



Road Safety Improvements on Symes Road, Orman Avenue and Hilledale Road

Virtual Public Meeting

Monday, September 27, 2021



We acknowledge the land we are on is the traditional territory of many nations, including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples.

We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.

Agenda



Topic	Time
Introduction	7:00 - 7:10 p.m.
Presentation	7:10 - 7:40 p.m.
Q&A Period	7:40 - 8:25 p.m.
Next Steps	8:25 - 8:30 p.m.



Councillor Frances Nunziata
City of Toronto, Ward 5
York South-Weston



Purpose of this Event



To inform the community about the proposed **road safety improvements** on Symes Rd Orman Ave and Hilldale Rd

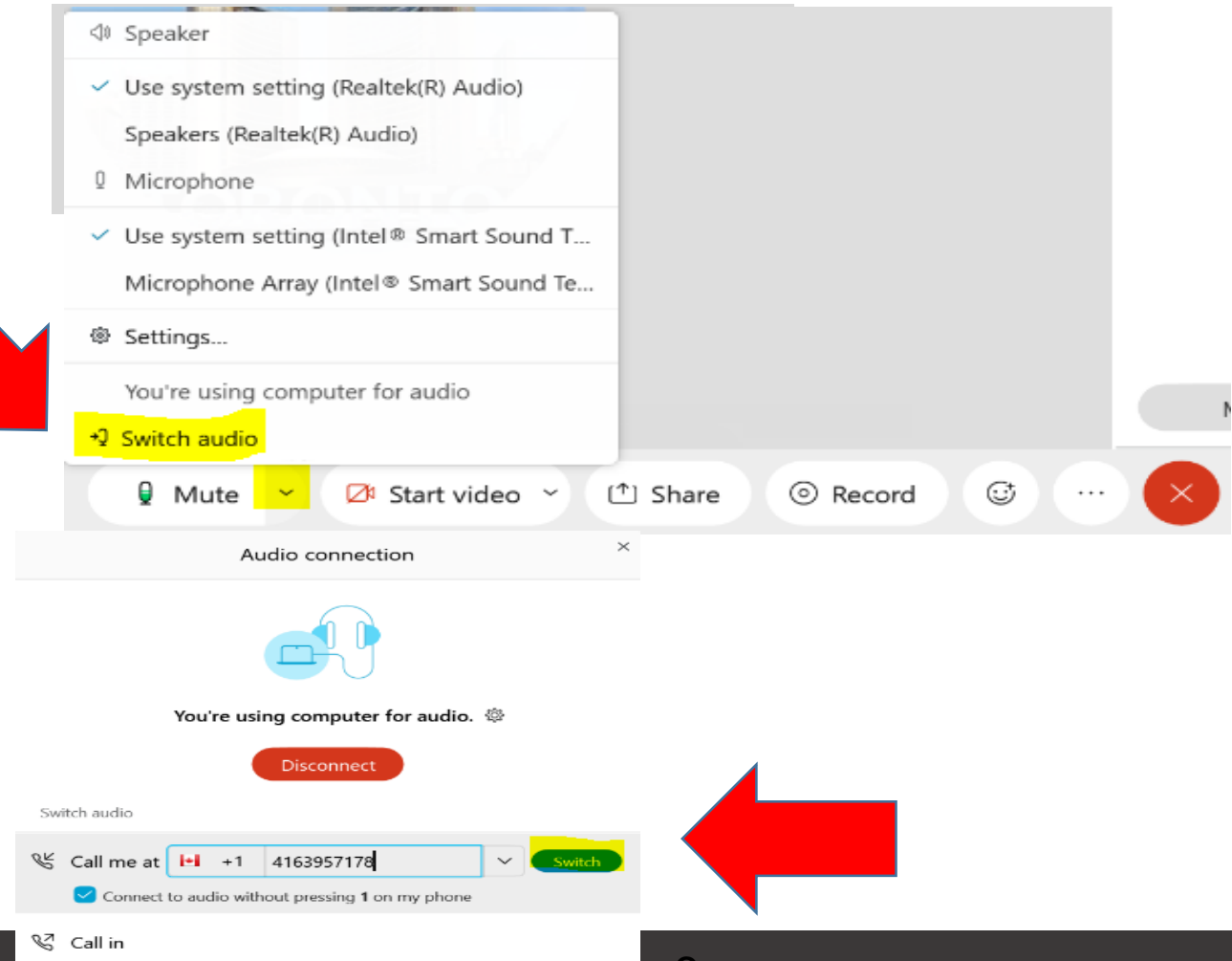


To provide an opportunity for the **public to ask questions** and provide feedback



Webex can call you!

1. Click **the arrow** beside your mute button
2. Click **“Switch audio”**
3. Use **“Call me”** function
 - Enter your phone #
 - Webex will call your phone
 - No long distance charges



Still not working? Try this!



Call Into the Meeting

Dial: 416-915-6530

When prompted for a meeting number enter:

2450 977 9773

Participating by Computer

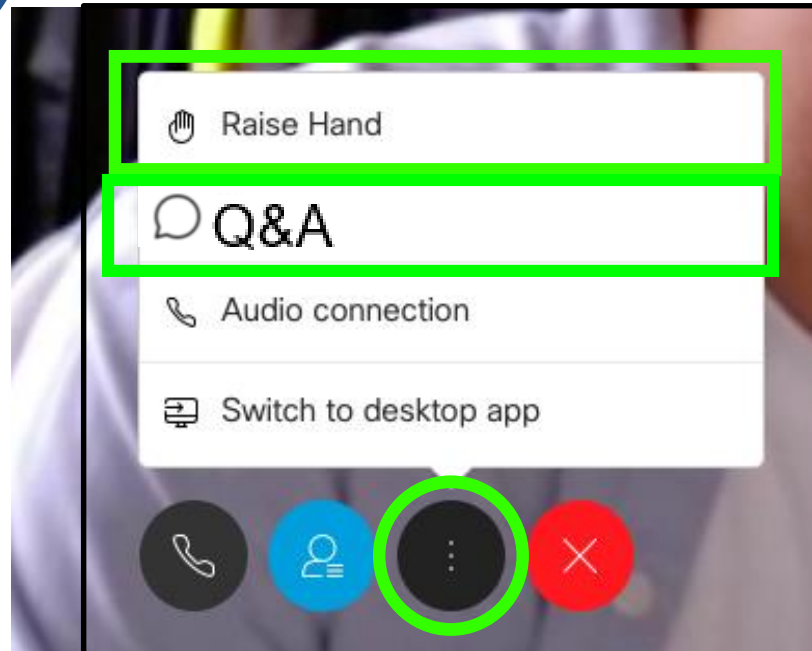


Raise your
hand or type
your question



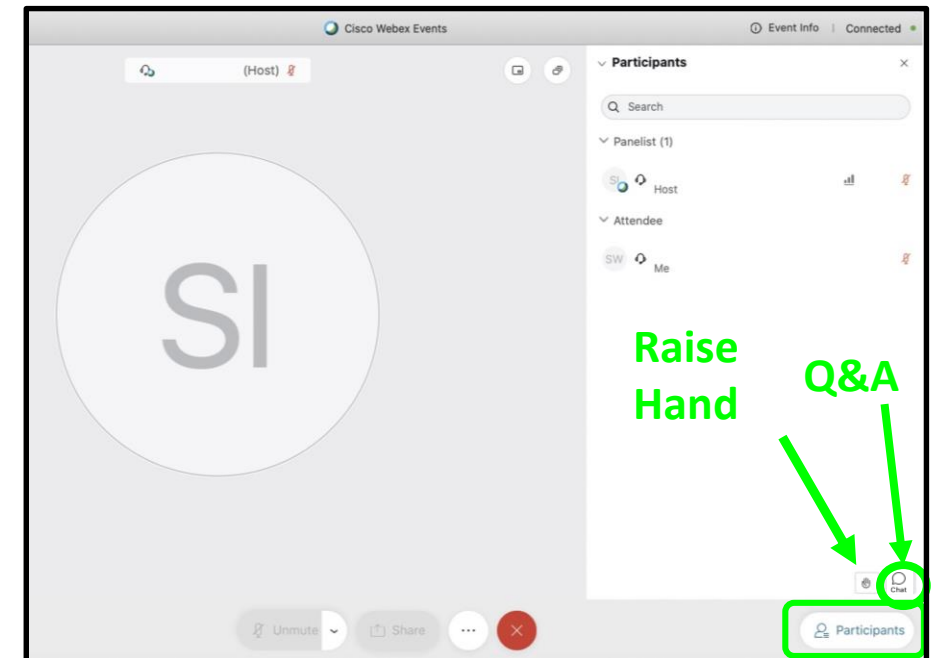
Via the [internet browser](#)

Click the “...” button at the bottom of the video window and select “Raise Hand” or “Q&A”.



Via the [Webex App](#)

Click the Participants button at the bottom of the video (the Participants panel will open to the right). Then click the “Raise Hand” or “Q&A” button at the bottom right.



Participating by Smartphone or Tablet

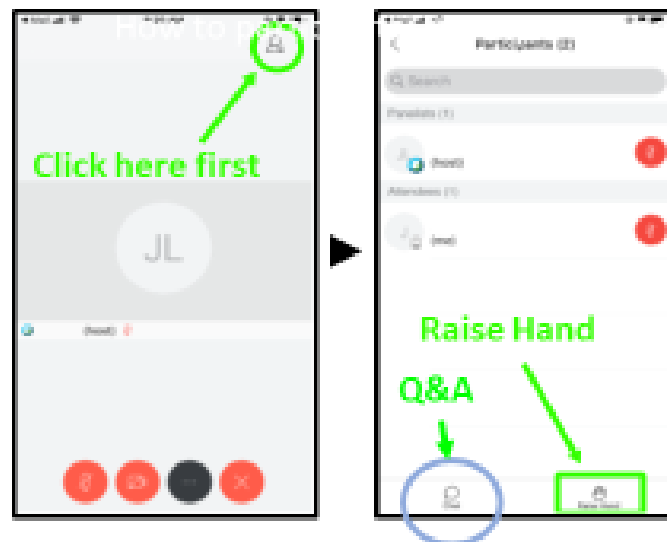


Raise your
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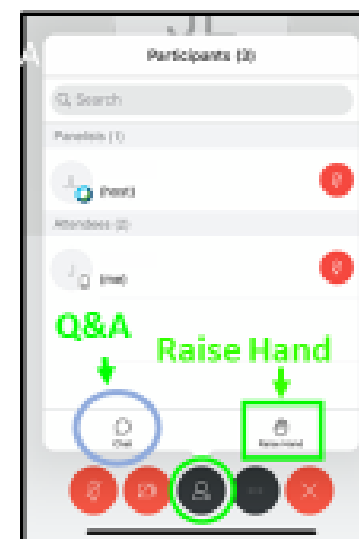
For smartphones

Click the Participants panel button at the top right corner of the screen. Then click "Raise Hand" or "Q&A" at the bottom right of the screen.



For tablets

Click the Participants panel button at the bottom of the screen. Then click the "Raise Hand" or "Q&A" button at the bottom right.



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- To raise your hand virtually, **key in *3.**
- The Host will see a hand up beside the last four digits of your phone number
- During the Q&A period, the Host will unmute you and let you know that you can speak



Project Team:

- Basil Tsomokos, Vision Zero Projects
- Katherine Wilson, Cycling and Pedestrian Projects
- Larysa Sereda, Traffic Operations
- Michael Vieira, Public Consultation Unit

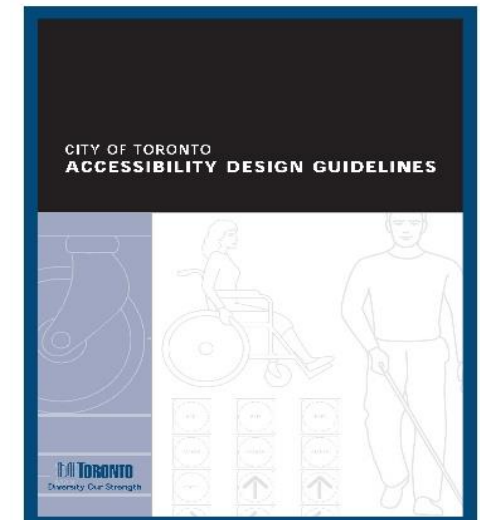
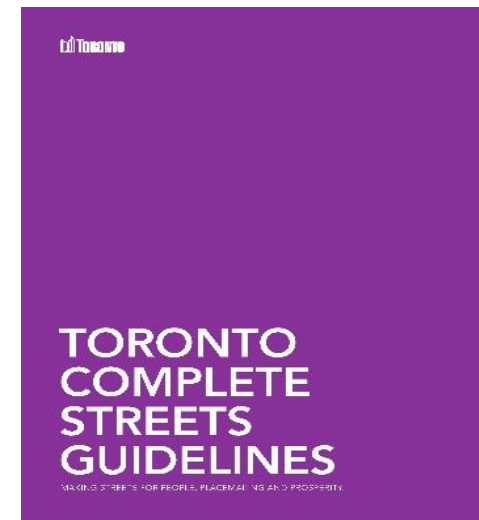
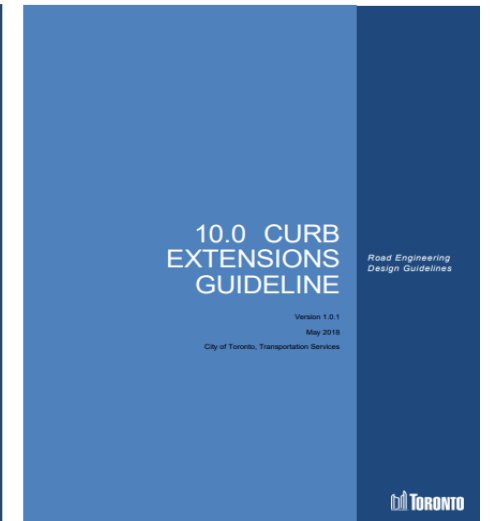
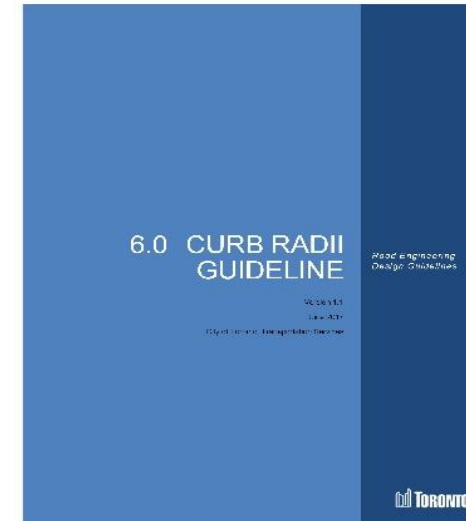
Road Safety | Policies and Guidelines



The City has a number of policies and guidelines in place to improve the design of streets for all road users.

They focus on:

- Safety for all road users, particularly the most vulnerable.
- Mobility for all ages.
- Accessibility for everyone.



Road Safety | Policies and Guidelines cont.



Official Plan Goals

Make Toronto a “walking city”, and bring all Toronto residents within 1km of a designated cycling route



Road to Health: Healthy Toronto by Design

Increased physical activity is associated with reduced risk of obesity, type 2 diabetes, cardiovascular disease, and some cancers



Vision Zero Road Safety Plan

Fatalities and serious injuries on our roads are preventable, and we must strive to reduce traffic-related deaths and injuries to zero by prioritizing the safety of our most vulnerable road user



TransformTO: Climate Action Strategy

Targets 75% of trips under 5 km are walked or cycled by **2050**



Complete Streets Guidelines

Streets are for people, placemaking and prosperity. Complete streets consider all modes, prioritize safety, and balance the need to move people and goods, while recognizing streets as places



Reduce Reliance on Motor Vehicles

Providing alternatives to driving allows for roadways to be used more efficiently and for users who have no choice (e.g. emergency, deliveries)



Encouraging People of All Ages and Abilities to Ride

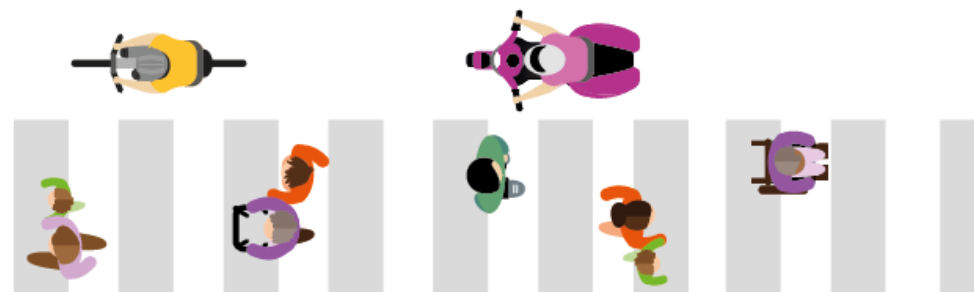
The majority of people rate themselves as “interested but concerned” about cycling, and will only do so if bikeways feel safe



The City's Vision Zero Road Safety Plan is focused on reducing traffic-related fatalities and serious injuries. The Symes Rd reconstruction includes a number of key measures from the Plan:

- **Corner Radii Reductions** – Intersection corners will be extended to create as close to a 90 degree angle as possible in order to a) shorten pedestrian crossing distances, b) improve the visibility of people walking, and c) resulting in improved safety for people walking and cycling.
- **Lane Width Reduction** – Reducing vehicle lane width encourages drivers to travel slower and not exceed the speed limit, resulting in reduced impact speed in the event of a collision. This provides drivers with more reaction time.
- **Pavement Marking Improvements** – Stop bars and crosswalks will be re-installed for greater visibility.
- **Missing Sidewalks** - Sidewalks are critical transportation infrastructure to support a safe, accessible and walkable city.

[Toronto.ca/VisionZero](https://toronto.ca/VisionZero)
[Toronto.ca/CompleteStreets](https://toronto.ca/CompleteStreets)



Missing Sidewalk Installation Policy



- Sidewalks are critical transportation infrastructure that support a safe, accessible and walkable city.
- The City of Toronto's Road Classification System calls for sidewalks on both sides of collector roads and on one or both sides of local roads
- This Missing Sidewalk policy enables the City of Toronto to remove barriers to accessibility, complete gaps in Toronto's walking network, and help all residents and visitors connect to transit, schools and other neighbourhood amenities.



Design Features | New Sidewalk Widths



- The City of Toronto standard sidewalk width is 2.1m to accommodate two people in mobility assistive devices passing one another.
- The absolute minimum width for sidewalks for accessibility is 1.5m.



Overview of Road Safety Improvements



The safety improvements planned in coordination with the road work include:

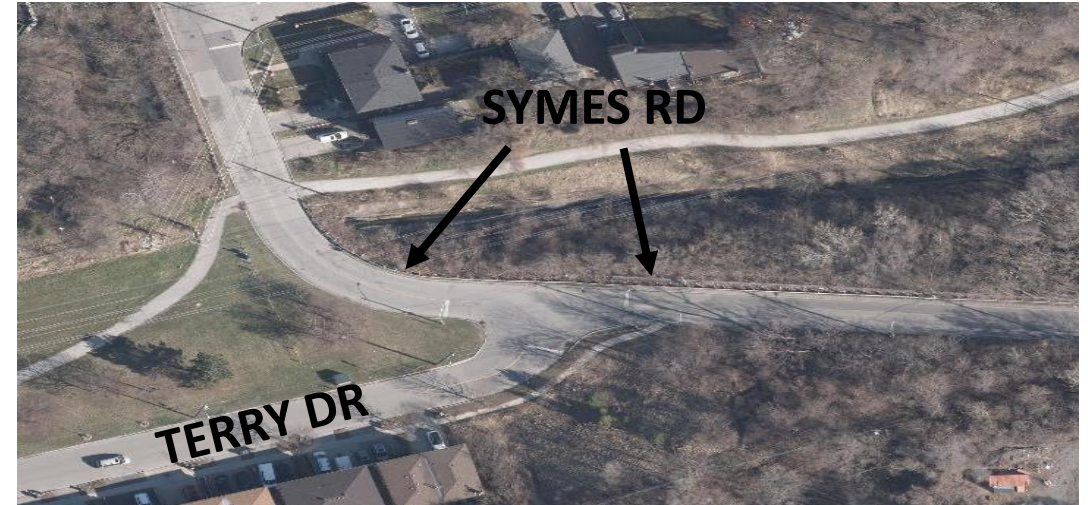
1. Redesign of the intersection of Symes Rd and Terry Dr
2. Addition of new (missing) sidewalks on Symes Rd and on Orman Ave
3. Enhanced Lavender Creek Trail crossing on Symes Ave
4. Road narrowing and wider sidewalks on Hilldale Ave

These changes will enhance road safety by calming traffic and enabling pedestrians to safely connect to transit, schools and other neighbourhood amenities.

Existing Road Conditions | Symes Rd



- Road classification: Local
- Existing roadway width: 7.3 m to 8.5 m
- No existing sidewalks
- One motor vehicle lane each direction
- Parking prohibited
- Daily traffic volume: 5,000 vehicles/day
- Posted speed limit: 40 km/h
- Existing heavy truck prohibitions (anytime) on Symes Rd between Orman Ave to 235m east of Terry and on Terry Dr



Safety Concerns | Symes Rd and Terry Dr



- Area residents have raised concerns about large heavy trucks (tractor trailers) travelling through the community, specifically on Terry Dr
- Residents, with support from the councillor, have requested changes to the intersection of Symes Rd and Terry Dr to deter heavy trucks.



Intersection Improvements | Symes Rd and Terry Dr



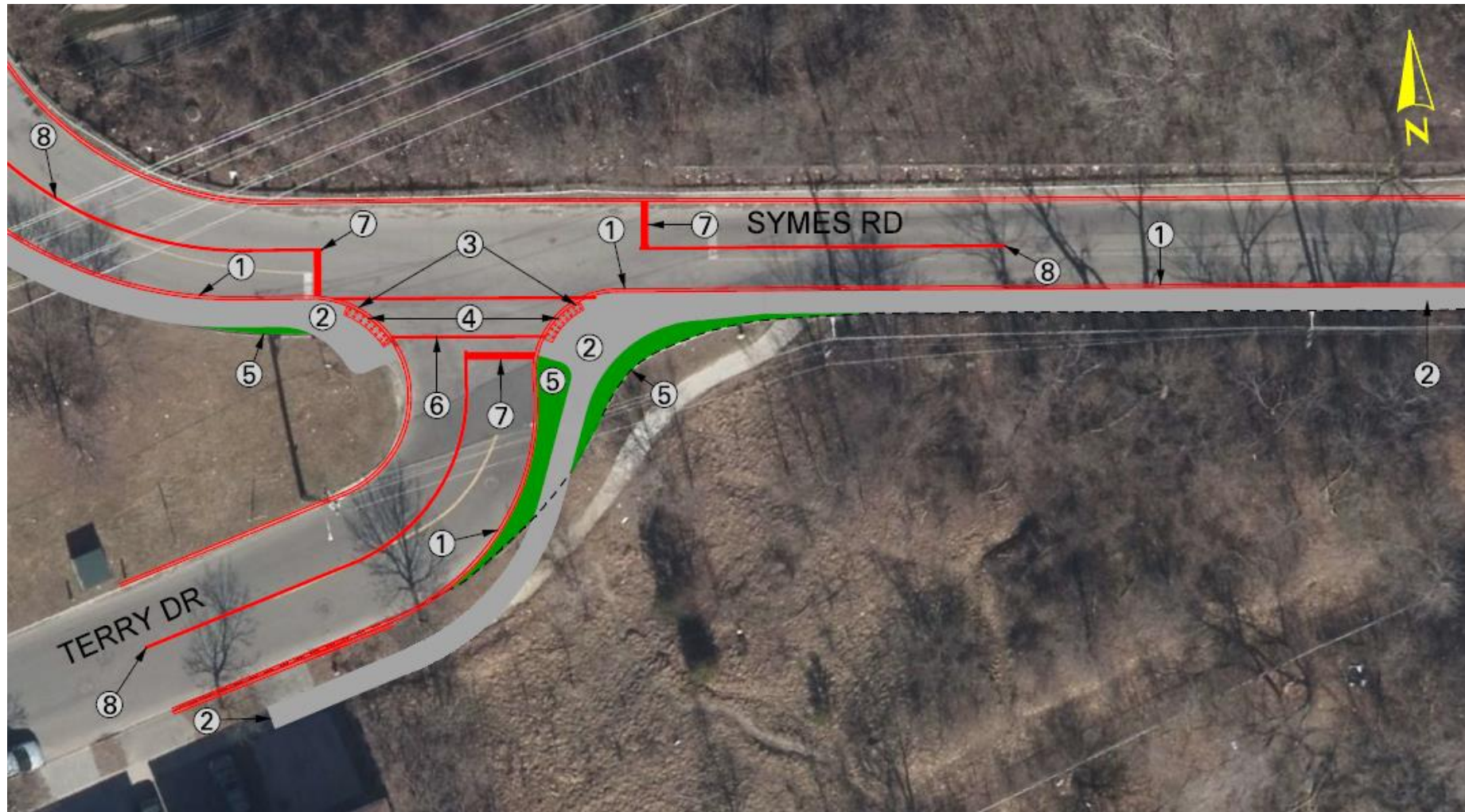
The redesign of the Symes Rd and Terry Dr intersection will involve:

- **Reducing corner curb radii to create a T-type intersection**
 - Creates better sight lines for pedestrians, cyclists and drivers
 - Shortens pedestrian crossing distances
 - Deters drivers from making turns at high speeds
- **Adding tactile plates** for accessible pedestrian crossings
- **Updating pavement markings** on Symes Rd

The new intersection has been designed to accommodate passenger vehicles and larger service vehicles (garbage trucks and fire trucks).

Tighter corner radii will deter large tractor trailers from making turns at the intersection.

Intersection Improvements | Symes Rd and Terry Dr



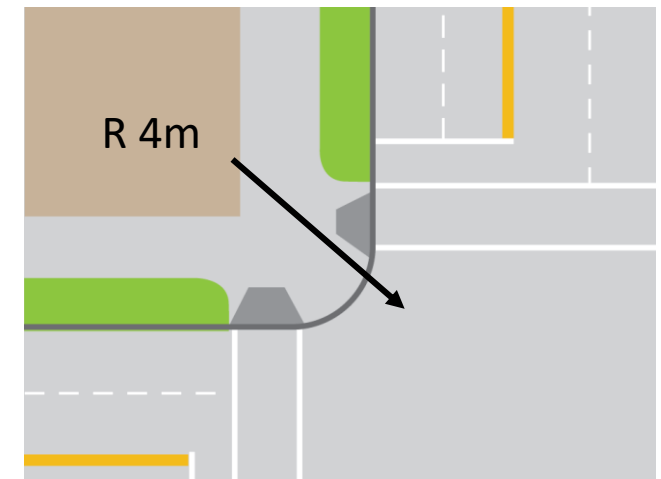
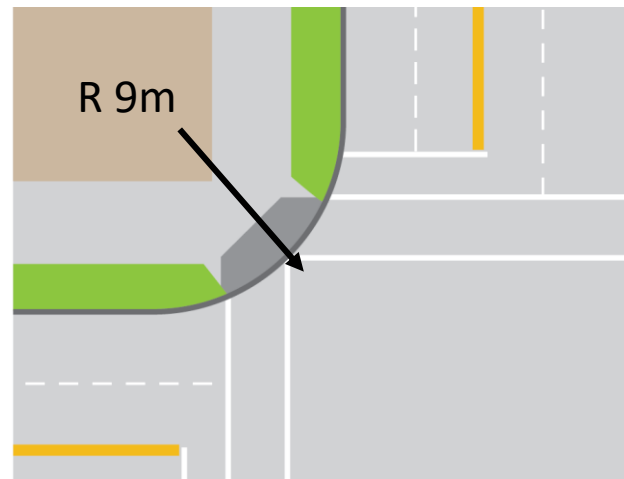
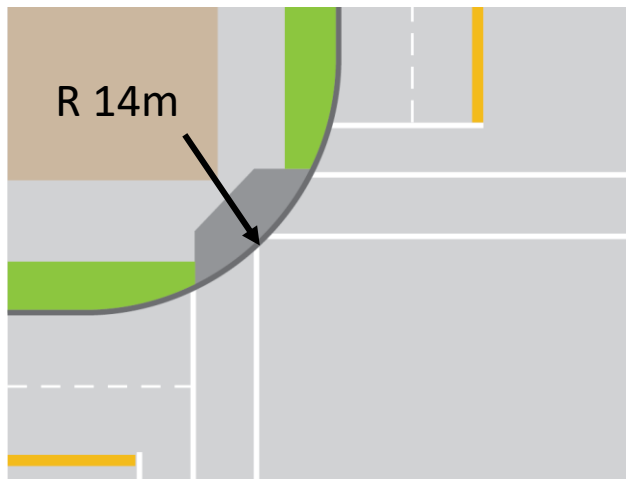
LEGEND:

- ① CURB EXTENSION
- ② SIDEWALK INSTALLATION
- ③ CORNER RADII REDUCTION
- ④ TACTILE PLATE INSTALLATION
- ⑤ SOD INSTALLATION
- ⑥ CROSSWALK INSTALLATION
- ⑦ STOP BAR INSTALLATION
- ⑧ CENTRELINE INSTALLATION

Design Features | Curb Radius Reductions



- 'Corner radius' refers to the angle of an intersection corner.
- Tighter (smaller) corner radii increase road safety by reducing crossing distances for pedestrians and slowing vehicle turns, which reduces the likelihood of a collision and the impact, should a collision occur.
- Traditionally, curb radii have been designed for the largest possible vehicle to be able to turn from curb lane to curb lane.
- As a result, corner radii are larger than necessary for the majority of vehicles (passenger vehicles), allowing drivers to make turns at higher speeds, causes lower visibility and longer crossing distances. This can be unsafe for people walking and cycling.



New Sidewalks



New sidewalks are planned for the following locations:

- **Segment 1:** Symes Rd between Glen Scarlett Rd and Terry Dr.
- **Segment 2:** Symes Rd between Terry Dr and Orman Av.
- **Segment 3:** Orman Av between Symes Rd and Hilldale Rd.



Road Safety Improvements | Why Now?



The City is planning road work and infrastructure improvements on a number of streets in 2022:

- **Symes Rd:**
 - Road reconstruction between Glen Scarlett Rd and Terry Dr
 - Watermain replacement and road resurfacing between Terry Dr and Orman Ave
 - **Orman Av:** Watermain replacement and road resurfacing
 - **Hilldale Rd:** Watermain replacement and road reconstruction
-
- *Road resurfacing* involves removing and replacing the asphalt road surface.
 - *Road reconstruction* involves removing and replacing the road surface and road base.

This planned infrastructure work presents an opportunity to make design changes to improve road safety and create '**complete streets**.' Complete streets are streets that are designed to be safe for all users: people who walk, bicycle, take transit or drive, and people of varying ages and levels of ability.

Planned Work Areas

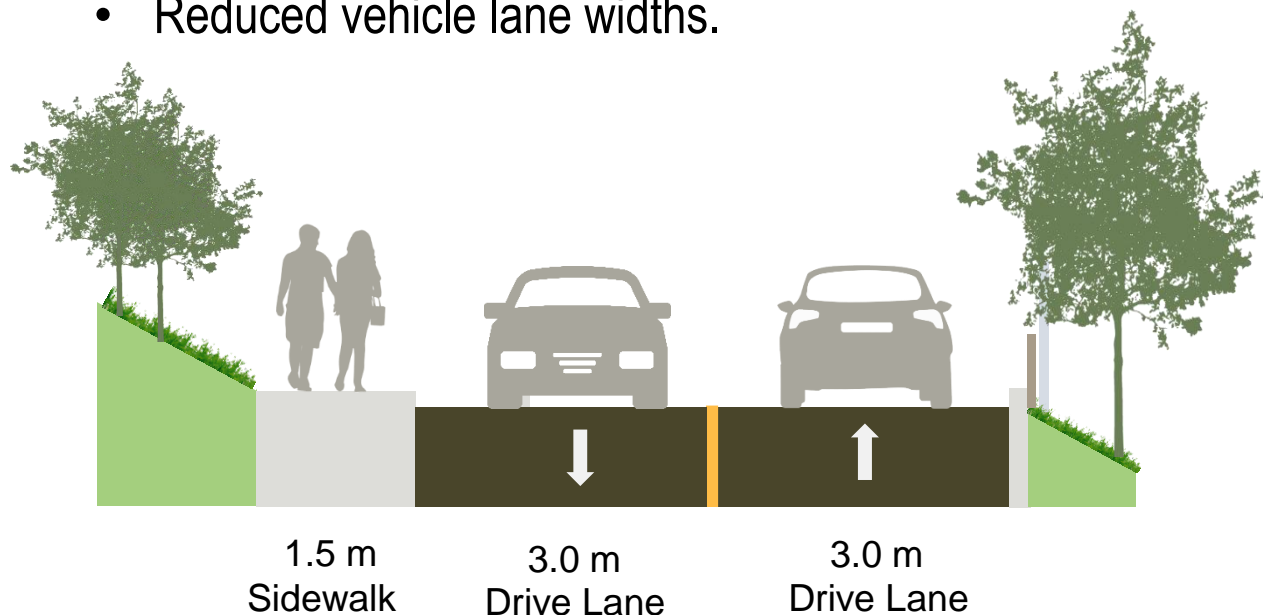


Segment 1 | Symes Rd between Glen Scarlett Rd and Terry Dr



Sidewalk on South Side of Symes Rd

- Installation of new curb and 1.5 m curbside sidewalk on the south side of Symes Rd.
- Guardrail to be installed due to grading of slope behind existing fence on north side of road.
- Painted yellow center line.
- Reduced vehicle lane widths.

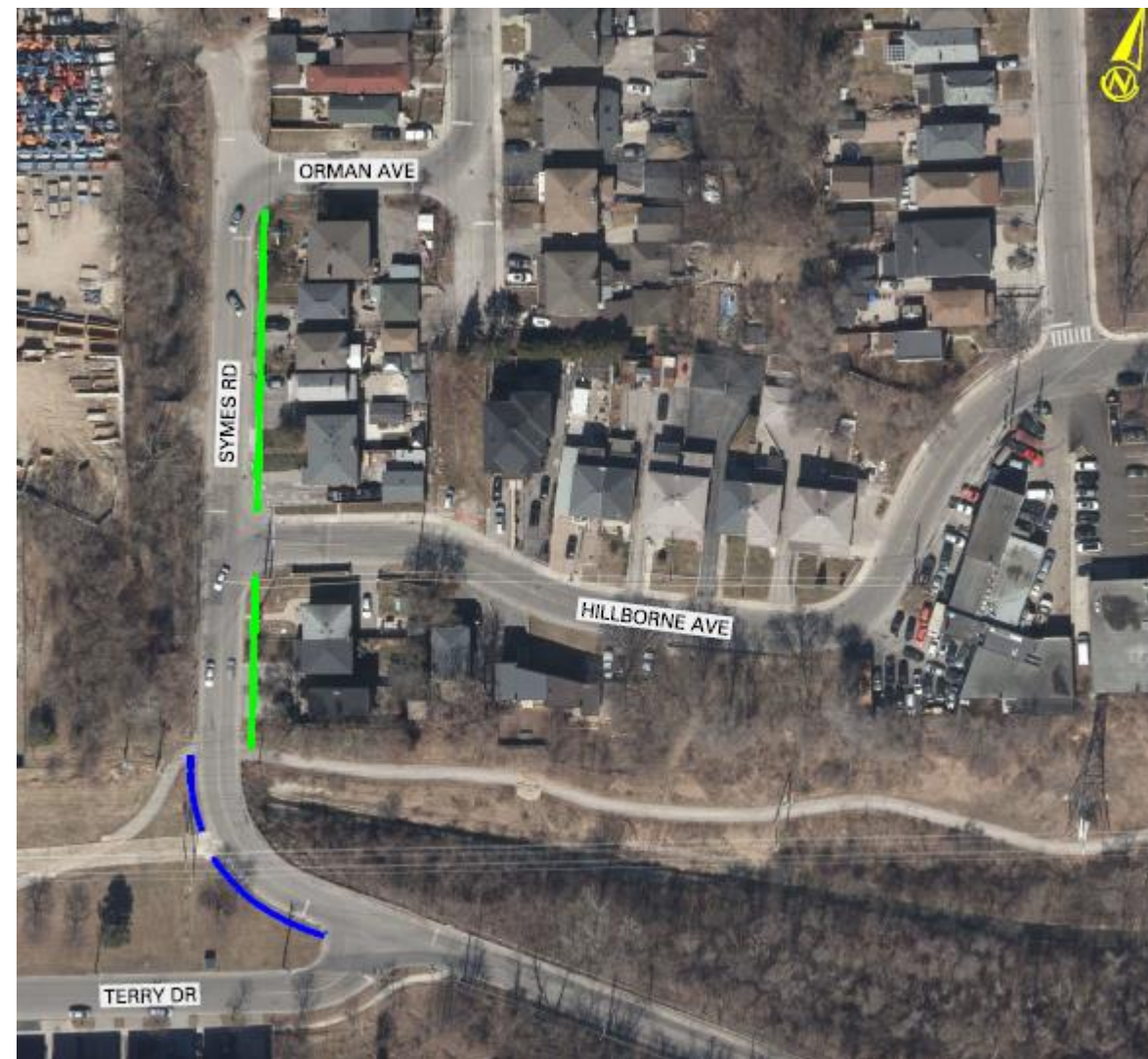
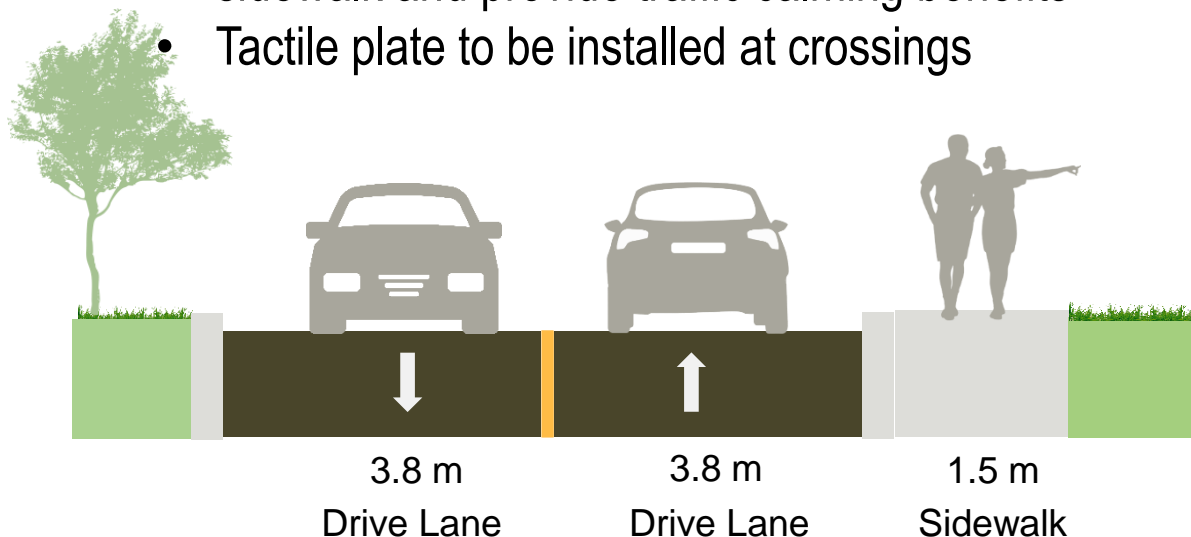


Segment 2 | Symes Rd between Terry Dr and Orman Ave



Sidewalk on East Side of Symes Rd

- Installation of new curbs and 1.5 m sidewalk adjacent to curb
- Sidewalk crosses sides of the road at Lavender Creek Trail Crossing.
- Painted yellow center line
- Reduced vehicle lane widths to accommodate sidewalk and provide traffic calming benefits
- Tactile plate to be installed at crossings

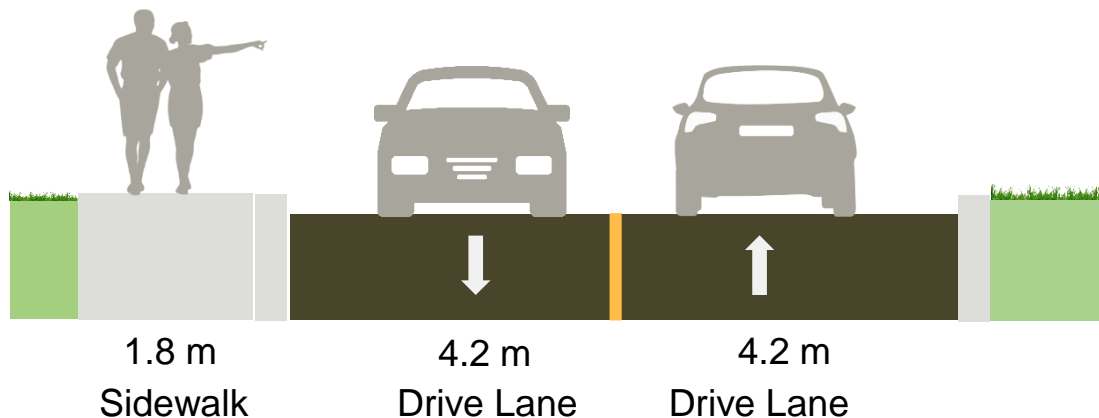


Segment 3 | Orman Av between Symes Rd and Hildale Rd



Sidewalk on North Side of Orman Av

- Installation of new curb and 1.8 m sidewalk on north side of Orman Ave
- Provides pedestrian connection between new sidewalk on Symes Rd and existing sidewalk on Hildale Ave
- Tactile plate installations at crossings
- Painted yellow center line
- Reduced vehicle lane widths



Trail Crossing at Lavender Creek Trail



- Pinch point crossing to be installed on Symes Rd between Hillborn Av and Terry Dr at Lavender Creek Trail Crossing
- New sidewalk will cross Symes Rd at this location
- Similar to pinch point crossing installed on Rockcliffe Blvd
- Enhances visibility of pedestrians to vehicles.
- Decreases pedestrian crossing distance on roadway
- Tactile plate installation at crossing



Safety Improvements | Hildale Rd



- Narrow the road pavement width from 8.4m to 7.2m
- Widen existing sidewalks towards the road to meet current City standards.
- Reduce corner radii and install tactile plates at crossings
- Reinstate speed humps

Narrowing the width of vehicle lanes is an effective traffic calming measure and encourages drivers to travel at the speed limit.



Next Steps

- City staff will review public feedback and, if necessary, make changes to the designs and proposed safety improvements.
- Report to Infrastructure and Environment Committee and City Council – Spring 2022.
- Construction – Tentative to begin Summer 2022 (subject to change)



CONTACT US

If you have any questions or concerns feel free to contact:

Michael Vieira, Senior Public Consultation Coordinator
roadconstruction@toronto.ca
416-392-0472

Questions & Answer Period

How to Participate

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