian head start signals, and motor vehicle lane adjustments, where feasible. No motor vehicle travel lane removals are required for the projects recommended within this report.

Bremner Boulevard Road Safety Improvements (Ward 10)

The Bremner Boulevard Road Safety Improvement project is a targeted safety enhancement planned in response to safety concerns raised by the Jean Lumb Public School community and the local Councillor's office regarding vehicle encroachment into bikeways and conflicts between motor vehicles, people cycling, and pedestrians in the area. The project is located on a short segment on the north side of Bremner Boulevard, approximately 50 metres east of Spadina Avenue, and includes a proposed upgrade of an existing painted urban shoulder (edge line) to a cycle track.

Following the concerns noted above, Transportation Services undertook a feasibility review of Fort York Boulevard and Bremner Boulevard at Spadina Avenue to identify near-term safety improvements. The review determined that large-scale bikeway upgrades were not feasible at this time due to roadway constraints, coordination with the Gardiner Expressway Rehabilitation, and capital program capacity. However, this short segment of physical bikeway separation, which would retain all existing motor vehicle lanes, was identified as feasible on Bremner Boulevard east of Spadina Avenue.

Existing Conditions

Bremner Boulevard is classified as a minor arterial road between Navy Wharf Court and Spadina Avenue, serving high-rise residential buildings, the Rogers Centre, and other waterfront destinations. In the project area, Bremner Boulevard generally operates with two (2) westbound travel lanes – one (1) left-turn lane and one (1) shared through and

right-turn lane. There is also an existing painted urban shoulder (edge line) approximately 1.5 metres from the curb, and this side of the street is posted with 'No Standing' signage. The posted speed limit is 40 km/h.

While the project limits are short, the broader area has experienced ongoing safety concerns related to vehicle stopping and parking within bikeways and turning movements, particularly near Spadina Avenue where traffic volumes and pedestrian activity are high. There is also an existing 1.8-metre-wide painted bicycle lane to the west side of the intersection on Fort York Boulevard.

There are no active TTC bus routes or stops within the project limits. Existing parking regulations along Bremner Boulevard prohibit standing on the north side of Bremner Boulevard, in the block east of Spadina Avenue. Despite these regulations, observations and community feedback indicate ongoing non-compliance, reducing sight lines and creating safety risks for pedestrians and people cycling.

Schools and Community Safety Considerations

Jean Lumb Public School is located in proximity to the project area. The school community has raised concerns about traffic safety, visibility, and conflicts between vehicles, pedestrians, and people cycling, particularly during school arrival and dismissal periods.

The area experiences high pedestrian volumes throughout the day due to nearby residential buildings, recreation areas, and waterfront destinations. In addition, the block and surrounding areas often experience large volumes of vehicles queuing to turn south on Spadina Avenue to access the Gardiner Expressway. The area is often restricted to local resident access during large events at the Rogers Centre.

Recommended Design

Changes recommended by the Bremner Boulevard Road Safety Improvement project are summarized as follows:

- Installation of a 25-metre segment of concrete curbs with flexible bollards to physically separate the westbound bikeway on the north side of Bremner Boulevard east of Spadina Avenue to reduce collision risk and provide separation between pedestrians, school children, people cycling, and other road users.
- Physical restriction for existing No Stopping and No Parking by-laws, addressing ongoing compliance issues, without removing any legally-permitted parking spaces.
- Upgrade pavement markings to improve visibility and clarity.
- No changes to the number of motor vehicle travel lanes.

An illustration of the proposed improvements is provided in Attachment 3.

Consultation

Transportation Services engaged with the local school community and the Councillor's office to understand safety concerns and review feasible solutions. The project scope and design reflect this feedback and the findings of the feasibility review.

Improving Davisville Avenue (Ward 12)

The Improving Davisville Avenue: Designing a Safer & More Beautiful Street Together project aims to create a safer and more vibrant street for pedestrians and people cycling, taking transit, and driving between Yonge Street and Mount Pleasant Road. The proposed changes respond to policies outlined for Davisville Avenue in the [Yonge-Eglinton Secondary Plan](#), to provide street designs that serve the area, match growth, and connect people to local destinations. A map of the project area is included in Attachment 4.

Existing Conditions

Davisville Avenue is a 13.0-metre-wide minor arterial road with a speed limit of 40 km/h. It carries an average of 12,000 vehicles per day. Discontinuous curb lanes in each direction are generally used by off-peak parking, curb extensions at PXOs, commercial loading activity, and a Bike Share Station. Drivers sometimes use available curb space to weave around left-turning vehicles, causing safety concerns, especially at the existing PXOs.

Traffic studies show that the intersections on either end of the project limits - Yonge Street and Mount Pleasant Road - experience moderate to low levels of traffic congestion and delay under existing conditions. Updating signal timing and removing some conflicts between crossing pedestrians and turning motor vehicles, is proposed to help traffic move more smoothly and predicably.

Parking is provided on the south side of Davisville Avenue outside of morning and afternoon peak periods (7:00 to 9:00 AM and 4:00 to 6:00 PM, Mondays to Fridays), and parking is not permitted on the north side. There are sidewalks on both sides of the street and three (3) existing PXOs within the project limits. Two (2) TTC bus routes (11 and 28) serve the street with nine (9) existing transit stops within the project limits.

Davisville Avenue is a designated Community Safety Zone with two (2) School Safety Zones. From 2016 to 2026, there were 19 collisions involving pedestrians and four (4) collisions involving people cycling. As a result, one (1) pedestrian was killed and five (5) were seriously injured.

At the intersection of Yonge Street and Davisville Avenue there is Davisville Subway Station as well as commercial uses. Along Davisville Avenue, the south side is largely high-density residential while the north side has a school, a retirement residence, June Rowlands Park, and single-family homes. At the intersection with Mount Pleasant Road, there are multiple schools. According to 2021 census data, up to 64% of those living on Davisville Avenue walk, bike, or take transit to work. There are five (5) active housing developments.

Recommended Design

Changes recommended by the Improving Davisville Avenue project are summarized as follows:

- Yonge Street to Mount Pleasant Road

- Improve pedestrian crossovers by increasing sightlines and adding speed reduction measures, including raised medians.
 - Add curb extensions at Pailton Crescent and Acacia Road to reduce crossing distance, encourage slower turning speeds, and improve pedestrian visibility. At each Acacia Road and at Pailton Crescent, three (3) on-street parking spots - a total of six spaces (6) - would be removed to provide seating, greenery, and space for a Bike Share Station. Most properties on Davisville Avenue have off-street parking and loading available to accommodate this change.
 - Add new on-street commercial loading zone in front of 21 Davisville Avenue, approximately 45 metres east of Yonge Street on the south side.
 - Enhance the safety of the Bike Share Station on Davisville Avenue and explore additional locations along the corridor.
- Intersection of Yonge Street and Davisville Avenue
 - Add an eastbound motor vehicle right-turn signal (eastbound right-turning vehicles would proceed only on green arrow) to improve safety and reduce conflicts with the significant number of pedestrians crossing Yonge Street.
 - Intersection of Mount Pleasant Road and Davisville Avenue
 - Add speed reduction measures such as left-turn calming and corner radii reductions to reduce risk of left-turn and right-turn collisions.
 - Prohibit left-turns from the laneway adjacent to Mount Pleasant Parkette.

The Improving Davisville Avenue project proposes ‘quick-build’ materials such as paint, flexible bollards, and modular concrete separation. Changes are intended to improve safety now and prepare the street for changes with permanent materials in the future, to align with new development and scheduled road works. The project would involve minor construction at a few high-priority locations to enhance pedestrian space and improve accessibility by upgrading transit stops, extending the sidewalk, and replacing damaged pedestrian ramps at intersections and crossings.

Streetscaping is a core component of the Davisville Avenue project to make the street greener and more vibrant. The project would use curb extensions to add artistic paint treatment, trees, greenery, seating and bike parking, where space allows.

Pedestrian Crossovers

Roadways with visibility obstructions in the curb lane make PXOs difficult to navigate for pedestrians and can lead to safety concerns for priority populations, including school children and older adults. The existing overly wide lanes on Davisville Avenue can also contribute to high motor vehicle travel speeds and reduce compliance by vehicle operators.

Recommended design changes are intended to discourage speeding by narrowing travel lanes and introducing a median and improve visibility of pedestrians crossing at the existing PXOs by removing parked vehicles within proximity to the PXOs (30 metres on approach and 15 metres on departure).

Consultation

Public and interest group consultation for Improving Davisville Avenue was conducted in two (2) phases. Phase 1 consultation took place between November 2024 and February 2025 and focused on introducing the project objectives and gathering early feedback. Phase 2 consultation took place in April and May 2026 and presented proposed design improvements. Communications to notify the public and interest groups about the project and opportunities to participate in both phases included mailed notices, emails, a project webpage, online survey, and signage. Consultation included a variety of activities such as public drop-in events, online surveys, direct outreach to interest groups, school workshops, pop-ups, and responding to comments received via phone and email. A summary of feedback received is included in Attachment 4.

The consultation considered TTC stops that could be consolidated to enhance bus operations and speed-up transit vehicle travel time on Davisville Avenue. Nine (9) existing stops within 800 metres were proposed to be reduced to five (5). The design is pending further consultation by the TTC.

The proposed project presented to the public through the consultation process for Improving Davisville Avenue also includes a bikeway. A phased approach of this proposal focused on road safety changes is recommended. The bikeway component is not included in this report as further review is required. It is proposed that a bikeway be included in a future phase, and implementation would be subject to approvals, including City Council.

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

Elmhurst Drive & Islington Avenue Road Safety Improvements Project (Ward 1)

The Elmhurst Drive & Islington Avenue Road Safety Improvements project aims to address documented road safety concerns by delivering safety improvements as part of road resurfacing planned in 2027-2028 on Islington Avenue (Elmhurst Drive to Rexdale Boulevard) and on Elmhurst Drive (Islington Avenue to Albion Road). A map of the project area and additional project details are provided in Attachment 5.

Intersection safety upgrades are proposed at six (6) intersections along Islington Avenue to improve safety for all road users. New multi-use trails (MUT) are proposed on portions of Islington Avenue between Elmhurst Drive and Golf Down Drive to connect with existing and future trails in the areas. Existing shared lane markings (sharrows) on Elmhurst Drive, Brookmere Road, Bergamot Avenue, Burrard Road, and Caulfield Road are proposed to remain unchanged. In addition, painted urban shoulders (edge lines) would be added on these roads to narrow driving lanes to existing City guidelines and promote slower travel speeds, without changes to parking availability. Painted bicycle lanes would also be installed 30.5 metres east and west of Islington Avenue on Elmhurst Drive to provide connections to the MUT through the intersection.

The project builds on the community-led road safety planning completed through the [Elms–Old Rexdale Neighbourhood Streets Plan](#) (NSP) between 2023 and 2025. The

NSP included extensive public consultation and identified speeding, traffic safety, and pedestrian safety as key issues in the neighbourhood. The NSP recommended - and Community Council approved - speed management measures on several streets in the project area, including on Elmhurst Drive. The current project will install speed cushions at two (2) approved locations after resurfacing. This project would also prepare trail crossings at two (2) intersections for future development of a new MUT in the nearby hydroelectric corridor greenspace.

Existing Conditions

The project area includes Islington Avenue, a major arterial road, and several collector and local roads including Elmhurst Drive, Brookmere Road, Bergamot Avenue, Burrard Road, and Caulfield Road.

Islington Avenue is a major arterial roadway with two (2) travel lanes per direction and turn lanes at intersections. There are approximately 20,000 to 22,000 vehicles per day. The posted speed limit is 50 km/h, sidewalks are present on both sides of the road, and there are no existing bikeways in the project area.

Elmhurst Drive, Brookmere Road, Bergamot Avenue, Burrard Road, and Caulfield Road are collector and local roads with one (1) travel lane per direction and posted speed limits of 40 km/h. Observed speeds often exceed 50 km/h along Elmhurst Drive. Motor vehicle volumes on other streets in the project area range from 7,100 on Elmhurst Drive (directly east of Islington Avenue) to 7,600 on Bergamot Avenue (directly west of Islington Avenue). These roads have sidewalks on both sides of the street and bicycle wayfinding (sharrow) pavement markings.

TTC bus service operates along Islington Avenue (routes 94A Islington and 945 Islington Express) and along Elmhurst Drive (routes 994 and 96B) and Bergamot Avenue (route 37A). Existing bus stops are located curbside, with some stops situated mid-block. Transit service is an important consideration in the design, and all proposed changes maintain existing TTC routes and operations. TTC staff have reviewed and support the proposed changes.

School Zones and Road Safety Issues

Several schools and community facilities are located within or near the project area, including Timothy Christian School on Elmhurst Drive. Portions of the area are within designated Community Safety Zones. School-related pedestrian activity is significant during peak periods, and safety concerns related to vehicle speeds and crossing conditions have been identified.

Speeding and safety concerns have been identified across the project area, particularly on Elmhurst Drive, where observed vehicle speeds frequently exceed 50 km/h where the posted limit is 40 km/h. These conditions are of concern given the residential context, presence of schools, and level of pedestrian activity.

Between 2015 and 2025, there were 714 reported collisions within the project area. These collisions involved 44 school-aged children, 128 older adults, 27 people walking,

and seven (7) people cycling. Reported injuries included two (2) fatalities, four (4) major injuries, and 210 other injuries. Speeding and turning movements have been identified as contributing factors in several collisions.

The collision history and presence of vulnerable road users underscore the need for speed management, safer street design, and measures that reduce collision severity. These issues were previously identified through the Elms–Old Rexdale Neighbourhood Streets Plan and directly inform the safety improvements proposed through this project.

Existing three-hour (3-hour) unsigned parking is generally permitted in most of the project area, except for along Islington Avenue. Parking is prohibited in select locations, such as at TTC bus stops. Parking and stopping are also currently prohibited on weekdays within one (1) block of Elmhurst Drive, near Timothy Christian School. Across several observation periods by staff, on-street parking utilization was generally low - between five (5) and 12 cars total across all streets in the project area.

Recommended Design

Changes recommended by the Elmhurst Drive & Islington Avenue Road Safety Improvements project are summarized as follows:

- Installation of off-street multi-use trails in the boulevard on Islington Avenue between Elmhurst Drive and The Elms Park trail, 130 metres south of Golf Down Drive.
- Intersection safety improvements, such as curb radius reductions, improved crosswalks, truck aprons, and raised crosswalks at six (6) cross-streets on Islington Avenue including Elmhurst Drive, Golf Down Drive, Torbolton Drive, Leduc Drive, Bergamot Avenue, the Smart Centres Mall Entrance, and Rexdale Boulevard.
- Transit stop improvements, including relocated and upgraded bus stops to improve safety and accessibility.
- Speed cushions will be installed on Elmhurst Drive, and the speed limit reduced from 40 km/h to 30 km/hr, as previously approved by Etobicoke York Community Council ([2025.EY23.18](#)).
- Lane narrowing with painted urban shoulders (edge lines) based on current City design standards to reduce vehicle speeds and improve safety without affecting traffic operations. On-street parking and stopping would continue to be permitted within edge lines.
- Maintaining existing shared lane markings on parts of Elmhurst Drive, Brookmere Road, Bergamot Avenue, Burrard Road, and Caulfield Road.
- Painted bicycle lanes to be installed 30.5 metres east and west of Islington Avenue on Elmhurst Drive to provide connections through a protected intersection design, with no changes to the number of motor vehicle travel lanes or parking regulations.

TTC Stops

The project maintains all existing TTC routes and service levels. Some bus stops on Islington Avenue are proposed to be relocated to improve pedestrian safety, accessibility, and visibility, and to reduce conflicts between buses, people walking, and people cycling. The design includes raised transit platforms to provide accessible boarding while maintaining efficient operations.

Consultation

Public and interest group consultation for Elmhurst Drive & Islington Avenue Safety Improvements took place in April 2026. Consultation activities included two (2) interest groups meetings, a public drop-in event, online survey, and responding to comments received via phone and email. A summary of feedback received is included in Attachment 5.

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

Horner Avenue Road Safety Improvements (Ward 3)

Horner Avenue between Westhead Road and Browns Line, as well as Foch Avenue, are scheduled for upgrades as part of a neighbourhood Basement Flooding Protection project starting in 2026, including local road resurfacing on Horner Avenue. As part of this work, road safety improvements are recommended to be delivered on Horner Avenue and Foch Avenue because many people are driving above the posted speed limit, there are important community destinations visited by many children and seniors (including a school and community centre), and these streets would improve cycling connectivity to the trail network, Long Branch GO Station, and to a future proposed route on Horner Avenue to the east of Brown's Line.

A map of the project area and additional project details are provided in Attachment 6.

Existing Conditions

Horner Avenue is a collector roadway with continuous sidewalks on both sides of the street. There is one (1) motor vehicle lane in each direction, and a left-turn lane is provided at the Browns Line intersection. The roadway is 9.8 metres wide and carries an average of 3,500 to 4,000 vehicles per day. The posted speed limit on Horner Avenue is 40 km/h, but actual speeds recorded were approximately 48 km/h.

Foch Avenue is a local roadway with continuous sidewalks on both sides of the street. There is one (1) motor vehicle lane in each direction. The roadway is approximately 8.5 metres wide and carries an average of approximately 800 vehicles per day. The posted speed limit on Foch Avenue is 30 km/h, but actual speeds recorded were approximately 39 km/h. There are no public transit routes on either street, and heavy trucks are prohibited.

In the past ten (10) years, there have been 130 reported collisions on Horner Avenue and Foch Avenue. The majority were at the intersection of Browns Line. Seven (7) involved school children, two (2) involved people cycling, and one (1) was a serious injury to a person in a vehicle.

Sections of both Horner Avenue and Foch Avenue are in a Community Safety Zone and serve Sir Adam Beck Junior School, Alderwood Community Centre, library and pool, a seniors' centre, a church, residences, trail entrance to Etobicoke Creek Trail, and an entrance to the Long Branch GO Station.

Unsigned three-hour (3-hour) visitor on-street parking is generally allowed on both sides of Horner Avenue and on the east side of Foch Avenue. Parking is also available on side streets.

Recommended Design

Changes recommended by the Horner Avenue Road Safety Improvements project are summarized as follows:

- Horner Avenue
 - Reduce speed limit from 40 km/h to 30 km/h.
 - Reduce width of motor vehicle lanes to meet City standards to manage motor vehicle speeds and improve safety.
 - Install speed humps on Horner Avenue between Burlingame Road and Browns Line and one (1) speed hump on Westhead Road on the approach to Horner Avenue.
 - Install impressed asphalt at the intersection of Westhead Road, Horner Avenue, and the Etobicoke Creek Trail entrance to draw attention to the existing stop control and the crossing movements of trail users.
 - Install painted bike lanes and wayfinding signage on both sides of the street, with no changes to the number of motor vehicle travel lanes - the left-turn lane at Browns Line would be maintained.
 - On-street parking and stopping on Horner Avenue would be prohibited at all times, except for 11 metres of parking on the north side near Browns Line, where there is room for two (2) vehicles to park on-street. Approximately 108 parking spaces would be removed and two (2) parking spaces on the north side of the street near Browns Line would be maintained.

- Foch Avenue
 - Install speed humps between Edgeware Drive and Horner Avenue.
 - Install pavement markings for pedestrian crosswalks at existing stop signs and to mark locations for No Parking close to side streets to improve sightlines.
 - Install shared lane markings (sharrows) and wayfinding signage on both sides of the street, with no changes to the number of motor vehicle travel lanes.
 - Parking would be maintained on the east side of Foch Avenue.

Consultation

Public and interest group consultation for Horner Avenue Road Safety Improvements took place in January and February 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 summary of feedback received is included in Attachment 6.

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

Rowntree Road & Panorama Court Road Safety Improvements (Ward 1)

The City is developing a Neighbourhood Streets Plan (NSP) for the Thistletown area that will identify, prioritize, and recommend short- and long-term improvements to traffic operations and road design to support safety for all modes of transportation. Recommendations from the [Thistletown Streets Plan](#) will be brought forward to Etobicoke York Community Council for approval, with a report anticipated in July 2026.

The Thistletown Streets Plan aims to address four (4) main areas of concern:

- Road safety for vulnerable road users (e.g. pedestrians, children, older adults and people cycling);
- Excessive speeding;
- Excessive motor vehicle traffic on local streets; and
- Opportunities for active transportation.

In 2027, road resurfacing is planned on Rowntree Road and Panorama Court, from Kipling Avenue to the cul-de-sac end of each street. The most cost-effective way to deliver safety improvements is when they are combined with other road works. A map of the project area and additional project details are provided in Attachment 7.

Existing Conditions

Rowntree Road is a local street with continuous sidewalks on both sides of the street. There is one (1) motor vehicle lane in each direction and a left-turn lane at Kipling Avenue. The roadway has a landscaped centre median, and the lanes on each side are seven (7) metres wide, resulting in a total road width of approximately 16.8 metres. The roadway carries an average of 3,100 vehicles per day. The posted speed limit on Rowntree Road is 30 km/h, but actual speeds were recorded to be approximately 40 km/h.

Panorama Court is a local street with continuous sidewalks on both sides of the street. There is one (1) motor vehicle lane in each direction and a left-turn lane at Kipling Avenue. The roadway is 9.8 metres wide and carries an average of 4,600 vehicles per day. The posted speed limit on Panorama Court is 30 km/h, but actual speeds were recorded to be approximately 39 km/h.

In the past ten (10) years, there have been 164 reported collisions in the project limits of Rowntree Road and Panorama Court. Of these, 16 involved injuries to people walking or cycling, including two (2) serious injuries on Panorama Court and one (1) fatality on Rowntree Road.

There are several schools and community destinations on Rowntree Road and Panorama Court, including North Kipling Community Centre, North Kipling Junior Middle School, Rexdale Community Hub, Panorama Park, and high-density residential buildings. These streets also provide connections to the existing multi-use trail on Kipling Avenue and the Humber River Trail, and they are within and adjacent to existing Community Safety Zones.

On-street parking is currently prohibited on Rowntree Road. On Panorama Court, there are different parking locations and restrictions on each side of the street at different times of day. On the north side of the street, there is No Stopping Monday to Friday from 8:00 AM to 5:00 PM. Outside of these hours, parking is generally permitted for three (3) hours at a time. On the south side of the street, parking is prohibited between 10:00 PM and 7:00 AM. Outside of these hours, parking is generally permitted for three (3) hours at a time.

Recommended Design

Changes recommended by the Rowntree Road & Panorama Court Road Safety Improvements project are summarized as follows:

- Rowntree Road
 - Reduce width of motor vehicle lanes to meet City standards and reduce vehicle speeds to improve safety.
 - Convert the north-east side of the centre-median to a two-way bikeway and green infrastructure.
 - Convert the south-west side of the centre-median to two-way travel for motor vehicles, with no changes to the number of motor vehicle travel lanes or driveway access to properties.
 - Implement No Stopping anytime on both sides of Rowntree Road.
 - Between four (4) and eight (8) trees are anticipated to be removed, which would be replaced with three (3) times as many new trees.

- Panorama Court
 - Reduce width of motor vehicle lanes to meet City standards and reduce vehicle speeds to improve safety.
 - Install speed humps, subject to approval by to Etobicoke York Community Council for approval as part of the [Thistleton Streets Plan](#) report, anticipated in July 2026
 - Construct a two-way bikeway on the north side of the street, physically separated with a poured-in-place concrete curb, with no changes to the number of motor vehicle travel lanes or driveway access to properties.
 - Consolidate parking onto the south side of the street, providing 38 all day parking spaces. This would increase overnight and weekday daytime parking by two (2) spaces and would reduce evening and weekend parking by 24 spaces.
 - Implement No Stopping anytime on the north side of Panorama Court.
 - Between six (6) and eight (8) trees are anticipated to be removed for the design, which would be replaced with three (3) times as many new trees.

Consultation

Public and interest group consultation for road safety improvements including new bikeways on Rowntree Road and Panorama Court took place in March and April 2026, as part of Thistleton Streets Plan Phase 2 public consultation. Consultation activities included virtual and in-person community interest group meetings, a public drop-in

event, online survey, pop-up events, and responding to comments received via phone and email. A summary of feedback received is included in Attachment 7.

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

New Traffic Control Signal - Alton Towers Neighbourhood Connections (Ward 23)

The Alton Towers Neighbourhood Connections project aims to create safer and more accessible neighbourhood streets and better connect residents to local destinations, including schools, parks, and trails. A map of the project area is included in Attachment 8. The Alton Towers Neighbourhood Connections project is being implemented in two (2) phases; in December 2025, City Council authorized Phase 1 of the project including installation of cycle tracks on Ingleton Boulevard between Middlefield Road and Shady Hollow Drive and between Boxdene Avenue and Alton Towers Circle, as well as a segment of multi-use trail on Ingleton Boulevard between Shady Hollow Drive and Boxdene Avenue ([2025.IE26.6](#)).

As part of Phase 2 of the Alton Towers Neighbourhood Connections project, Transportation Services reviewed the need for a new pedestrian crossing protection device and this report contains a recommendation for the installation of traffic control signals at Brimley Road and a point 180 metres north of Wenlock Gate, where pedestrian connections are provided to the interior neighbourhood streets: Audrelane Court and Oakhaven Drive. A new crossing on Brimley Road 180 metres north of Wenlock Gate is also recommended to enhance connections for people cycling. Additional details, including the justifications for a new pedestrian crossing protection device, are provided in Attachment 8.

More information on the Alton Towers Neighbourhood Connections project, including the public consultation report for Phase 1, is posted on the project webpage: toronto.ca/AltonTowersConnections.

New Traffic Control Signals - Ellesmere Complete Street Project (Ward 25)

Starting in 2027, roadwork is planned on some sections of Ellesmere Road, between Orton Park Road and Kingston Road. The planned roadwork provided an opportunity to review the street for changes with the goal to improve safety, accessibility, and operations for all people using the street.

City Council authorized installation of the Ellesmere Complete Street project in March 2025 ([2025.IE19.1](#)). The approved changes include cycle tracks, multi-use trails, safety and accessibility improvements, and other design elements. A diagram of the approved changes is included in Attachment 9.

The Ellesmere Complete Street project and other nearby improvements, such as construction of new sidewalks on Zaph Avenue, are anticipated to increase the volume of pedestrians and people cycling along and across Ellesmere Road. Transportation Services, in collaboration with TTC, reviewed the need for pedestrian crossing

protection devices at three (3) locations - two (2) new signals and one (1) PXO - along Ellesmere Road to enhance pedestrian and cycling crossing safety.

As part of this report, one (1) Mid-Block Pedestrian Signal (MPS) is recommended across Ellesmere Road at a point 67 metres east of Bobmar Road. The recommended MPS would also provide a controlled crossing opportunity for people cycling. In addition, this report contains a recommendation for an Intersection Pedestrian Signal (IPS) at the intersection of Ellesmere Road and Zaph Avenue. Based on the preliminary design for the IPS, a signalized crossing can only be provided on the west side of the intersection. As such, a pedestrian crossing prohibition is recommended on the east side of the intersection. Lastly, a PXO is recommended to provide a new, controlled crossing on the west side of the intersection of Ellesmere Road and Muirbank Boulevard. Additional details, including the justifications for pedestrian crossing protection devices, are provided in Attachment 9.

Enhancement - Denison Road Multi-Use Path: Trethewey Drive Cycling Connections and Intersection Safety Improvements (Ward 5)

A 180-metre segment of Denison Road East, between Jane Street and Sam Frustaglio Drive, is proposed to be converted from its current substandard width sidewalk to a Multi-Use Path. This short segment would create a critical safe connection between the Council-approved Trethewey Drive bidirectional bikeway ([2025.IE26.6](#)), which is planned for construction in coordination with road resurfacing in 2027, and the existing and planned expansions of Weston Village neighbourhood cycling routes ([2024.IE12.4](#)).

The eight (8) fronting households have been visited to explain the project, and the Councillor's office is aware of the work. The work is expected to take place in fall 2026, in coordination with area roadwork. There are no changes to parking, by-law amendments, or property impacts stemming from the project.

Amendment - Ferrand Drive Area Safety Improvements (Ward 16)

In July 2024, the City installed cycle tracks on Ferrand Drive and converted two-way motor vehicle traffic to one-way westbound, north of Windom Road, as part of the Council-approved Ferrand Drive Area Safety Improvements project ([2024.IE12.4](#)). Since installation, the City has monitored the project by observing operations, conducting new traffic and speed counts, and continuing to collect, record, and respond to public and interest group feedback.

As a result of the post-installation monitoring of changes, including feedback from the local Councillor as well as Solid Waste Management Services on impacts to waste collection operations, a proposal to switch the direction of Ferrand Drive north of Windom Road from one-way westbound to one-way eastbound was considered.

Public consultation for the proposed change took place from April 21 to May 5, 2026. Communications to notify the public included project webpage updates and flyers hand-

delivered to the project area. A summary of the public consultation is provided in Attachment 10.

Recommended Change

Following public consultation, Transportation Services recommends proceeding with the proposed change in direction of motor vehicle traffic on Ferrand Drive, north of Windom Road, with an additional modification to include a segment of two-way motor vehicle travel on Ferrand Drive between the ramp from eastbound Eglinton Avenue East at Gervais Drive and Windom Road (west). This modification is aimed to provide additional options for people driving to access destinations south of Eglinton Avenue East, while mitigating traffic infiltration to interior streets. A diagram of the recommended traffic circulation changes is included in Attachment 10. There are no changes proposed to the number of motor vehicle lanes or existing cycle tracks.

More information about the Ferrand Drive Area Safety Improvements project can be found on the project website: toronto.ca/Ferrand.

Informational Update - Park Road: Rosedale Valley Road Multi-Use Trail Connections (Ward 11)

In July 2025, City Council directed Transportation Services to propose a safe route for cyclists from the western end of the Rosedale Valley Road multi-use trail (MUT) at Park Road to Yonge Street.

A feasible route has been identified between Rosedale Valley Road and Yonge Street, along Park Road from Rosedale Valley to Rosedale Road, and a neighbourhood street connection on Rosedale Road, Cluny Drive, and Crescent Road in shared roadway conditions, with traffic-calming measures such as existing curb extensions and speed humps.

Park Road, between Rosedale Valley Road and Rosedale Road is approximately 70 metres with one (1) vehicle lane in each direction, a sidewalk on the north side and a green boulevard on the south side with several trees. There is insufficient space to include a dedicated cycling route on the roadway.

On Park Road, potential alignments in the south boulevard are being considered and analyzed for a new MUT, with the intention of providing a connection between the Rosedale Valley Road and Rosedale Road intersections that is intuitive to trail users, enhances road safety, and minimizes impact to trees.

Key factors impacting the design, project cost, and timeline:

- Park Road at Rosedale Road has no crossing control for pedestrians or people cycling and has been subject of requests for improved safety measures.
- An existing traffic turn-around loop at the northeast corner of Park Road / Rosedale Road serves as an active school pick-up and drop-off area, creating a conflict point for any new cycling facility.

- The existing traffic signal at Park Road and Rosedale Valley Road is not configured for people cycling connecting between Rosedale Valley Road and Park Road.
- The boulevard space is narrow, and contains mature trees, utilities, and significant root zones that constrain trail alignment options.
- Archaeological review and Toronto and Region Conservation Authority (TRCA) permits apply to portions of the corridor.

Preliminary design, tree impact assessment, consultation with interest groups, and cost estimation are underway, in anticipation of public consultation, which is planned for early 2027. Following consultation, this project is proposed to be included in a future report to IEC in 2027. Pending City Council authorization to advance the MUT connection, construction would be tentatively planned for 2028.

Technical Amendments

Technical by-law amendments are recommended at eleven (11) locations, where construction is underway or recently completed, to align by-laws with field conditions and existing or updated signage.

Borden Street (Ward 11)

In 2024, City Council authorized changes to Harbord Street and Hoskin Avenue, including road safety improvements along these corridors and curb extensions on several side streets ([2024.IE10.2](#)). The installation of a curb extension and green infrastructure on Borden Street conflicted with an existing car share parking space. A technical amendment is required to shift the designated car sharing space by eight (8) metres to the north, so it would start 17 metres north of Harbord Street.

Champagne Drive (Ward 6)

As part of the redesign for Champagne Drive authorized by City Council in 2024 ([2024.IE10.2](#)), bike lanes and a No Stopping regulation were implemented on Champagne Drive between Chesswood Drive and Finch Avenue West, resulting in the removal of the designated accessible loading zone at 401 Champagne Drive. Concrete curbs and bollards are being removed to allow for Wheel-Trans vehicles to load and unload in the space previously designated as accessible loading. A technical by-law amendment is needed to rescind the accessible loading zone.

Davenport Road / Macpherson Avenue (Ward 12)

In April 2026, Toronto and East York Community Council authorized the installation of new traffic control devices to enable the realignment of the Glen Edyth Drive, Cottingham Road, and Davenport Road intersection and the Poplar Plains Road, Macpherson Avenue, and Davenport Road intersection ([2026.TE32.31](#)). The realignments and other planned safety upgrades at these intersections have been designed to accommodate the conversion of the one-way painted bike lanes along the north and south sides of Macpherson Avenue / Davenport Road to a two-way protected cycle track along the southerly lane from Boulton Drive to Huron Street.

The new intersection designs, in conjunction with the two-way cycle tracks, would provide safe and protected connections through this area. No parking or vehicle travel lanes would be affected by the change. During the public consultation process for this project in winter 2026, there was general support for reconfiguring the bike lanes, noting that this change would need to be brought forward for future City Council approval. As such, this report contains a technical amendment to convert the existing one-way bike lanes along Macpherson Avenue from Boulton Drive to Davenport Road and along Davenport Road from Macpherson Avenue to Huron Street to a two-way cycle track along the southerly lane.

Downes Street (Ward 10)

Construction for the high-rise residential developments at 55 Lake Shore Boulevard East and 100 Queens Quay East included the installation of an in-boulevard, bi-directional cycle track on the south side of Downes Street, between Cooper Street and John M. Tinsley Street. Installation of a bikeway on Downes Street, between Yonge Street and John M Tingley Street was recommended as part of the [Lower Yonge Precinct Plan](#), which established the planning context required to guide future development of the waterfront area located between Yonge Street and Lower Jarvis Street, Lake Shore Boulevard and north of Queens Quay. Technical amendments are required to enact the cycle track by-laws for this segment.

Finch Avenue West (Wards 1, 6, and 7)

In April 2016, City Council authorized the installation of cycle tracks and multi-use trail on Finch Avenue West, which was constructed by Metrolinx along the Finch West Light Rail Transit (LRT) corridor ([2016.EX13.9](#)). Cycle tracks on both sides of Finch Avenue West from Norfinch Drive / Oakdale Road to Tangiers Road and from Highway 27 to Weston Road were added. The Finch West LRT project also improved connections for pedestrians and people cycling to existing multi-use trails that run north and south from Finch Avenue West at Black Creek Ravine, as well as between Finch Avenue West and the existing multi-use path in the Hydro corridor to the north through the Metrolinx Maintenance and Storage Facility. Technical amendments are required to enact the cycle track by-laws for this project.

Morningside Avenue (Ward 24)

In December 2025, City Council authorized installation of a multi-use trail on the west side of Morningside Avenue, from Tams Road to the Highway 401 Eastbound Off-Ramp ([2025.IE26.6](#)). To provide a continuous network for people cycling to and from the new multi-use trail, there are four (4) segments of cycle track that will be added at the intersection of Morningside Avenue and Tams Road. This report also contains a technical amendment to add cycle tracks on Morningside Avenue and Tams Road.

Ordnance Street and Strachan Avenue (Ward 10)

In December 2021, City Council approved new cycle tracks on Ordnance Street ([2021.IE26.10](#)). The design included a left-turn queue box for people cycling north from Strachan Avenue to turn west onto East Liberty Street. A westbound “No Right-Turn on Red” prohibition was installed to promote safety of vulnerable road users, including pedestrians and people cycling queuing in the left-turn box. This report includes a

technical amendment to add the turn prohibition by-law, supporting the existing “No Right-Turn on Red” signage.

Phoebe Street (Ward 10)

In June 2014, City Council approved new westbound contra-flow bicycle lanes on the north side of Phoebe Street, from Beverley Street to Soho Street, as part of the Richmond-Adelaide Cycle Track Planning and Design Study ([2014.PW31.7](#)). At that time, by-laws were approved for new stop control for people cycling on Phoebe Street at both Soho Square and Soho Street, which are only 30 metres apart. A stop sign was never installed on Soho Street but was added at Soho Square. After reviewing the design, stop control is appropriate at Soho Street but not needed at Soho Square. This report includes a technical amendment to remove the stop control for people cycling westbound on Phoebe Street at Soho Square.

Willowdale Cycling Upgrades (Ward 18)

In December 2025, City Council approved road safety improvements on Willowdale Avenue, including an upgrade of existing cycle tracks to permanent materials coordinated with state-of-good-repair works ([2025.IE26.6](#)). To improve safety for all road users at the intersection of Willowdale Avenue and Bishop Avenue, a technical amendment to add “No Right-Turn on Red” prohibitions for eastbound, westbound, northbound, and southbound right-turn movements is recommended.

Wilmington Avenue (Ward 6)

In April 2021, City Council approved the permanent installation of the Wilmington Avenue bike lanes ([2021.IE20.12](#)). Construction for state-of-good-repair roadway work and road safety improvements on Wilmington Avenue was completed in 2023. This report includes a technical amendment to correct inconsistencies between by-laws and field conditions, including adjusting ten-minute (10-minute) parking lay-by limits and rescinding conflicting school bus loading zone by-laws.

Yonge Street (Ward 13)

In April 2026, City Council approved a number of traffic and parking by-law changes associated with the TTC Traction Power Upgrade Project, including a new Commercial Loading Zone on the east side of Yonge Street south of Carlton Street ([2026.TE31.53](#)). These changes are temporary and will expire at the end of August 2026, reverting by-laws to the pre-construction condition. Transportation Services has worked with TTC to update the road design for this small section of Yonge Street to reallocate space to the eastern curb lane and install a permanent Commercial Loading Zone south of Carlton Street. This change will improve safety by allowing commercial vehicles to service adjacent businesses on Yonge Street without obstructing live travel lanes, which can result in conflicts between vehicle operators and promote unsafe manoeuvres, such as weaving around curbside activity. This report includes technical amendments to parking by-laws to make the Commercial Loading Zone permanent following completion of the TTC Traction Power Upgrade Project.

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ATTACHMENTS

Attachment 1 - Additional Decision History for Road Safety Improvement Projects

Attachment 2 - Additional Details on Permanent Roadside Memorials

Attachment 3 - Bremner Boulevard Road Safety Improvements (Ward 10)

Attachment 4 - Improving Davisville Avenue (Ward 12)

Attachment 5 - Elmhurst Drive & Islington Avenue Road Safety Improvements (Ward 1)

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

Attachment 7 - Rowntree Road & Panorama Court Road Safety Improvements (Ward 1)

Attachment 8 - New Traffic Control Signal - Alton Towers Neighbourhood Connections (Ward 23)

Attachment 9 - New Traffic Control Signals - Ellesmere Complete Street (Ward 25)

Attachment 10 - Amendment - Ferrand Drive Area Safety Improvements (Ward 16)

Attachment 11 - By-Law Amendments for Road Safety Improvement Projects

Attachment 12 - Speed Hump Locations Plans