



Horner Avenue Road Safety Improvements

**Public Consultation Report
March 2026**

Contents

Consultation Summary 3

Project Overview 4

Overview of Communications and Consultation Activities 4

 Communication Activities 4

 Consultation Activities 4

Public Feedback 4

 Interest Group Feedback 5

 Public Drop-in Event 6

 Survey 8

 Additional Feedback 12

Appendices 13

 Appendix A: Survey Participant Profile 13

For questions about this report, please contact:
Katelynn Northam
Senior Coordinator, Public Consultation Unit
Katelynn.Northam@toronto.ca
416-392-8833

Consultation Summary

Public and interest group consultation for Horner Avenue Road Safety Improvements took place from January 9 to February 13, 2026. Consultation activities included two in-person meetings with interest groups, one 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 flyers distributed by Canada Post throughout the project area, 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 people walking and 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, as well as speed humps because of 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 being required. Many participants also felt that 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 that the shared lane markings on Foch Avenue were insufficient to improve safety and comfort for people cycling.

The feedback gathered through this consultation is meant to inform staff recommendations to City Council. In response to feedback gathered through this consultation, the proposed design has been revised to address concerns about narrowed lanes of travel, provide two 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 and additional safety improvements and adjustments to signal phasing at the intersection of Brown's Line will also be considered.

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

Project Overview

The City is proposing cycling and road safety upgrades on Horner Avenue from Westhead Road to Brown's Line, and on Foch Avenue from Horner Avenue to Edgeware Drive. This project proposes adding bicycle lanes and speed humps along Horner Avenue, and shared lane markings (sharrows) and speed humps along Foch Avenue. Improvements would maintain all existing motor vehicle lanes while aiming to reduce motor vehicle speeds. The bikeways would connect to routes and destinations like the Etobicoke Creek Trail, Sir Adam Beck Junior School, Alderwood Pool and Library, residences, Bethel Seventh Day Adventist Church, and the Long Branch GO Station.

Overview of Communications and Consultation Activities

Communication Activities

A variety of methods were used to notify people of the project and opportunities to participate:

- Project web page toronto.ca/Horner, 624 unique visitors
- Notice delivered through Canada Post (5,149 addresses in the project area)
- Email to interest groups including Sir Adam Beck Public School, Alderwood Action After School daycare, ESS Seniors Services, Bethel Seventh Day Adventist Church, and various businesses near Horner Avenue and Brown's Line (8 contacts)
- Posts on @TO_Cycling social media accounts (3 posts on Bluesky and X, 1 post on Instagram).

Consultation Activities

Public and interest group comments on the project were received through the following consultation and engagement activities:

Activity	Date	Participation
Sir Adam Beck Public School Meeting	January 9, 2026	1 attendee (Principal)
ESS Support Services	January 9, 2026	2 attendees (Management staff)
Online Survey	January 19 – February 13, 2026	148 responses
Drop-in Event	February 2, 2026	42 attendees
Email/Phone/Mail	January 21 – February 17, 2026	23 comments received from 16 individuals

Public Feedback

- Interest groups were broadly supportive of the proposal, event attendees expressed mixed support, and many survey respondents were unsupportive.
- Among interest groups, event attendees, and some survey respondents, there was support for measures to slow traffic, noting ongoing speeding issues on Horner Avenue and the number of vulnerable road users in the area such as children. Participants generally felt that the impacts would be minor and manageable.
- Other participants, including many survey respondents and email commenters, were skeptical about the necessity of the project and concerned about potential impacts to residents. Many respondents noted that the existing conditions feel safe enough and that changes are not warranted.

- Specific concerns were raised about the narrower vehicle travel lanes and speed humps, with concerns expressed about their necessity, impacts to emergency vehicles, inconvenience to residents, and potential for displacement of traffic.
- Some concerns were raised about impacts of parking removals on school operations; however, school leaders indicated that the changes would have minimal impact on pick-up and drop-off as most of it is managed within the parking lot and Eltham Drive.
- A smaller number of respondents expressed opposition to the proposal because they wanted to see a greater degree of cycling separation, such as bike lanes on Foch Avenue and cycle tracks with a barrier on Horner Avenue.

Interest Group Feedback

An in-person meeting was held with leadership of Sir Adam Beck Junior School at 544 Horner Avenue on January 9, 2026 to share information on the proposed changes to Horner Avenue and Foch Avenue and receive feedback on possible impacts to the school.

Topic	Comment Summary
Overall reaction to proposal	<ul style="list-style-type: none"> • Supportive of the bike lanes and speed humps • Concerned about safety in general, school has strict protocols around pick-up and drop-off as there was a death in the parking lot several years ago • School is encouraging more people to walk and bike to school • There is a lot of speeding on Horner Avenue
Pick-up and drop-off	<ul style="list-style-type: none"> • School lot is at or near capacity, but generally people do not drop off, pick up or park on Horner Avenue in front of the school • Parking lot has a 'kiss-and-ride'. The small buses drop off in the parking lot and large buses drop off on Eltham Drive to the north
Eltham Drive conflicts	<ul style="list-style-type: none"> • Buses have a designated loading zone but parents and caregivers also stop for drop off and pick up there • There have been a few accidents from buses backing into cars • Request for paint, improved signage, and tree trimming to enhance the visibility of the bus loading zone and prevent others from stopping there
Sidewalks and paths	<ul style="list-style-type: none"> • The school is on a shared site with the City of Toronto (community centre and library) • There are various pathways used by children and community members that are in a state of disrepair, very uneven and collect water and ice • Request for repairs to the pathway that goes from the school to the bus zone; ideally the path along the western edge would also be widened
Construction impacts	<ul style="list-style-type: none"> • Concerned about dust settling on windows during road resurfacing. Request for project team to mitigate or clean up the dust

An in-person meeting was held with leadership at ESS Senior Services on January 9, 2026 to share information on the proposed changes to Horner Avenue and Foch Avenue and receive feedback on possible impacts to the adult day program at 525 Horner Avenue.

Topic	Comment Summary
Overall reaction to proposal	<ul style="list-style-type: none"> • Support for the bike lanes and speed humps and other improvements to safety • Staff and visitors will be inconvenienced as a result of the parking removals, as the centre only has ten regular parking spots, and two accessible ones, but can adapt to the change • Street parking is primarily used for overflow parking for staff, volunteers and visitors • Clients generally do not use the street parking, they are picked up and dropped off

Public Drop-in Event

At the public drop-in event on February 2, 2026, attendees were able to view information panels about the project and speak with members of the project team. Participant comments are summarized below:

Topic	Comment Summary
Overall	<ul style="list-style-type: none"> • Questions about whether project is necessary and provides good value for money
Bike Lanes	<p>Attendees had mixed feedback regarding the proposal for bike lanes on Horner Avenue.</p> <ul style="list-style-type: none"> • Bike lanes are a much-needed addition, would like to see them extended past this area • Suggestions about additional cycling connections on local streets in the neighbourhood • Concerns about the impacts of the bike lanes on parking, particularly around Brown's Line <p>Suggestions:</p> <ul style="list-style-type: none"> • Make cycling bidirectional or one-side only • Improve bike parking at Foch Avenue and Edgeware Drive near Long Branch GO station entrance • Add raised intersection and guide lines directing bikes to the trail at Burlingame Road and Horner Avenue, and single-file signage
Speed humps	<p>Attendees had mixed feedback regarding the proposed speed humps.</p> <ul style="list-style-type: none"> • General support for measures to slow traffic including the speed humps, noting issues with speeding on Foch Avenue • Concerns that speed humps would divert vehicles onto streets without speed humps, noting some precedent for this in the neighbourhood <p>Suggestions:</p> <ul style="list-style-type: none"> • Add additional speed humps on streets like Gort Avenue and Gair Drive

Topic	Comment Summary
Parking	<p>Attendees were generally neutral or positive about parking removals on Horner Avenue.</p> <ul style="list-style-type: none"> • Support for parking removal, comments that parking can create safety, sightline and congestion issues, particularly around the school parking lot and at Brown’s Line and Horner Avenue and Westhead Road and Horner Avenue • Concerns about removal of all parking on Horner Avenue noting that there are times, such as around special events and sports games, during school pick-up and drop-off, and during church services when parking on Horner Avenue is more heavily used, and in the summer near Westhead Road to access the trail. Some concerns about impacts this could have on side street parking <p>Suggestions:</p> <ul style="list-style-type: none"> • Maintain some street parking on Horner Avenue between Brown’s Line and Orianna Drive • Prohibit parking within 90ft of stops at corner of Horner Avenue and Westhead Road
Additional Safety Improvements	<ul style="list-style-type: none"> • Support for improvements to crossing at the Etobicoke Creek trail entrance and improvements to crosswalks in general • Safety and speeding concerns at Foch Avenue and Alcan Avenue • Requests for enforcement of existing stop signs and parking rules • Concerns about sightlines when turning from side streets onto Foch Avenue due to parked cars and trees <p>Suggestions:</p> <ul style="list-style-type: none"> • Introduce right turn on red restrictions from westbound Horner Avenue onto Brown’s Line, turning north • Add a roundabout at Horner Avenue and Foch Avenue • Add raised intersection at Horner Avenue and Foch Avenue • Make safety improvements at Eltham Drive and Delma Drive • Add more four-way stops along Foch Avenue particularly at Burlingame Road, Albright Avenue, and Alcan Avenue, or at Foch Avenue and Horner Avenue in lieu of crosswalk.

Survey

The survey was available online and in print format and included background information on the project. The questions included multi-choice or multi-select responses, in addition to open ended comment boxes and optional demographic questions. Participation in the survey was anonymous. See Appendix for survey participant profile.

Responses received to each question are presented in this section.

Question: What do you like about the proposed changes for Horner Avenue? Select up to three.

Proposed change	Number of respondents
Improved cycling connections	36
Narrowed travel lanes	20
Painted bike lane	39
Parking prohibited at all times on both sides of the street	37
Reduced speed limit of 30 km/h	60
Speed humps	42
Not sure	9
Other (please specify)	28

There were 137 responses to this question. The most popular change among respondents was the reduced speed limit of 30 km/h on Horner Avenue (60 respondents), followed by speed humps (42 respondents), and painted bike lanes (39 respondents).

Additionally, 20 respondents indicated in the 'Other' field that they did not like anything about the proposed changes.

The changes were slightly more popular among respondents who indicated they cycle in the area (65 respondents), with 30 respondents supporting the reduced speed limit, 26 supporting the painted bike lane, and 22 supporting speed humps.

Question: What concerns do you have about proposed changes for Horner Avenue? Select up to three.

Proposed change	Number of respondents
Improved cycling connections	8
Narrowed travel lanes	75
Painted bike lane	55
Parking prohibited at all times on both sides of the street	49
Reduced speed limit of 30 km/h	23
Speed humps	61
Not sure	5
Other (please specify)	22

There were 134 responses to this question. The most unpopular proposed change for Horner Avenue was the narrowed travel lanes (75 respondents) followed by speed humps (61 respondents) and painted bike lanes (55 respondents).

Respondents who cycle in the area (58 respondents) had the same top three concerns, though fewer respondents were concerned about each one: 26 selected narrowed travel lanes, 22 selected speed humps, and 22 selected painted bike lanes.

Additional concerns added by respondents included lack of separation for the bike lanes (4 comments) and potential for conflicts with pick-up and drop-off at the school (5 comments).

Question: What do you like about the proposed changes for Foch Avenue? Select up to three.

Proposed change	Number of respondents
Improved cycling connections	50
Shared lane markings (sharrows)	32
Speed humps	48
Wayfinding signs	42
Not sure	14
Other (please specify)	30

There were 132 responses to this question. The most popular proposed change for Foch Avenue was the improved cycling connections (50 respondents) followed by speed humps (48 respondents) and wayfinding signs (42 respondents).

Additionally, 20 respondents indicated in the 'Other' field that they did not like anything about the proposed changes.

Respondents who cycle in the area (64 respondents) were more likely to approve of the improved cycling connections (34 respondents), speed humps (28 respondents) and wayfinding signs (24 respondents).

Question: What concerns do you have about proposed changes for Foch Avenue? Select up to three.

Proposed change	Number of respondents
Improved cycling connections	17
Shared lane markings (sharrows)	67
Speed humps	65
Wayfinding signs	14
Not sure	9
Other (please specify)	28

There were 120 responses to this question. The most unpopular proposed changes for Foch Avenue were the shared lane markings (67 respondents) and speed humps (65 respondents).

Among respondents who cycle in the area (52 respondents), 33 were concerned about the shared lane markings and 24 were concerned about the speed humps.

Question: Do you support a new Bike Share station at Edgeware Drive and Foch Avenue?

Response	Number of respondents
Yes	75
No	42
Not Sure	30

There were 147 responses to this question. Slightly more than half of respondents support a new Bike Share station at Edgeware Drive and Foch Avenue.

Respondents were asked to elaborate on their reasons for not supporting a bike share station in this location. Comments provided included:

- Concerns that demand is not sufficient in that location, that there is a station at the other entrance already, and many residents have their own bikes or walk to the station
 - Some suggested that there needs to be other stations located north of this area for this location to make sense logistically
- Suggestion that budget for this could be spent on other needs in the area
- Concerns about a new bike share station leading to increased bike traffic and potential for conflicts with people walking and driving

Question: Overall, do you agree that the proposed changes on Horner Avenue and Foch Avenue will improve safety and comfort for road users?

Response	Number of respondents
Strongly Agree	22
Agree	27
Neutral	7
Disagree	27
Strongly Disagree	63

There were 146 responses to this question. 90 respondents disagree that the changes will improve safety and comfort for road users and 49 agree.

Among those who cycle in the area (68 respondents), responses are split. 33 respondents disagree, and 33 agree.

Survey Comments

The most common reasons noted for supporting the proposed changes in this project included:

- Improved safety for people cycling and pedestrians, particularly children attending Sir Adam Beck Junior School and AAASI daycare
- Improved connections to Long Branch GO and Etobicoke Creek trail
- Promotes greater uptake of cycling to community destinations by providing safer infrastructure
- Potential for improvements to congestion and traffic operations at Brown's Line and Horner Avenue resulting from removal of parking on Horner Avenue
- Promotes safer conditions in the area by reducing speed of vehicles

The most common concerns included:

- Speed humps on Horner Avenue:
 - Potential to increase congestion and displace vehicle traffic to other streets in the neighbourhood
 - Potential for negative impacts to emergency vehicle response time
 - Effectiveness of speed humps is limited
 - Impediment to snow clearing
- Narrower lanes and potential for this change leading to more accidents
- Painted bike lanes and sharrows will not sufficiently improve safety and encourage new cycling trips as compared to a physically separated lane
- Parking removals may have negative impact on school and daycare pick-up and drop-off, businesses near Brown's Line, and special events at the community centre, and create congestion on side streets, particularly near the trail entrance and around Long Branch GO entrance
 - One respondent noted that the Eltham Drive entrance is not an accessible alternative for parents pushing strollers off Eltham Drive
- Area is already safe enough for cyclists and bike lane is unnecessary
- Data does not support rationale for project
- Money allocated to this project would be better spent on other priorities

Suggestions included:

- Add more stop signs on Foch Avenue rather than speed humps
- Institute no parking regulation on Foch Avenue, especially around the Long Branch GO station entrance
- Consider different road calming and cycling safety options, including chicanes, roundabouts and a bidirectional path on one side only and parking on the other side of Horner Avenue
- Increase enforcement rather than make these changes

Additional comments beyond the scope of proposed changes, but which may be addressed in future phases included:

- Concerns about impacts of speed humps on heavy truck traffic on the segment of Horner Avenue east of Brown's Line (not proposed by the project)
- Make improvements to safety and traffic operations at Brown's Line and Horner Avenue, such as an advance left from Horner Avenue onto Brown's Line (eastbound)

Additional Feedback

In addition, staff received comments by phone and email from 16 individuals, summarized by theme below:

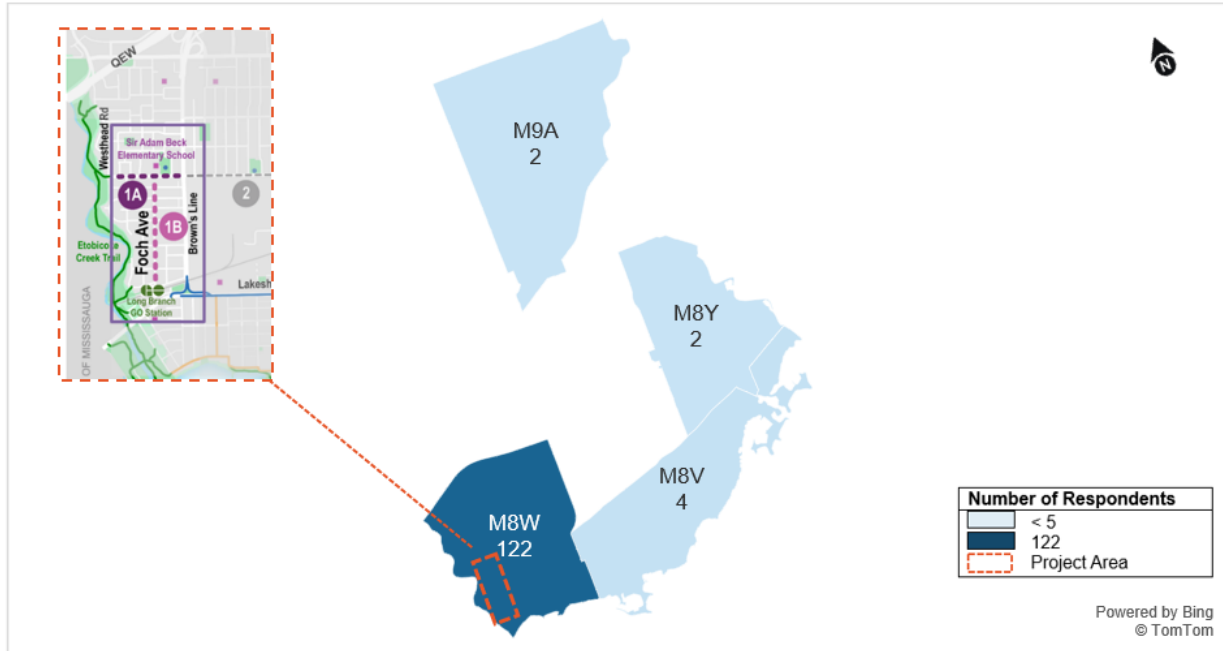
Theme	Comments
Road narrowing	<ul style="list-style-type: none">• Concerns about road narrowing and possible impacts on safety
Parking	<ul style="list-style-type: none">• Concerns about impacts on school pick-up and drop-off and events at the community centre; disagree with assessment of low parking utilization• Large trucks occasionally need to stop on Horner Avenue to unload deliveries for the school and daycare due to lack of space in parking lot
Speed humps	<ul style="list-style-type: none">• Concerns about speed humps because of inconvenience to drivers, potential traffic displacement to other streets, cost of installation, skepticism about effectiveness, and perceived lack of necessity given low number of deaths and serious injuries in this area• Some support for speed humps and requests for additional speed humps on streets around the school• Suggestion to replace speed humps with increased enforcement
Safety concerns at Horner Avenue and Brown's Line	<ul style="list-style-type: none">• Concerns about speeding, red light compliance and pedestrian safety at Brown's Line and Horner Avenue
Bike lanes	<ul style="list-style-type: none">• Existing cycling conditions feel sufficiently safe, and bike lanes will cause unnecessary issues
Vehicle volumes on Horner Avenue	<ul style="list-style-type: none">• Concerns about future plans for Horner Avenue on the east side of Brown's Line, and potential for conflicts with commercial vehicles as well as safety concerns with mixing cyclist and truck traffic

Appendices

Appendix A: Survey Participant Profile

A total of 148 survey respondents provided optional demographic information described below.

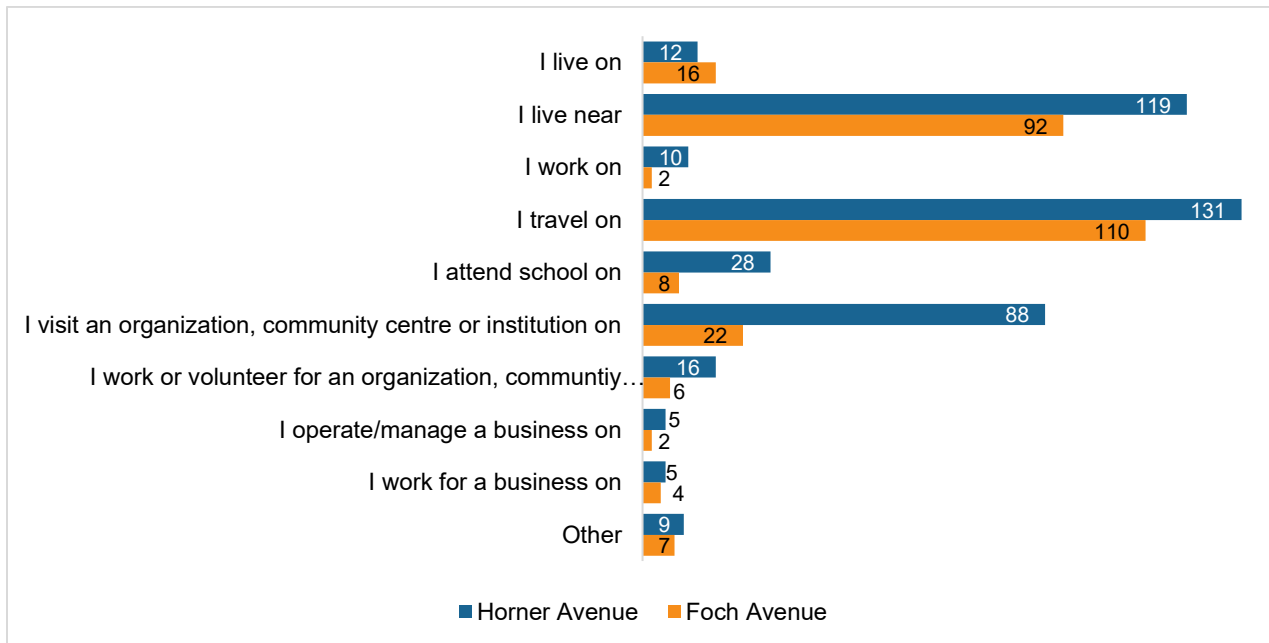
Postal Code | n=144



Almost all of the survey respondents indicated they live in or very close to the project area (M8W). The remainder were scattered near the area, with a few from assorted other areas not pictured.

Relationship to the Project Area | n=148

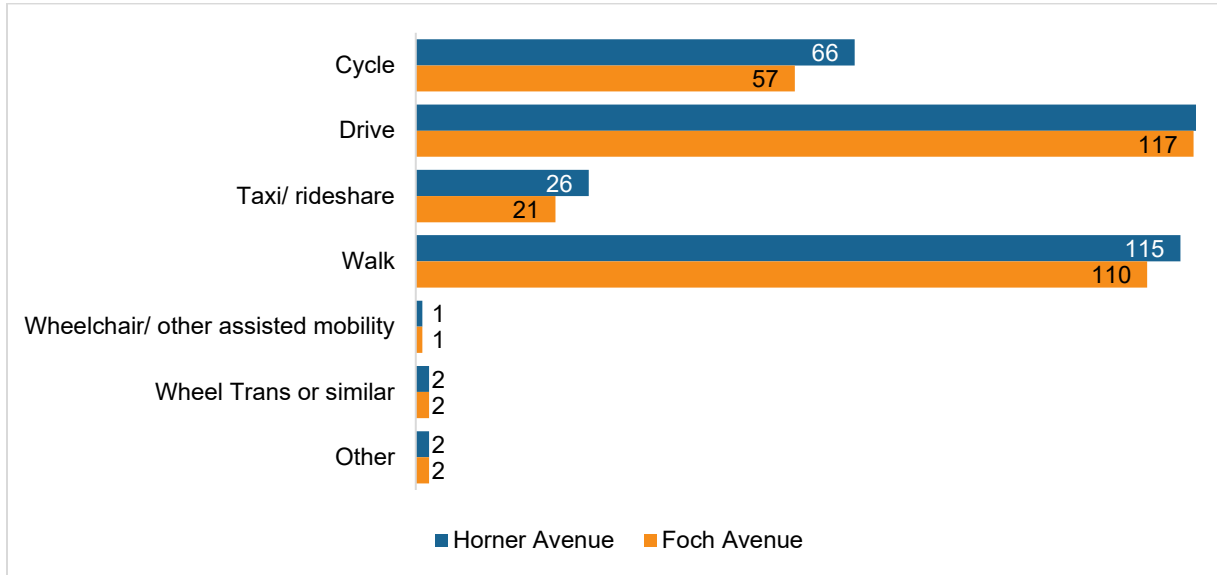
Respondents could select all options that applied to them.



The vast majority of respondents live near and travel within the project area.

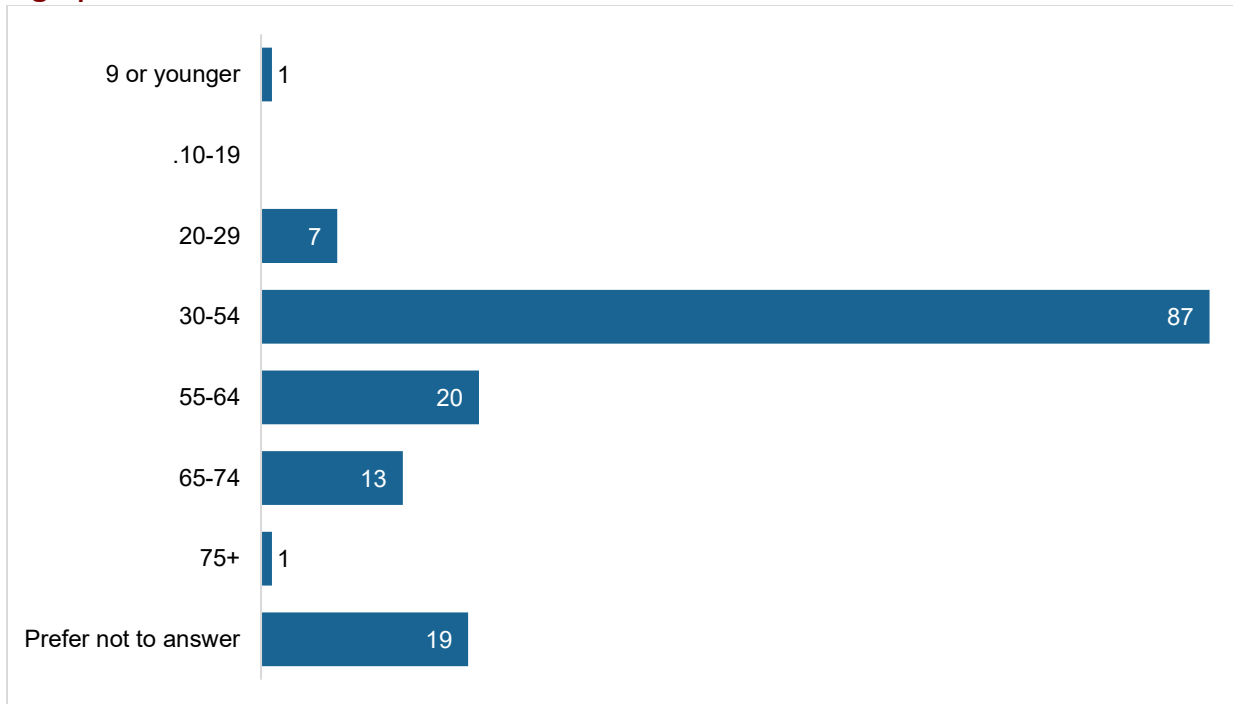
Typical Ways of Travelling In/Near the Project Area | n=147

Respondents could select all that applied to them.



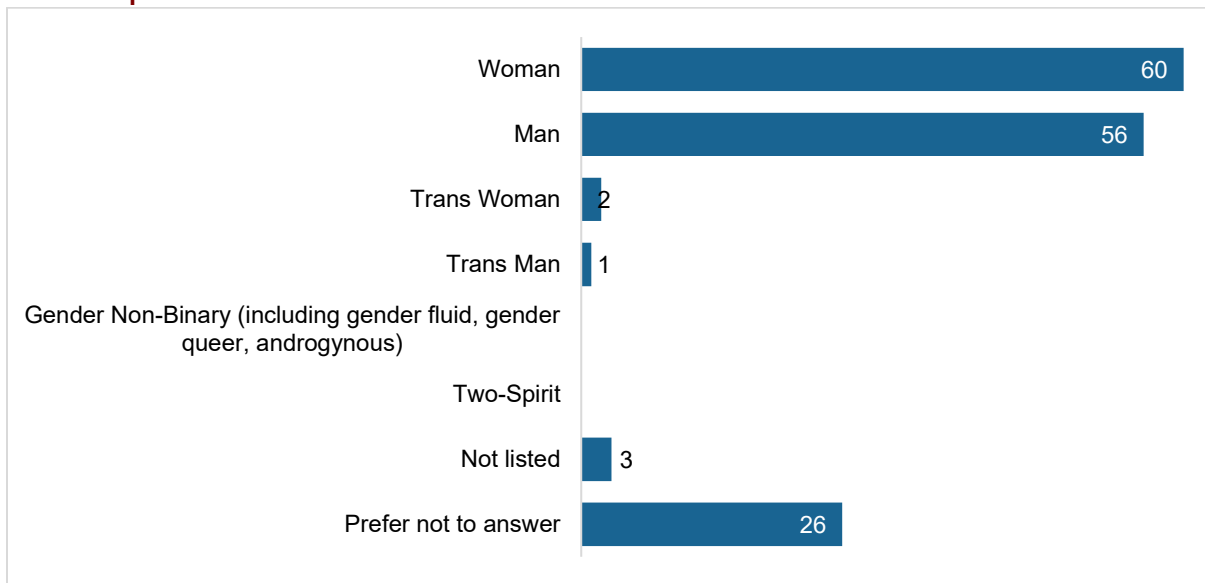
136 of respondents drive and 115 walk on Horner Ave, and 117 drive and 110 walk on Foch Ave. 66 cycle on Horner, and 57 cycle on Foch Ave.

Age | n=148



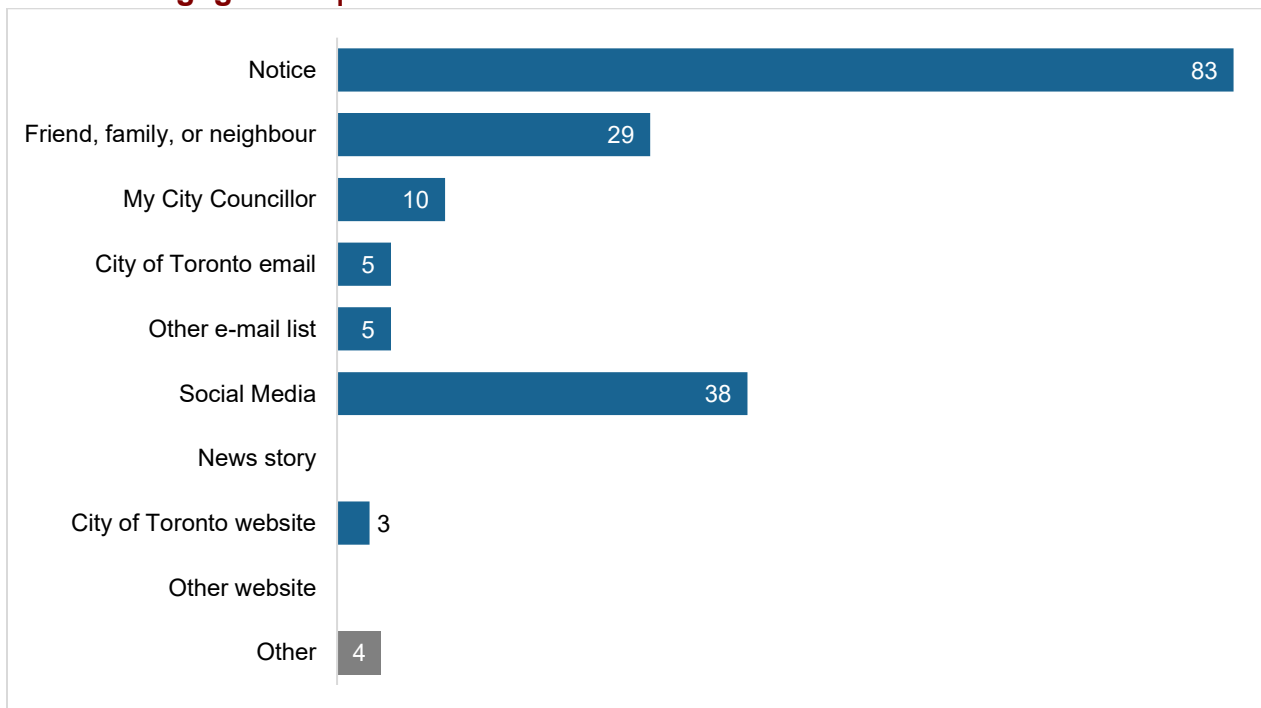
Most respondents were in the 30-54 age category (87 respondents).

Gender | n=148



Slightly more women than men responded to the survey, and about 26 respondents chose not to answer the question.

Point of Engagement | n=146



Most survey respondents heard about this consultation by the flyer delivered to the project area, followed by social media posts, and word of mouth.