

TABLE OF CONTENTS

1.0	INTRODUCTION	1
1.1	Background.....	1
1.2	Study Process.....	1
2.0	EXISTING CROSS-SECTIONS AT TIME THE STUDY WAS INITIATED	5
2.1	Typical Cross-Sections for a Four Lane Urban Arterial.....	5
2.2	Typical Cross-Sections for a Six Lane Urban Arterial	5
3.0	POLICY	9
3.1	Official Plans	9
3.1.1	York Region Official Plan, Office Consolidation (As of November 30, 2005)	9
3.1.2	Town of Markham Official Plan (Revised 1987), As Amended, Office Consolidation, July, 2005.....	11
3.1.3	Town of Richmond Hill Official Plan Consolidation, December 31, 1998.....	12
3.1.4	City of Vaughan Official Plan Amendment 600 (Amending OPA 400), Office Consolidation, January, 2003	12
3.1.5	Town of Aurora Official Plan, June 27, 1991 (January 2007 Office Consolidation)	13
3.1.6	Town of Georgina Official Plan (OPA 88), November, 2002.....	15
3.1.7	Town of Newmarket Official Plan, October 10, 2006.....	15
3.1.8	Town of Whitchurch-Stouffville Official Plan Amendment 109, Official Consolidation, August 2004.....	16
3.1.9	Township of King Official Plan, November 23, 1970	16
3.2	Secondary Plans.....	17
3.2.1	Central Area Planning District (Markham Centre), July, 1997	17
3.2.2	Official Plan Amendment No. 155, Bayview Glen Secondary Plan, Town of Richmond Hill	19
3.2.3	Amendment Number 500 to the Official Plan of the Vaughan Planning Area - Secondary Plan for the Vaughan Corporate Centre.....	21
3.2.4	Amendment Number 34 to the Yonge Street South Secondary Plan, Town of Aurora.....	24
3.2.5	OPA No. 528 Amending OPA 500 Transportation Plan for Vaughan	24
3.3	Vision Documents	25
3.3.1	Vision 2026 - Towards a Sustainable Region.....	25
3.3.2	A Vision for Highway 7	26
3.3.3	Yonge Street Vision - Richmond Hill Graphic Image	29
3.3.4	York Region Transit Five-Yer Service Plan 2006 - 2010 Final Report	29
3.4	Urban Design or Streetscape Policies and/or Guidelines.....	31
3.4.1	A Regional Streetscape Policy, York Region, December, 2001	31
3.4.2	North Yonge Street - Richmond Hill Urban Design Study, 2001	31
3.5	Synopsis.....	34
4.0	NEEDS ASSESSMENT	35
4.1	Existing Conditions	35
4.2	Projected Increases in Travel Demands.....	39
4.3	Alternatives to Six Lane Cross-Sections.....	39
4.3.1	Alternative 1 - More Closely Spaced Arterials	39
4.3.2	Alternative 2 - Conversion of Existing Curb Lanes to HOV	41
4.4	Testing of Different Mobility Scenarios	41
4.5	Summary.....	45
4.6	Synopsis.....	46
5.0	BEST PRACTICES RESEARCH.....	48
5.1	Lane Widths	48
5.2	Public Transit	48
5.3	Need for Access versus Control	51

5.4	Medians.....	53
5.5	'U'-Turns.....	54
5.6	Pedestrians	55
5.7	Frontage Streets	56
5.8	Cyclists.....	57
5.9	Parking.....	58
5.10	Urban Design	58
5.11	Landscape Design Planting Principles	59
5.12	Barrier Aesthetic Treatments	60
5.13	Design Speeds.....	60
5.14	Examples of Six Lane Cross-Sections in Other Municipalities in the GTA.....	61
6.0	CROSS-SECTION SPATIAL NEEDS.....	65
6.1	Typical Cross-Section Elements.....	65
6.2	Basic Right-of-Way Functions Versus Desirable Functions	66
6.3	Protection of Wider Rights-of-Way	67
7.0	DEVELOPMENT OF CROSS-SECTIONS.....	69
7.1	Development of Alternatives.....	69
7.2	Evaluation Criteria.....	83
7.2.1	Transportation Functionality/Mobility/Safety	83
7.2.2	Costs	84
7.2.3	Community Needs and Values	84
7.3	Assessment of Alternatives.....	85
7.4	Recommended Cross-Section.....	87
8.0	GENERALIZED LAND USE CATEGORIES	88
8.1	Residential	88
8.2	Commercial.....	88
8.3	Urban Mixed Use	89
8.4	Employment Campus.....	89
8.5	Industrial.....	89
9.0	REGIONAL STREET CASE STUDIES.....	90
9.1	Case Study Corridors.....	90
9.1.1	Case A - McCowan Road, near Denison Road (Residential Category)	90
9.1.2	Case B - McCowan Road, near Highway 7 (Commercial Category).....	90
9.1.3	Case C - Leslie Street, near Highway 7 (Urban Mixed Use Category).....	90
9.1.4	Case D - 16 th Avenue, near Highway 404 (Employment Campus Category)	90
9.1.5	Case E - Weston Road, near Steeles Avenue (Industrial Category).....	90
9.2	Storage and Taper Lengths	96
9.3	Basic Cross-Sections and Variations.....	96
9.4	Landscaped Streetscape Treatment.....	97
9.4.1	Residential Category Example.....	97
9.4.2	Commercial Category Example	97
9.4.3	Urban Mixed Use Category Example.....	100
9.4.4	Employment Campus Category Example	100
9.4.5	Industrial Category Example.....	105
9.5	Safety Considerations.....	105
9.6	Potential Landscaping Features	110
9.7	Hydro Pole Locatios.....	113
9.8	Costs	120
9.9	Phasing of Landscaping Features	120
9.10	Transitional Zones between 4 Lanes and 6 Lanes.....	123
10.0	SUMMARY AND CONCLUSIONS	124

11.0	NEXT STEPS	128
	REFERENCES	130

LIST OF FIGURES

2-1	Existing Conditions	5
2-2	Potential Streets to be Widened to 6 Lanes, 2007-2015	6
2-3	Standard Six Lane Cross-Section within 36 metre ROW	7
3-1	Transportation Schedule for Markham Centre.....	18
3-2	Transportation and Services Schedule for Bayview Glen	20
3-3	Transportation Plan for OPA 500.....	22
3-4	Cross-section view of "Avenue Seven".....	23
3-5	Vision for Highway 7, Vaughan Corporate Centre looking west.....	27
3-6	Vision for Highway 7, west from McCowan in Markham	28
3-7	Vision for Yonge Street, north of Highway 7 in Richmond Hill.....	30
3-8	An Illustrated Guide to Built Form, Siting and Streetscape Approaches for Yonge Street in Oak Ridges	33
4-1	Existing Areas of Major Traffic Congestion.....	36
4-2	1998 AM Peak Period Screenline Comparison of Volume-to-Capacity	37
4-3	1998 PM Peak Period Screenline Comparison of Volume-to-Capacity	38
4-4	2031 Horizon - AM Peak Hour Screenline Comparison of Volume-to-Capacity	40
4-5	Travel Time Comparison.....	44
5-1	Typical Station Layout at Street Intersection	50
5-2	Typical Transit Passenger Waiting Area.....	52
5-3	Examples of Six Lane Cross-Sections in the GTA (Part I)	62
5-4	Examples of Six Lane Cross-Sections in the GTA (Part II)	63
5-5	Examples of Six Lane Cross-Sections in the GTA (Part III)	64
6-1	Typical Cross-Sectional Elements	66
6-2	Wider ROW (42.6 m) Required with Reduced Pavement Width	67
7-1	Standard 7 Lanes.....	70
7-2	Alternative 1.1 Curb Lane Bus/HOV (6.0 m Median).....	71
7-3	Alternative 1.2 Curb Lane Bus/HOV (4.0 m Median).....	72
7-4	Alternative 1.3 Curb Lane Bus/HOV (2.0 m Median).....	73
7-5	Alternative 1.4 Curb Lane Bus/HOV (No Median)	74
7-6	Alternative 2.1 Bike Lane/Curb Lane Bus/HOV (6.0 m Median).....	75
7-7	Alternative 2.2 Bike Lane/Curb Lane Bus/HOV (4.0 m Median).....	76
7-8	Alternative 2.3 Bike Lane/Curb Lane Bus/HOV (2.0 m Median).....	77
7-9	Alternative 2.4 Bike Lane/Curb Lane Bus/HOV (No Median)	78
7-10	Alternative 3.1 Off-Street Bike Lane with Curb Lane Bus/HOV (6.0 m Median)	79
7-11	Alternative 3.2 Off-Street Bike Lane with Curb Lane Bus/HOV (4.0 m Median)	80
7-12	Alternative 3.3 Off-Street Bike Lane with Curb Lane Bus/HOV (2.0 m Median)	81
7-13	Alternative 3.4 Off-Street Bike Lane with Curb Lane Bus/HOV (No Median).....	82
9-1	Case A Study Corridor (McCowan Road Near Denison Street)	91
9-2	Case B Study Corridor (McCowan Road Near Highway 7)	92
9-3	Case C Study Corridor (Leslie Street Near Highway 7)	93
9-4	Case D Study Corridor (16 th Avenue Near Highway 404)	94
9-5	Case E Study Corridor (Weston Road Near Steeles Avenue West)	95
9-6	Proposed Streetscape Plan Case A Residential Category (McCowan Road near Denison Street)	98
9-7	Existing and Future Condition Case A Residential Category (McCowan Road near Denison Street)	99
9-8	Proposed Streetscape Plan Case B Commercial Category (McCowan Road near Highway 7)	101

9-9	Existing and Future Condition Case B Commercial Category (McCowan Road near Highway 7)	102
9-10	Proposed Streetscape Plan Case C Urban Mixed Use Category (Leslie Street near Highway 7)	103
9-11	Existing and Future Condition Case C Urban Mixed Use Category (Leslie Street near Highway 7)	104
9-12	Proposed Streetscape Plan Case D Employment Campus Category (16th Avenue near Highway 404)	106
9-13	Existing and Future Condition Case D Employment Campus Category (16th Avenue near Highway 404)	107
9-14	Proposed Streetscape Plan Case E Industrial Category (Weston Road near Steeles Avenue West)	108
9-15	Existing and Future Condition Case E Industrial Category (Weston Road near Steeles Avenue West)	109
9-16	Potential Landscaping Features Residential Medians (5.2 m)	111
9-17	Potential Landscaping Features Other Medians (6.0 m)	112
9-18	Potential Landscaping Features Residential Medians (2.2 m)	114
9-19	Potential Landscaping Features Other Medians (3.0 m)	115
9-20	Median Intersection Clear Vision Zone	116
9-21	Potential Landscaping Features Residential Boulevards	117
9-22	Potential Landscaping Features Other Boulevards	118
9-23	Potential Landscaping Features Intersections	119
9-24	Landscaping Example Along Sidewalks in the Hydro Corridor	121
9-25	Potential Phasing of Landscaping Features at McCowan Road (Case B - Commercial) Study Corridor	122

LIST OF TABLES

4-1	Scenarios	42
4-2	Resulting Average Travel Speed	43
6-1	Typical Cross-Section Elements	65
7-1	Alternatives	69
7-2	Evaluation Matrix	86
9-1	General Cost Comparison	120