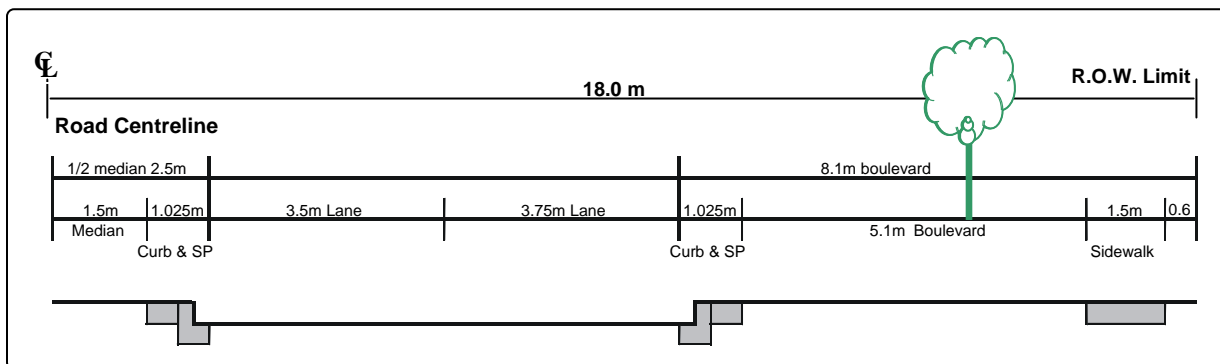


## 2.0 EXISTING CROSS-SECTIONS AT TIME THE STUDY WAS INITIATED

### 2.1 TYPICAL CROSS-SECTION FOR A FOUR LANE URBAN ARTERIAL

As noted, the current available space for most four lane Regional streets is limited to a 36 metre right-of-way. **Figure 2-1** illustrates a common cross-section for a four lane urban street, from the centreline to the edge of the right-of-way. Splash pads may or may not be included.

**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 3.75 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.

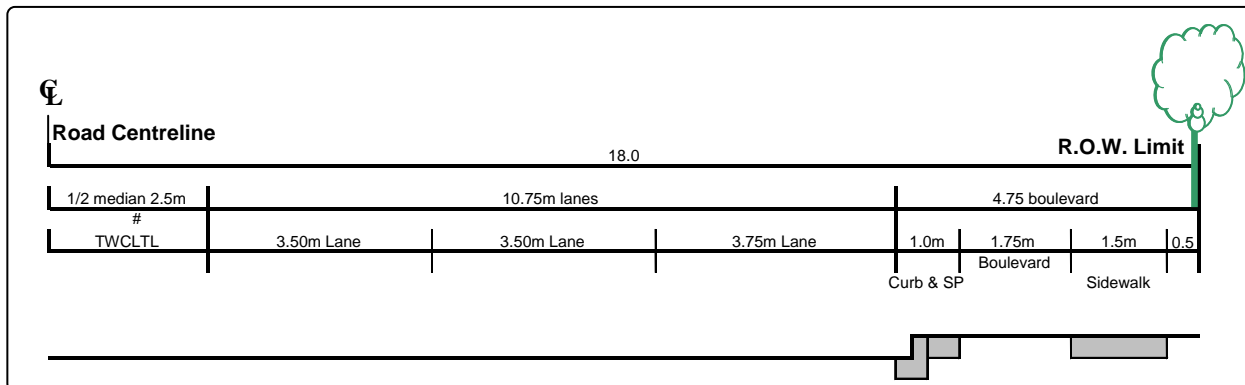
### 2.2 TYPICAL CROSS-SECTION FOR A SIX LANE URBAN ARTERIAL

As noted, the Regional Municipality of York is on the threshold of widening approximately 31 sections of Regional streets to six lane cross-sections between 2007 and 2015, as per the 2006 – 10 Year Road Construction Program. **Figure 2-2** on page 6 illustrates the locations of the 31 sections scheduled for widening.

Most of the streets to be widened to six lanes would be limited to a 36 metre right-of-way. A standard cross-section within the 36 metre right-of-way was in place when this study was initiated, and is illustrated in **Figure 2-3** on page 6.



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



The standard six lane cross-section in place when the study was initiated 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, as those would be the main users of the right-of-way.

However, 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 fulfill their roles 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 are 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-section 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.

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