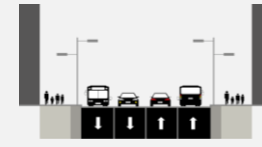
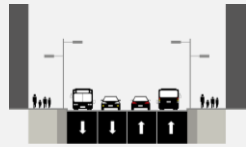


# Appendix G – yongeTOmorrow Long-list Evaluation

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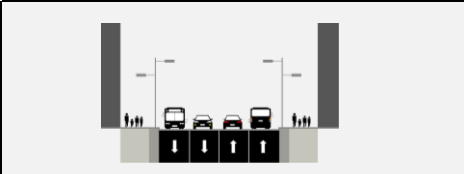
## **Yonge Street EA Appendix - Long List Evaluation**

# Long List Evaluation



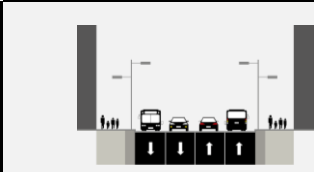
Objective	Criteria No.	Criteria	Description	Existing Baseline		Future Baseline (Do Nothing)
Mobility	M1	Pedestrian Movement	Provides the opportunity to significantly improve pedestrian movement by adding space for movement both along and across Yonge Street to accommodate growing pedestrian volumes.	With current pedestrian volumes many sections of sidewalk are overcrowded, movement is restricted both along and across Yonge Street and conditions are uncomfortable for pedestrians.	X	No improvements to support pedestrian movement.
	M2	Cycling Movement	Provides a major north-south connection through downtown and improves the experience for cyclists on Yonge Street.	No cycling facility on Yonge Street. Narrow curb lanes. 4 lanes of traffic.	X	No improvement in cycling connectivity or experience on Yonge Street.
	M3	Traffic Movement	Provides suitable vehicle access to support business operation, tourism and servicing of neighbourhood.	Currently Yonge Street has 4 lanes of traffic and low car volumes providing a high level of service.	+	No change maintains high level of vehicular service.
	M4	Transit Movement	Supports efficient operation of bus and streetcars routes identified by TTC to meet ridership demand and allows streetscape improvements to surface transit stops and transfers.	4 lane cross section allows ample capacity and flexibility for buses operating on Yonge Street. Insufficient sidewalk capacity at stops and transfers slows operations.	!	Maintains capacity for buses and streetcars operating on and off Yonge Street. Little opportunity to improve bus and streetcar stops or transfer points.
Liveability	L1	Streetscape and Public Realm	Provides the opportunity to significantly improve pedestrian experience with a unified streetscape and public realm which does not impact pedestrian movement.	Quality of streetscape and public realm poor due to lack of space for amenities.	X	No change to streetscape and public realm.
	L2	Street Activity / Local Programming	Supports Yonge Street's role as a cultural corridor by improving the streets ability to easily host local programming, events, festivals and parades on a regular basis.	Road closures required to facilitate events and programming.	-!	No change in the ability of Yonge St to accommodate programming and events.
	L3	Public Safety	Protects and accommodates pedestrians and cyclists by reducing driving speeds and mode conflicts.	Road capacity allows vehicle travel at speed. Narrow sidewalks and lack of cycling infrastructure do not adequately protect or accommodate vulnerable road users.	X	No change in protection and accommodation for vulnerable road users.
Prosperity	P1	Street Economic Activity	Supports Yonge Street's role as a priority retail street by adding space for patios and vending and providing a streetscape which fosters retail vitality.	Insufficient space to support retail activity like patios. Streetscape does not support Yonge Street as a destination to experience.	X	No additional space provided for patios or streetscape.
	P2	Cost Effectiveness	Improves Yonge Street in a cost effective manner.	Leaving the street as-is requires no financial investment. However, ageing infrastructure requires replacement in the coming years regardless.	-	N/A at long-list stage.
	P3	Curbside Activity	Provides adequate access and service coverage for ride hailing, goods movement and municipal services to support business and tourism.	4 vehicular lanes allow by-passing of curbside activity. Currently Yonge Street has various bylaws prohibiting stopping in the curb lane.	!	No change in access for curbside activity.
Sustainability	S1	Natural Environment	Supports a healthier and more resilient streetscape by providing opportunities for tree planting.	Insufficient space to support tree planting.	X	No change space to support tree planting.
	S2	Flexibility and Innovation	Provides flexible and adaptable street design that can respond to changing demands and uses.	Lane closures required to accommodate changes in use or growth.	X	No improvement to adaptability of Yonge Street.
	S3	Health & Wellbeing	Encourages walking, cycling and transit use for all ages and abilities by providing safe, convenient and attractive facilities.	Poor facilities for walking and cycling.	X	No change in active transportation facilities.
Conclusions				Does not carry forward.		Does not carry forward.

# Long List Evaluation



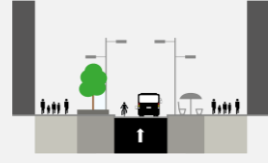
Objective	Criteria No.	Criteria	Description	Existing Baseline		Car Free (A)		Car Free (B)
Mobility	M1	Pedestrian Movement	Provides the opportunity to significantly improve pedestrian movement by adding space for movement both along and across Yonge Street to accommodate growing pedestrian volumes.	With current pedestrian volumes many sections of sidewalk are overcrowded, movement is restricted both along and across Yonge Street and conditions are uncomfortable for pedestrians.	+	Significantly increases space for pedestrian movement along and across Yonge Street without conflict.	!	Significant potential increase in space for pedestrian movement along Yonge Street, but presents conflicts for pedestrians to move across Yonge Street.
	M2	Cycling Movement	Provides a major north-south connection through downtown and improves the experience for cyclists on Yonge Street.	No cycling facility on Yonge Street. Narrow curb lanes. 4 lanes of traffic.	!	North south connection provided on parallel street. Improved experience for cycling at low speeds on Yonge.	+	Provides a north south downtown connection and improves the cycling experience on Yonge Street. Potential for conflicts between cyclists and pedestrians.
	M3	Traffic Movement	Provides suitable vehicle access to support business operation, tourism and servicing of neighbourhood.	Currently Yonge Street has 4 lanes of traffic and low car volumes providing a high level of service.	-!	Driving access on Yonge Street restricted by time of day.	X	Driving access on Yonge street restricted.
	M4	Transit Movement	Supports efficient operation of bus and streetcars routes identified by TTC to meet ridership demand and allows streetscape improvements to surface transit stops and transfers.	4 lane cross section allows ample capacity and flexibility for buses operating on Yonge Street. Insufficient sidewalk capacity at stops and transfers slows operations.	-!	Accommodates night bus service on Yonge Street. May impact efficiency on nearby surface routes. Significant opportunity to improve transfer points.	X	Does not accommodate night bus service on Yonge Street. Efficiency on nearby routes may be impacted from traffic diversions.
Liveability	L1	Streetscape and Public Realm	Provides the opportunity to significantly improve pedestrian experience with a unified streetscape and public realm which does not impact pedestrian movement.	Quality of streetscape and public realm poor due to lack of space for amenities.	+	Significant opportunity to improve the public realm.	+	Significant space to improve the public realm.
	L2	Street Activity / Local Programming	Supports Yonge Street's role as a cultural corridor by improving the streets ability to easily host local programming, events, festivals and parades on a regular basis.	Road closures required to facilitate events and programming.	+	Significant opportunity to accommodate programming and events.	X	Narrow central area. Events and programming will interfere with cycling facility. Limited flexibility for event.
	L3	Public Safety	Protects and accommodates pedestrians and cyclists by reducing driving speeds and mode conflicts.	Road capacity allows vehicle travel at speed. Narrow sidewalks and lack of cycling infrastructure do not adequately protect or accommodate vulnerable road users.	+	High level of protection for vulnerable road users. Some potential for conflict between pedestrians and cyclists.	!	High level of protection for vulnerable road users. High potential for conflict between pedestrians and cyclists.
Prosperity	P1	Street Economic Activity	Supports Yonge Street's role as a priority retail street by adding space for patios and vending and providing a streetscape which fosters retail vitality.	Insufficient space to support retail activity like patios. Streetscape does not support Yonge Street as a destination to experience.	+	Provides significant space for patios and streetscape to support retail and tourism.	+	Provides significant space for patios and streetscape to support retail and tourism.
	P2	Cost Effectiveness	Improves Yonge Street in a cost effective manner.	Leaving the street as-is requires no financial investment. However, ageing infrastructure requires replacement in the coming years regardless.	-	N/A at long-list stage.	-	N/A at long-list stage.
	P3	Curbside Activity	Provides adequate access and service coverage for ride hailing, goods movement and municipal services to support business and tourism.	4 vehicular lanes allow by-passing of curbside activity. Currently Yonge Street has various bylaws prohibiting stopping in the curb lane.	-!	Curbside activity restricted by time of day.	X	Curbside activity restricted by direction and may interfere with cycling facility.
Sustainability	S1	Natural Environment	Supports a healthier and more resilient streetscape by providing opportunities for tree planting.	Insufficient space to support tree planting.	+	Provides significant space to support tree planting.	+	Provides significant space to support tree planting.
	S2	Flexibility and Innovation	Provides flexible and adaptable street design that can respond to changing demands and uses.	Lane closures required to accommodate changes in use or growth.	+	Highest degree of flexibility for changes in use and future growth.	X	Dedicated cycling facility limits flexibility of street.
	S3	Health & Wellbeing	Encourages walking, cycling and transit use for all ages and abilities by providing safe, convenient and attractive facilities.	Poor facilities for walking and cycling.	+	Facilities strongly support active modes and transit usage.	+	Facilities strongly support active modes, but does not support surface transit operation.
Conclusions				Does not carry forward.		Carries forward.		Does not carry forward.

# Long List Evaluation



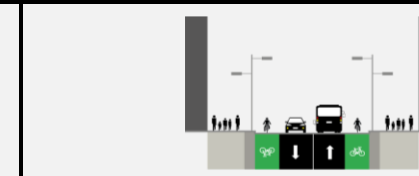
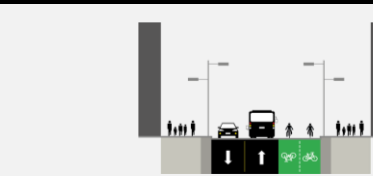
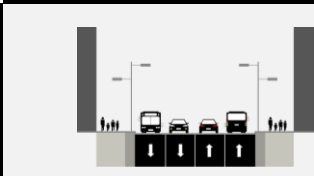
Objective	Criteria No.	Criteria	Description	Existing Baseline	One Driving Lane (A)	One Driving Lane (B)			
Mobility	M1	Pedestrian Movement	Provides the opportunity to significantly improve pedestrian movement by adding space for movement both along and across Yonge Street to accommodate growing pedestrian volumes.	With current pedestrian volumes many sections of sidewalk are overcrowded, movement is restricted both along and across Yonge Street and conditions are uncomfortable for pedestrians.	-!	Moderate potential increase in pedestrian space for movement along Yonge Street, but presents conflicts for pedestrians to move across Yonge Street.	-!	Moderate potential increase in pedestrian space for movement along Yonge Street, but presents conflicts for pedestrians to move across Yonge Street.	!
	M2	Cycling Movement	Provides a major north-south connection through downtown and improves the experience for cyclists on Yonge Street.	No cycling facility on Yonge Street. Narrow curb lanes. 4 lanes of traffic.	!	Provides a north south downtown connection and improves the cycling experience on Yonge Street. Potential for conflicts between all modes.	!	Provides a north south downtown connection and improves the cycling experience on Yonge Street. Potential for conflicts between all modes.	-!
	M3	Traffic Movement	Provides suitable vehicle access to support business operation, tourism and servicing of neighbourhood.	Currently Yonge Street has 4 lanes of traffic and low car volumes providing a high level of service.	-!	Driving access on Yonge Street restricted by direction and time of day.	-!	Driving access on Yonge Street restricted by direction and time of day.	-!
	M4	Transit Movement	Supports efficient operation of bus and streetcars routes identified by TTC to meet ridership demand and allows streetscape improvements to surface transit stops and transfers.	4 lane cross section allows ample capacity and flexibility for buses operating on Yonge Street. Insufficient sidewalk capacity at stops and transfers slows operations.	-!	Operation of night bus service would interfere with cycling facility. Efficiency on nearby routes may be impacted by traffic diversions.	-!	Operation of night bus service would interfere with cycling facility. Efficiency on nearby routes may be impacted by traffic diversions.	-!
Liveability	L1	Streetscape and Public Realm	Provides the opportunity to significantly improve pedestrian experience with a unified streetscape and public realm which does not impact pedestrian movement.	Quality of streetscape and public realm poor due to lack of space for amenities.	!	Moderate increase in space to improve the public realm.	!	Moderate increase in space to improve the public realm.	+
	L2	Street Activity / Local Programming	Supports Yonge Street's role as a cultural corridor by improving the streets ability to easily host local programming, events, festivals and parades on a regular basis.	Road closures required to facilitate events and programming.	-!	Increased space in boulevard areas for programming, but event closures will interfere with cycling facility.	-!	Increased space in boulevard areas for programming, but lane closures for events would impact cycling facility.	-!
	L3	Public Safety	Protects and accommodates pedestrians and cyclists by reducing driving speeds and mode conflicts.	Road capacity allows vehicle travel at speed. Narrow sidewalks and lack of cycling infrastructure do not adequately protect or accommodate vulnerable road users.	!	High level of protection for vulnerable road users. Some potential for conflict between cyclists and drivers.	!	High level of protection for vulnerable road users. Some potential for conflict between cyclists and drivers.	-!
Prosperity	P1	Street Economic Activity	Supports Yonge Street's role as a priority retail street by adding space for patios and vending and providing a streetscape which fosters retail vitality.	Insufficient space to support retail activity like patios. Streetscape does not support Yonge Street as a destination to experience.	!	Provides some space for patios and streetscape to support retail and tourism.	+	Provides some space for patios and streetscape to support retail and tourism.	+
	P2	Cost Effectiveness	Improves Yonge Street in a cost effective manner.	Leaving the street as-is requires no financial investment. However, ageing infrastructure requires replacement in the coming years regardless.	-	N/A at long-list stage.	-	N/A at long-list stage.	-
	P3	Curbside Activity	Provides adequate access and service coverage for ride hailing, goods movement and municipal services to support business and tourism.	4 vehicular lanes allow by-passing of curbside activity. Currently Yonge Street has various bylaws prohibiting stopping in the curb lane.	-!	Curbside activity restricted by side of street.	X	Curbside activity restricted by direction and may interfere with cycling facility.	X
Sustainability	S1	Natural Environment	Supports a healthier and more resilient streetscape by providing opportunities for tree planting.	Insufficient space to support tree planting.	-!	Provides limited space to support tree planting.	-!	Provides limited space to support tree planting.	+
	S2	Flexibility and Innovation	Provides flexible and adaptable street design that can respond to changing demands and uses.	Lane closures required to accommodate changes in use or growth.	X	Cycling facility limits flexibility of street.	X	Adaptability limited by prominence of cycling facility.	X
	S3	Health & Wellbeing	Encourages walking, cycling and transit use for all ages and abilities by providing safe, convenient and attractive facilities.	Poor facilities for walking and cycling.	-!	Facilities support active modes, but challenges to surface transit operation.	-!	Facilities support active modes, but challenges to surface transit operation.	-!
Conclusions				Does not carry forward.	Does not carry forward.	Does not carry forward.			

# Long List Evaluation



Objective	Criteria No.	Criteria	One Driving Lane (C)	One Driving Lane (D)	One Driving Lane (E)
Mobility	M1	Pedestrian Movement	Significant potential increase in space for pedestrian movement along Yonge Street, but presents conflicts for pedestrians to move across Yonge Street.	!	Significant potential increase in space for pedestrian movement along Yonge Street, but presents conflicts for pedestrians to move across Yonge Street.
	M2	Cycling Movement	Moderate improvement to cycling experience on Yonge Street due to one-way cycle facility and lower traffic volume/speed in opposite direction.	-!	North-south connection provided on parallel street. Moderate improvement to cycling experience on Yonge Street due to lower traffic volume/speeds. One-way travel limits convenience.
	M3	Traffic Movement	Driving access on Yonge Street restricted by direction and time of day.	!	Driving access on Yonge Street restricted by direction.
	M4	Transit Movement	Operation of night bus service would interfere with cycling facility. Efficiency on nearby routes may be impacted by traffic diversions.	!	Accommodates night bus service on Yonge Street. Daytime bus service can be maintained in 1 direction. Efficiency on nearby routes may be impacted by traffic diversions. Opportunity to improve transfer points.
Liveability	L1	Streetscape and Public Realm	Significant space to improve the public realm.	+	Moderate increase in space to improve the public realm.
	L2	Street Activity / Local Programming	Increased space in boulevard areas for programming, but lane closures for events would impact cycling facility.	!	Increased opportunity in boulevard areas to accommodate programming and events with lane closures.
	L3	Public Safety	High level of protection for pedestrians with modest improvements for cycling.	!	High level of protection for pedestrians on Yonge Street. High level of protection for cyclists on alternate street. Traffic calmed on Yonge Street.
Prosperity	P1	Street Economic Activity	Provides significant space for patios and streetscape to support retail and tourism.	+	Provides significant space for patios and streetscape to support retail and tourism.
	P2	Cost Effectiveness	N/A at long-list stage.	-	N/A at long-list stage.
	P3	Curbside Activity	Curbside activity restricted by side of street.	!	Supports significant opportunity for curbside activity in one direction.
Sustainability	S1	Natural Environment	Provides significant space to support tree planting.	+	Provides significant space to support tree planting.
	S2	Flexibility and Innovation	Adaptability limited by prominence of cycling facility.	+	High degree of flexibility for changes in use and future growth.
	S3	Health & Wellbeing	Facilities support active modes, but challenges to surface transit operation.	!	Improvements support active modes and transit usage and reduction in motor vehicle volume and speed.
Conclusions			Does not carry forward.	Carries forward.	Does not carry forward.

# Long List Evaluation



Objective	Criteria No.	Criteria	Description	Existing Baseline	Two Driving Lanes (A)	Two Driving Lanes (B)	
Mobility	M1	Pedestrian Movement	Provides the opportunity to significantly improve pedestrian movement by adding space for movement both along and across Yonge Street to accommodate growing pedestrian volumes.	With current pedestrian volumes many sections of sidewalk are overcrowded, movement is restricted both along and across Yonge Street and conditions are uncomfortable for pedestrians.	<b>X</b> Little improvement to support pedestrian movement.	<b>X</b> Little improvement to support pedestrian movement.	<b>-!</b>
	M2	Cycling Movement	Provides a major north-south connection through downtown and improves the experience for cyclists on Yonge Street.	No cycling facility on Yonge Street. Narrow curb lanes. 4 lanes of traffic.	<b>+</b> Provides a north south downtown connection and improves the cycling experience on Yonge Street. Potential for conflicts between all modes.	<b>+</b> Provides a north south downtown connection and improves the cycling experience on Yonge Street. Potential for conflicts between all modes.	<b>-!</b>
	M3	Traffic Movement	Provides suitable vehicle access to support business operation, tourism and servicing of neighbourhood.	Currently Yonge Street has 4 lanes of traffic and low car volumes providing a high level of service.	<b>!</b> Driving access maintained with 2 lanes.	<b>!</b> Driving access maintained with 2 lanes.	<b>!</b>
	M4	Transit Movement	Supports efficient operation of bus and streetcars routes identified by TTC to meet ridership demand and allows streetscape improvements to surface transit stops and transfers.	4 lane cross section allows ample capacity and flexibility for buses operating on Yonge Street. Insufficient sidewalk capacity at stops and transfers slows operations.	<b>!</b> Slightly wider sidewalks may enable some improved access to subway entrances and interchange with east-west routes by reducing crowding. Surface transit (97 Bus, 302 Night Bus) can remain on Yonge St.	<b>!</b> Bus service can be maintained but may impact cycling facility and traffic movement.	<b>!</b>
Liveability	L1	Streetscape and Public Realm	Provides the opportunity to significantly improve pedestrian experience with a unified streetscape and public realm which does not impact pedestrian movement.	Quality of streetscape and public realm poor due to lack of space for amenities.	<b>X</b> No significant change to public realm	<b>X</b> No significant change to public realm	<b>-!</b>
	L2	Street Activity / Local Programming	Supports Yonge Street's role as a cultural corridor by improving the streets ability to easily host local programming, events, festivals and parades on a regular basis.	Road closures required to facilitate events and programming.	<b>X</b> No increase in boulevard space for programming and lane closures for events would impact cycling facility.	<b>X</b> No increase in boulevard space for programming and cycling facility limits flexibility for event closures.	<b>-!</b>
	L3	Public Safety	Protects and accommodates pedestrians and cyclists by reducing driving speeds and mode conflicts.	Road capacity allows vehicle travel at speed. Narrow sidewalks and lack of cycling infrastructure do not adequately protect or accommodate vulnerable road users.	<b>X</b> No change in protection and accommodation for pedestrians.	<b>X</b> No change in protection and accommodation for pedestrians.	<b>-!</b>
Prosperity	P1	Street Economic Activity	Supports Yonge Street's role as a priority retail street by adding space for patios and vending and providing a streetscape which fosters retail vitality.	Insufficient space to support retail activity like patios. Streetscape does not support Yonge Street as a destination to experience.	<b>X</b> Does not provide additional space for patios or streetscape improvements to support retail and tourism.	<b>X</b> Does not provide additional space for patios or streetscape improvements to support retail and tourism.	<b>-!</b>
	P2	Cost Effectiveness	Improves Yonge Street in a cost effective manner.	Leaving the street as-is requires no financial investment. However, ageing infrastructure requires replacement in the coming years regardless.	<b>-</b> N/A at long-list stage.	<b>-</b> N/A at long-list stage.	<b>-</b>
	P3	Curbside Activity	Provides adequate access and service coverage for ride hailing, goods movement and municipal services to support business and tourism.	4 vehicular lanes allow by-passing of curbside activity. Currently Yonge Street has various bylaws prohibiting stopping in the curb lane.	<b>-!</b> Curbside activity restricted by side of street and placement of laybys or by time of day.	<b>-!</b> Curbside activity restricted by time of day.	<b>-!</b>
Sustainability	S1	Natural Environment	Supports a healthier and more resilient streetscape by providing opportunities for tree planting.	Insufficient space to support tree planting.	<b>X</b> Insufficient space to support tree planting.	<b>X</b> Insufficient space to support tree planting.	<b>X</b>
	S2	Flexibility and Innovation	Provides flexible and adaptable street design that can respond to changing demands and uses.	Lane closures required to accommodate changes in use or growth.	<b>X</b> Adaptability limited by prominence of cycling facility.	<b>X</b> Adaptability limited by prominence of cycling facility.	<b>-!</b>
	S3	Health & Wellbeing	Encourages walking, cycling and transit use for all ages and abilities by providing safe, convenient and attractive facilities.	Poor facilities for walking and cycling.	<b>X</b> No improvement for highest volume active mode (walking).	<b>X</b> No improvement for highest volume active mode (walking).	<b>-!</b>
Conclusions				Does not carry forward.	Does not carry forward.	Does not carry forward.	

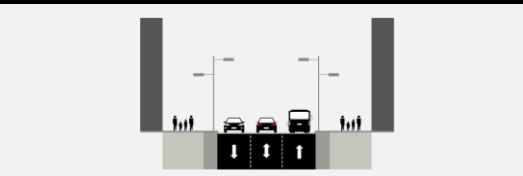
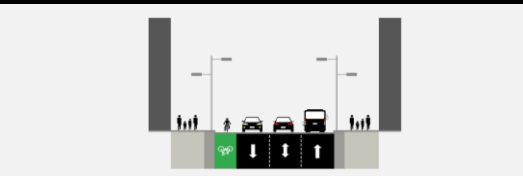
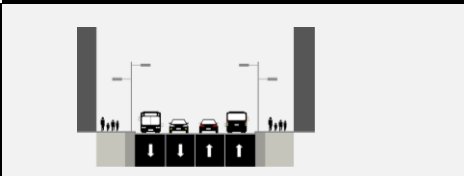
# Long List Evaluation



Objective	Criteria No.	Criteria	Two Driving Lanes (C)	Two Driving Lanes (D)
Mobility	M1	Pedestrian Movement	Moderate potential increase in pedestrian space for movement along Yonge Street, but presents conflicts for pedestrians to move across Yonge Street.	Significant potential increase in space for pedestrian movement along Yonge Street, but presents conflicts for pedestrians to move across Yonge Street.
	M2	Cycling Movement	North south connection also provided on parallel street. Moderate improvement to cycling experience on Yonge due lower traffic volume/speeds. One way travel limits convenience.	North south connection provided on parallel. Moderate improvement to cycling experience on Yonge due lower traffic volume/speeds. Potential for conflict with other modes.
	M3	Traffic Movement	Driving access maintained with 2 lanes.	Driving access maintained with 2 lanes.
	M4	Transit Movement	Bus service can be maintained but may impact cycling facility and traffic movement. Significant opportunity to improve transfer points.	Bus service can be maintained but may impact cycling facility and traffic movement. Significant opportunity to improve transfer points.
Liveability	L1	Streetscape and Public Realm	Little space to improve the public realm.	Moderate increase in space to improve the public realm.
	L2	Street Activity / Local Programming	Limited increase in boulevard space for programming and cycling facility limits flexibility for events.	Significant increase in boulevard space for programming and lane closures necessary for events.
	L3	Public Safety	Limited change in protection and accommodation for pedestrians with modest improvement for cycling.	High level of protection for pedestrians on Yonge. High level of protection for cyclists on alternate street. Traffic calmed on Yonge Street.
Prosperity	P1	Street Economic Activity	Little space for patios or streetscape improvements to support retail and tourism.	Provides some space for patios and streetscape improvements to support retail and tourism.
	P2	Cost Effectiveness	N/A at long-list stage.	N/A at long-list stage.
	P3	Curbside Activity	Curbside activity restricted by side of street and placement of laybys or by time of day.	Curbside activity restricted by placement of laybys or by time of day.
Sustainability	S1	Natural Environment	Insufficient space to support tree planting.	Provides some space to support tree planting.
	S2	Flexibility and Innovation	Some ability to accommodate change in use or growth. Changes in use would interfere cycling facilities.	Good ability to support changes in use and growth.
	S3	Health & Wellbeing	Moderate improvements to promote active modes.	Improvements support active modes and transit usage.
Conclusions			Does not carry forward.	Carries forward.



# Long List Evaluation



Objective	Criteria No.	Criteria	Description	Existing Baseline	Three Driving Lanes (A)	Three Driving Lanes (B)
Mobility	M1	Pedestrian Movement	Provides the opportunity to significantly improve pedestrian movement by adding space for movement both along and across Yonge Street to accommodate growing pedestrian volumes.	With current pedestrian volumes many sections of sidewalk are overcrowded, movement is restricted both along and across Yonge Street and conditions are uncomfortable for pedestrians.	<b>X</b> Little improvement to support pedestrian movement.	<b>X</b> Little improvement to support pedestrian movement.
	M2	Cycling Movement	Provides a major north-south connection through downtown and improves the experience for cyclists on Yonge Street.	No cycling facility on Yonge Street. Narrow curb lanes. 4 lanes of traffic.	<b>-!</b> North south connection provided on parallel street. Moderate improvement to cycling experience on Yonge due to lower traffic volume/speeds. One way travel limits convenience.	<b>X</b> North south connection provided on parallel street. Negligible improvement to cycling experience on Yonge.
	M3	Traffic Movement	Provides suitable vehicle access to support business operation, tourism and servicing of neighbourhood.	Currently Yonge Street has 4 lanes of traffic and low car volumes providing a high level of service.	<b>+</b> Little impact to driving access.	<b>+</b> Little impact to driving access.
	M4	Transit Movement	Supports efficient operation of bus and streetcars routes identified by TTC to meet ridership demand and allows streetscape improvements to surface transit stops and transfers.	4 lane cross section allows ample capacity and flexibility for buses operating on Yonge Street. Insufficient sidewalk capacity at stops and transfers slows operations.	<b>!</b> Limited impact on surface transit operation with little ability to improve transfer points.	<b>!</b> Limited impact on surface transit operation and moderate opportunity to improve transfer points.
Liveability	L1	Streetscape and Public Realm	Provides the opportunity to significantly improve pedestrian experience with a unified streetscape and public realm which does not impact pedestrian movement.	Quality of streetscape and public realm poor due to lack of space for amenities.	<b>X</b> No significant change to public realm	<b>-!</b> Little space to improve the public realm.
	L2	Street Activity / Local Programming	Supports Yonge Street's role as a cultural corridor by improving the streets ability to easily host local programming, events, festivals and parades on a regular basis.	Road closures required to facilitate events and programming.	<b>-!</b> No increase in boulevard space for programming and cycling facility limits flexibility for event closures.	<b>!</b> Some increase in boulevard space for programming and lane closures necessary for events.
	L3	Public Safety	Protects and accommodates pedestrians and cyclists by reducing driving speeds and mode conflicts.	Road capacity allows vehicle travel at speed. Narrow sidewalks and lack of cycling infrastructure do not adequately protect or accommodate vulnerable road users.	<b>X</b> Limited change in protection and accommodation for pedestrians with modest improvement for cycling.	<b>-!</b> Limited change in protection and accommodation for pedestrians. High level of protection for cyclists on alternate street.
Prosperity	P1	Street Economic Activity	Supports Yonge Street's role as a priority retail street by adding space for patios and vending and providing a streetscape which fosters retail vitality.	Insufficient space to support retail activity like patios. Streetscape does not support Yonge Street as a destination to experience.	<b>X</b> Does not provide additional space for patios or streetscape improvements to support retail and tourism.	<b>-!</b> Little space for patios or streetscape improvements to support retail and tourism.
	P2	Cost Effectiveness	Improves Yonge Street in a cost effective manner.	Leaving the street as-is requires no financial investment. However, ageing infrastructure requires replacement in the coming years regardless.	<b>-</b> N/A at long-list stage.	<b>-</b> N/A at long-list stage.
	P3	Curbside Activity	Provides adequate access and service coverage for ride hailing, goods movement and municipal services to support business and tourism.	4 vehicular lanes allow by-passing of curbside activity. Currently Yonge Street has various bylaws prohibiting stopping in the curb lane.	<b>!</b> Supports opportunity for high levels curbside activity on one side of street.	<b>+</b> Supports opportunity for high levels curbside activity on one side of the street.
Sustainability	S1	Natural Environment	Supports a healthier and more resilient streetscape by providing opportunities for tree planting.	Insufficient space to support tree planting.	<b>X</b> Insufficient space to support tree planting.	<b>X</b> Insufficient space to support tree planting.
	S2	Flexibility and Innovation	Provides flexible and adaptable street design that can respond to changing demands and uses.	Lane closures required to accommodate changes in use or growth.	<b>X</b> Little ability to accommodate change in use or growth. Changes in use would interfere with cycling facilities.	<b>+</b> Limited ability to accommodate change in use or growth.
	S3	Health & Wellbeing	Encourages walking, cycling and transit use for all ages and abilities by providing safe, convenient and attractive facilities.	Poor facilities for walking and cycling.	<b>X</b> Little improvement to support active modes	<b>X</b> Little improvement to support active modes.
Conclusions				Does not carry forward.	Does not carry forward.	Does not carry forward.