

REimagining Yonge Report Card

A coalition of community, road safety, and city building groups have identified sixteen criteria by which to evaluate the two alternative options for the REimagining Yonge project.

Transform
Beecroft
Transform
Yonge

 Vision Zero	Safety first: Does the street design safely accommodate all users? Are any road users left without safe infrastructure on Yonge, which is the neighbourhood's main street? Does the design promote safe driving behaviours such as speed reduction and attentiveness?	F	B
	Pedestrian safety: Are there safe crossing distances and added crosswalks? Given that many pedestrians are killed by cars leaving the roadway and mounting the sidewalk, are there added physical buffers between car traffic and people on the sidewalk?	F	A
	Cycling safety: Does the design improve cycling safety by providing continuous, physically separated cycling facilities? Are the cycling facilities on the route cyclists use most? Is the use of sharrows, which are to be used for wayfinding only, avoided?	D	A
 Pedestrian	Accessibility: Does the right of way allow people of all ages and abilities to efficiently access transit, services, entertainment and shopping? Does it include convenient drop-off/loading areas for emergency vehicles and accessible transit?	D	B
	Minimum sidewalk standards: Does the pedestrian realm eliminate pinch-points and give pedestrians an unobstructed, continuous clearway?	F	A
	Supports for vulnerable persons: Does the right of way prioritize manageable crossing distances and speeds of travel for vulnerable persons, such as seniors and persons with disabilities?	F	A
 Placemaking	Comfortable and attractive streetscape: Does the street design provide adequate shade, seating, landscaping, and traffic calming measures so that it can safely be enjoyed by people of all ages and abilities? Is the street designed at a human scale?	B	A
	Sociability and public life: Is the street is designed not just as a thoroughfare but as a destination in and of itself? Will the design compel residents and visitors to stay, linger, socialize, and shop?	D	A
	Reflective of the desires and character of the neighbourhood: Is this the result of a community-driven process? Does it adequately reflect the needs of a growing and diverse population? Does it accommodate future intensification along this corridor?	D	B
	Connects to and builds on activity in other key civic spaces: Does the street design makes it easier and more inviting for people to safely access local parks, public spaces, businesses, and civic institutions by foot or bike?	D	A
 Youth	Connects to places of education: Where are the places youth are studying? What are the locations of high schools, tutors/private education institutions, and after-school programs? Where are the major libraries?	D	A
	Connects to places of leisure: Where are the places youth spend their downtime, alone or in groups? Where do youth spend their disposable incomes? What places do youth congregate in large groups? Where are the restaurants and places to eat located? What option provides the best "sitability" for youth?	D	A
	Supports for youth transportation routes: How safe is it for youth to get around (since most are not driving)? Where are the major transportation hubs?	C	B
 Cycling	Infrastructure design: Does the bike lane design follow the City's guidelines ('Project Types') as stated in the 10-Year Cycling Network Plan? i.e., do they offer adequate protection from motor vehicle traffic? Are they designed for the current speed and traffic volumes on Yonge and Beecroft?	C	A
	Connects to the network: Do the bike lanes connect to nearby cycling infrastructure (current and planned), e.g. Hydro corridor north of Finch, future bike lanes on Willowdale, future bike lanes on Yonge north of Finch and south of Sheppard?	C	B
	Proximity to destinations: Are the bike lanes close to destinations, like transit stations, schools, offices, shops, cultural centres? Do they accomodate short trips (under 5km) that could be made by bike?	D	A