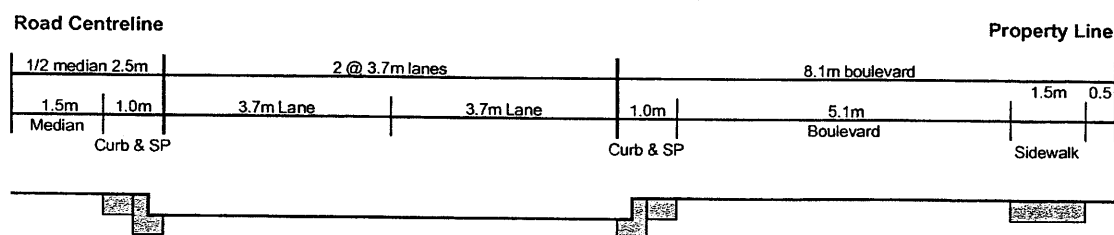


2.0 EXISTING CROSS-SECTIONS

2.1 TYPICAL CROSS-SECTIONS FOR A FOUR LANE URBAN ARTERIAL

As noted, currently, for most of the four lane Regional streets, the available space is limited to a 36 metre right-of-way. **Figure 2-1** illustrates a typical cross-section for a four lane urban street, from centreline to the edge of the right-of-way.

Figure 2-1
Existing Conditions



As illustrated in Figure 2-1, a typical existing cross-section has four lanes of mixed traffic. The lanes are typically 3.5 to 3.7 metres wide. The existing cross-section also incorporates a wide boulevard along both sides of the street, and a paved centre median, or a two-way centre left turn lane provided in the middle of the cross-section.

2.2 NEED FOR CHANGE

As noted, the Regional Municipality of York is on the threshold of widening approximately thirteen sections of Regional streets to six lane cross-sections between 2005 and 2013, as per the 2005 – 10 Year Road Construction Program. **Figure 2-2** illustrates the locations of the thirteen sections scheduled for widening.

Most of these streets to be widened to six lanes would be limited to a 36 metre right-of-way. A standard cross-section within 36 metre right-of-way is illustrated in **Figure 2-3**.

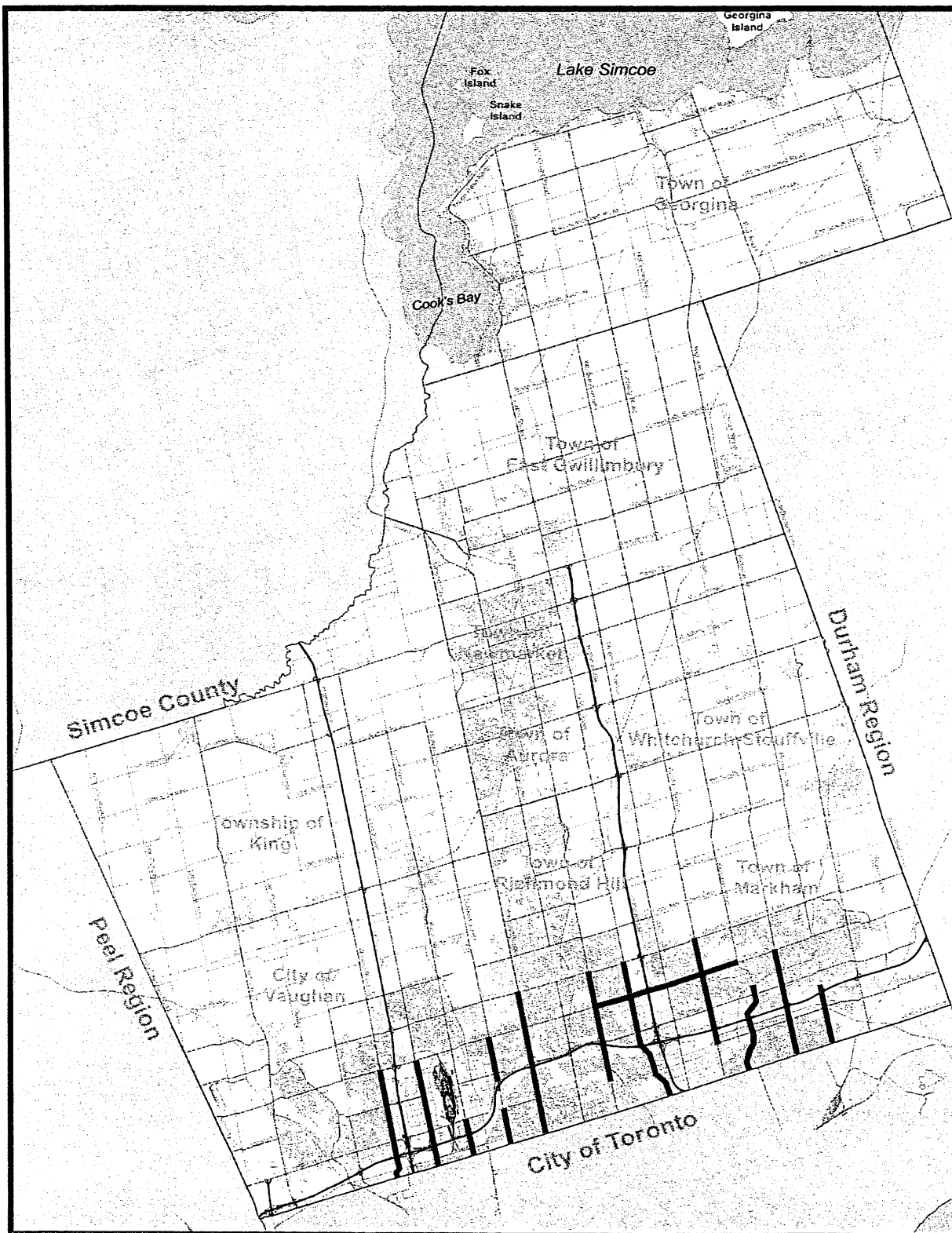
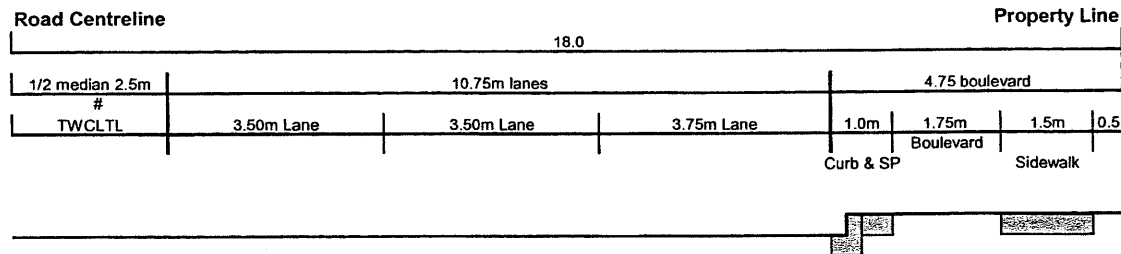


FIGURE 2-2
POTENTIAL STREETS TO BE
WIDENED TO 6/7 LANES
2005 - 10 YEAR ROAD
CONSTRUCTION PROGRAM

Figure 2-3
Standard Six Lane Cross-Section within 36 metre ROW



The standard six lane cross-section as illustrated in Figure 2-3 may be able to serve the basic functions of moving people and goods, as well as providing space for services and public and private utilities, those being the main users of the ROW.

However, as noted, Regional streets are under increasing pressures to meet and balance various competing needs including those related to goods movement to sustain the economy, transit riders, cyclists, pedestrians, as well as auto drivers and their passengers. On-street parking is another consideration in some cases. In addition to serving as Regional connector roads, these arterials are key linkages in the Greater Toronto Area transportation network that includes a commitment to rapid transit. Locally, these same roads serve a role as local main streets, gateways to our communities, a front door for development and places from which travellers both in vehicles and on foot, view the urban and rural landscape. Thus, these Regional streets must address multiple competing roles.

Beyond accommodating travel demands, streets are an integral element of urban structure and give form and shape to urban areas. They help determine the character of an area, influence walkability and scale, and should support and integrate land uses along their length. Thus, Regional streets must balance transportation network needs including efficiency, viability and capacity, with community focused goals related to pedestrian friendliness and transit focused design, in order to fulfil their role in the Region's planned growth.

Until now, Regional streets have primarily catered to car and truck traffic, and have been relatively high speed facilities. With the changing roles, streets should no longer being perceived as just for moving vehicles and accommodating public and private utilities. Regional streets must in the future provide or accommodate various transportation choices including auto, transit, walking and cycling, and address pedestrian scale. The perception of streets should be transformed from "moving stuff" (people and goods) to accommodating all transportation choices within the context of integrating communities, enhancing communities, creating a sense of place, defining community character and instilling community pride.

The standard six lane cross-sections within the 36 metre right-of-way may not be able to address these changing roles, nor achieve the other key objectives (sense of place, integration, pride, character). This is further explored in Section 6.0.