

## Topic: Public transit

This document contains public input on public transit. The public input was collected through open-ended questions in the Toronto Core Service Review Public Consultation Feedback Form. Information about the consultation as well as other data sets and results is available at <http://www.toronto.ca/torontoservicereview/results.htm>.

Because of the large volume of comments received from 13,000 participants, multiple keyword searches were used to identify the information for this document. The comments below are in the order in which they were received, are listed by the question on the Feedback Form that they were responding to, and show the full response to the question which may include input on other topics.

### Responses:

- [To begin, what do you think are the most important issues facing our city in 2011? Please list up to three issues.](#)
- [Are there any other important city-wide issues you think the City of Toronto should consider?](#)
- [Do you have any other comments on how the City should fund services?](#)
- [Is there anything else you would like City Council to consider when making decisions about services in the future?](#)

**To begin, what do you think are the most important issues facing our city in 2011? Please list up to three issues.**

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	<b>Transit - Important Issues</b>
1.	Public Transit
2.	Improving TTC - NOT cutting routes
3.	Transit planning
4.	Public Transit
5.	decline in TTC service
6.	Transit development
7.	Transit, LRT, Bus cancellations
8.	TTC - public transportation
9.	Public Transit Sucking Hard.
10.	Transit
11.	Transit
12.	Transit
13.	Transit

	<b>Transit - Important Issues</b>
14.	transit
15.	Transportation/TTC
16.	transit
17.	Rapid transit needed ALL over the city
18.	Transit
19.	Transit
20.	Public transit (TTC)
21.	reduced transit service for 2011
22.	inadequate capital funding for public transit
23.	Public transit
24.	The need to ensure that pedestrian paths and routes through the City are accessible, timely and effective, regardless of cost.
25.	Transit
26.	Transit
27.	Transit
28.	ttc
29.	Transit
30.	Poor transit
31.	crime on the ttc
32.	ttc
33.	TTC
34.	transit
35.	a modern user-friendly public transit system
36.	TTC
37.	public transit
38.	Public Transit - TTC coverage & expansion
39.	transit
40.	Transit
41.	Transit
42.	Public Transit
43.	Transit
44.	Public Transit inefficiencies
45.	public transit
46.	transit
47.	Good public transit
48.	Improved public transit
49.	TTC
50.	Public Transit
51.	ttc.... Garbage.....Road Repairs?
52.	Diesel trains proposed by Metrolinx
53.	Transit

	<b>Transit - Important Issues</b>
54.	Transit
55.	transit
56.	Lack of good transit outside City centre
57.	public transit
58.	lack of planning in public transit
59.	Improving public transit
60.	TTC
61.	Transit
62.	Poor Public Transit System
63.	No more ttc strikes, and more wheelchair accessibility
64.	Lack of a cohesive transit plan
65.	Public transit
66.	Transportation (both TTC and bicycle infrastructure)
67.	Contracting out T.T.C. routes due to numerous employees on the sunshine list with only requirement being grade 12 diploma and a license.
68.	transit
69.	Commute times [traffic + transit issues]
70.	Transit
71.	transit
72.	Public Transit
73.	Unreliable street cars and buses
74.	Small subway system
75.	need to expand public transit
76.	Public transit
77.	TTC
78.	Traffic/Transit
79.	Decongestion of traffic, i.e., via delivering promised TTC Subway extending past Morningside Ave. on Sheppard Ave.
80.	Public Transit
81.	Eroding support for public transit
82.	Public transit
83.	Lack of proper bike routes and safe bike lanes.
84.	Improving Transit - includes subways and streetcars
85.	TTC
86.	public transportation (TTC)
87.	TTC
88.	Public Transit
89.	transit
90.	Improve TTC and Wheeltrans
91.	Transit
92.	More public transit

	<b>Transit - Important Issues</b>
93.	Public Transit
94.	public transit
95.	Transit
96.	public transit
97.	Transit
98.	Transit
99.	Transit improvements.
100.	Mass transit
101.	TTC
102.	affordable public transit
103.	Public Transportation / Subway
104.	Transit
105.	Transit
106.	Transit
107.	Transit
108.	Transit / traffic
109.	Downtown rapid transit expansion to reduce traffic
110.	transit
111.	transit
112.	Public Transit - moving more people better.
113.	insufficient transit
114.	transit
115.	Transit
116.	Proper funding for transit
117.	Transit
118.	Public Transit (TTC, Buses, Streetcars and BIKES)
119.	Affordable & Accessible Transit
120.	transit
121.	transit
122.	public transit
123.	Inadequate and overburdened transit
124.	Public transit
125.	Transit
126.	Maintenance and improvement of the transit system
127.	Public Transit
128.	transit- we need more subways and to get rid of streetcars
129.	Improving Public Transit
130.	TTC monopoly
131.	public transit
132.	TTC
133.	Public Transit

	<b>Transit - Important Issues</b>
134.	public transit
135.	Transit
136.	Transit
137.	Public Transit
138.	Transit
139.	transit
140.	Transit
141.	Horrible Public Transit
142.	Public transit
143.	Transit
144.	New Subway
145.	Transit
146.	Public Transit
147.	improving TTC
148.	Cleaner public transit
149.	transit
150.	Transit & Traffic
151.	Sheppard subway extension
152.	Transit inadequacies
153.	Transit
154.	Transit
155.	Lack of affordable transit
156.	Downtown traffic/transit
157.	Commute - Public Transit
158.	Public Transit
159.	Lack of funds for TTC improvements
160.	ttc
161.	Transit Services
162.	Improving/enhancing public transit
163.	Transit
164.	Need for more transit equity
165.	transit
166.	Transit
167.	Transit
168.	better transit
169.	Transit
170.	Transit
171.	TTC expansion
172.	Transit
173.	transit
174.	transit

	<b>Transit - Important Issues</b>
175.	transit!
176.	transit
177.	Mass transit, including bike lanes
178.	Public transit - poor service and facilities, high fees
179.	Union entitlement (Garbage, TTC, city hall)
180.	Public Transit
181.	affordable public transit
182.	transit investment / plan
183.	transit
184.	Traffic and transit
185.	Public transit
186.	TTC
187.	need better public transit
188.	Transit - public transportation
189.	transit
190.	public transit
191.	Public Transit
192.	Transit
193.	Badly managed TTC
194.	TTC
195.	Lack of affordable transit
196.	better transit
197.	transit
198.	Transit
199.	Transit
200.	Transit
201.	Don't make David Miller mistakes such as the St. Clair dedicated street car line, costing millions of dollars to save streetcars 3 1/2 minutes of travel time, and causing many stores on St. Clair Avenue to close for good. St. Clair Avenue also lost two lanes to the streetcars on the dedicated line, leaving less space for cars that should be sharing the road with streetcars as on Queen, King Streets, Lakeshore Boulevard, Dundas Street and more.
202.	public transit - lack thereof
203.	Transit
204.	public transit
205.	Public Transit
206.	Public Transit
207.	Transit too expensive
208.	enhancements to the TTC
209.	Ford killing transit contracts
210.	Transit

	<b>Transit - Important Issues</b>
211.	Transit
212.	Transit infrastructure/rail link to airport
213.	Transit
214.	Mass Transit
215.	Public transit--Finch line needs more buses
216.	public transit
217.	Transit
218.	Transit
219.	Improving public transit
220.	Transportation infrastructure: roads, TTC, etc.
221.	Transit
222.	Public transit
223.	Transit
224.	Transit
225.	Transit
226.	Safe, reliable, cost-effective transportation for EVERYONE, including cars, bicycles, TTC and pedestrians
227.	Public Transit - Fewer Buses; Better Alternatives
228.	Transit
229.	transit issues
230.	lack of good public transit
231.	Transportation, roads and transit
232.	Transit
233.	Lack of accessible and city wide transit
234.	transit
235.	Transit Subway Expansion (when will it be done?)
236.	Stopping / slowing down this slash and burn mentality that seems to have hit Council; for example, allowing for careful, thorough investigation of situations rather than changing the time period and finalizing poorly-thought out decisions. E.g. Transit planning - throwing
237.	Public transit
238.	Public transit
239.	transit
240.	Transit
241.	improving public transit
242.	Transit
243.	transit
244.	Good transit to all areas of the city
245.	Transit costs
246.	The need to promptly and without delay build the Finch West LRT
247.	Public Transit

	<b>Transit - Important Issues</b>
248.	more public transit
249.	lack of mass transit
250.	TTC
251.	reduction or limiting of public transit. TTC is no longer dependable to get to one's destination in a timely way. One must allow a substantial margin and arrive early or one hopes, on time.
252.	TTC
253.	Public Transit
254.	transit issues
255.	transit
256.	deteriorating public transit
257.	Transit
258.	Lack of east-west rapid transit downtown
259.	Public Transit
260.	public transit
261.	public transit
262.	poor transit
263.	transit
264.	Transit
265.	Public Transit
266.	Public Transit
267.	Transit
268.	public transit
269.	transit
270.	Public Transit
271.	Transit
272.	Transit
273.	Accessible Public Transit
274.	mismanagement of TTC and similar city run organizations, not to mention use of paid duty cops
275.	Public transit: significant increase capacity, make more affordable, need significant expansion of bike lanes and locks.
276.	Transit
277.	public transit
278.	Transit
279.	public transit expansion
280.	transit
281.	funding public transit further
282.	Transit
283.	Transit
284.	ttc



	<b>Transit - Important Issues</b>
285.	transit
286.	Roads/transit
287.	transit
288.	Transit
289.	public transit
290.	Public Transit
291.	TTC
292.	Public Transit
293.	Public Transit - Accessibility
294.	Transit
295.	ttc cost and service
296.	transit
297.	Transit - lack of capacity on Yonge subway
298.	public transit
299.	Transit
300.	Equitable access to affordable public transit
301.	public transit
302.	Transit
303.	public transit
304.	public transit
305.	Transit
306.	Transit- we need more public transit now!
307.	Transit
308.	Transit Expansion
309.	Lack of TTC funding.
310.	cancellation of transit plan
311.	transit
312.	Transit
313.	transit
314.	transit
315.	Transit
316.	Stagnating Transit
317.	Public Transit to inner suburbs
318.	Transit
319.	Breadth of mass transit network
320.	Transit
321.	Transit
322.	Transit
323.	Transit
324.	transit
325.	transit

	<b>Transit - Important Issues</b>
326.	traffic/transit
327.	TTC terrible service
328.	Transit
329.	Transit
330.	effective transit
331.	Transit
332.	Transit
333.	Expansion of public transit
334.	Transit congestion
335.	MORE TTC SERVICE - MORE LIGHT RAIL (EFFICIENT)...LESS SUBWAYS (COSTLY)
336.	Transit gaps
337.	transit
338.	Public Transit
339.	Better transit and bike system
340.	Transit funding
341.	Transit
342.	Transit
343.	Public Transit
344.	Public Transit
345.	Transit
346.	terrible public transit
347.	funding for transit
348.	Transit
349.	Public Transit
350.	Failure to develop a proper transit plan
351.	Transit
352.	transit
353.	The future of transit
354.	Transit
355.	support for public transit
356.	Public transit
357.	Transit
358.	transit
359.	Transit
360.	ttc management
361.	Transit
362.	Public Transit
363.	Transit
364.	transit
365.	Public Transit
366.	Public Transit

	<b>Transit - Important Issues</b>
367.	Public Transit
368.	transit
369.	Improving Transit Infrastructure
370.	transportation - Bike lanes! and TTC
371.	ttc
372.	Public Transit and traffic in downtown core
373.	Public Transit
374.	TTC
375.	TTC Service
376.	Transit
377.	transit
378.	public transit
379.	Inadequate public transit services
380.	Transit
381.	Improving Public Transit
382.	Cyclist-Friendly routes and paths
383.	transit
384.	The state of public transit
385.	Public Transit
386.	Transit
387.	Inefficient TTC management of services
388.	Transit infrastructure development
389.	Public Transit
390.	Public Transit
391.	Poor transit
392.	Transit
393.	Transit
394.	Transit
395.	Transit
396.	TTC
397.	TTC
398.	TRANSIT
399.	Lack of rapid transit in old suburbs, especially north west and north east
400.	Public Transit
401.	Infrastructure development (TTC, Roads, Bike lanes)
402.	Public Transit
403.	Affordable transit for the poor
404.	accessible transit
405.	public transit
406.	A sufficient transit infrastructure
407.	Transit

	<b>Transit - Important Issues</b>
408.	Support for TTC and alternative forms of transportations
409.	Transit
410.	Transit
411.	lack of funding to public transit
412.	Transit
413.	Transit
414.	infrastructure and transit (roads, etc.)
415.	Transit
416.	transit
417.	Access & affordability of Transit
418.	Transit
419.	Transit
420.	lack of light rail transit
421.	Public Transit
422.	Transit
423.	Bad TTC service
424.	transit
425.	Transit accessibility
426.	transit
427.	public transit
428.	Improving transit
429.	Inadequate support for public transit
430.	transit funding
431.	public transit
432.	Public Transit
433.	TTC - fares too high
434.	Public Transit
435.	transit - accessibility, service, efficiency for the most people possible
436.	TTC / Subway needs to be expanded
437.	transit
438.	Pervasive, fast, and reliable public transit
439.	poor transit
440.	Improving Transit, Bike Paths and Walkability
441.	transit
442.	Public Transit (TTC)
443.	TTC service
444.	Transit
445.	Insufficient transit - more streetcars and dedicated lanes needed
446.	Transit
447.	Public Transit
448.	Transit

	<b>Transit - Important Issues</b>
449.	Transit
450.	Lack of proper TTC funding
451.	Transit
452.	Transit
453.	Transit infrastructure/services
454.	Lack of good transit
455.	TTC
456.	Transit
457.	transit issues including cycling
458.	Transit
459.	Transit
460.	Public transit
461.	Transit
462.	TTC Funding
463.	Transit
464.	Expansion of public transit
465.	transit
466.	Poor air quality and traffic congestion due to a lack of bike lanes and mass public transit.
467.	Public Transit
468.	TTC
469.	Building subways, not high speed railways or light rapid transit.
470.	Public Transit Improvements
471.	Public transit
472.	Public transit
473.	The environment (Green energy production, better public transit and bike lane options, etc.)
474.	improving TTC service: more service, accessibility
475.	public transit
476.	Transit
477.	Transit
478.	Public transit
479.	Public Transit
480.	public transit and road use
481.	Transit
482.	Transit - not enough subways
483.	TTC - what a mess
484.	Transit
485.	Improving transit and infrastructure
486.	Price of TTC
487.	Public Transit

	<b>Transit - Important Issues</b>
488.	Transit
489.	Public transit
490.	building subways when LRT is much better
491.	Public transit/congestion
492.	Transit and decaying Infrastructure
493.	transit
494.	need more and better financed public transit
495.	Transit - TTC and Cycling paths
496.	ttc
497.	Transit
498.	TTC service cuts
499.	Transit Accessibility
500.	Transit
501.	TTC
502.	public transit
503.	transit
504.	Public Transit
505.	Public Transit
506.	Transit
507.	transportation (too many cars, not enough public transit)
508.	public transit
509.	ongoing rising price of TTC and terrible service they provide
510.	Transit
511.	Transit
512.	public transit
513.	Transportation - TTC
514.	TTC
515.	public transit cost, reliability and cleanliness
516.	Lack of public transit
517.	Public Transit - poor service culture
518.	ttc improvements
519.	transit
520.	lack of funding for public transit
521.	Transit
522.	the need for expanded public transit
523.	TTC
524.	transit (gta)
525.	Lack of reliable transit services
526.	sustainable, accessible transit
527.	Public Transit
528.	TTC

	<b>Transit - Important Issues</b>
529.	Transit
530.	Accessible Transit in outlying areas
531.	TTC
532.	public transit service
533.	Transit
534.	Public transit
535.	Public Transit
536.	transit destruction
537.	transit
538.	The need for more environmentally sustainable transportation systems (i.e., increased funding for TTC and cycling lanes)
539.	Lack of Public Transit
540.	TTC Service
541.	Transit
542.	Transit
543.	bike lanes and TTC
544.	Improving the transit system
545.	Improve Transit/Cycling Initiatives/Auto alternatives
546.	Decline in standard of public transit
547.	Poor public transit service
548.	Transit development
549.	Transit
550.	TRANSIT
551.	Transit
552.	Inadequate transit
553.	Capital needs for transit
554.	Improving TTC
555.	Transit
556.	transit
557.	Transit expansion
558.	Transit
559.	public transit
560.	Public Transit
561.	Transit
562.	transit
563.	TTC service and fares
564.	transit/gridlock
565.	Public Transit
566.	Public Transit
567.	transit
568.	Transit

	<b>Transit - Important Issues</b>
569.	Transit
570.	Public transit - growth and upkeep
571.	Transit
572.	public transit
573.	Transit
574.	Transit
575.	transit
576.	Lack of Investment in Public Transit
577.	Transit
578.	Improving public transit
579.	Transit
580.	Transit
581.	transit to edge of Scarborough
582.	Transit
583.	Maintenance/upgrades to existing TTC
584.	transit
585.	TTC
586.	Transit
587.	transit
588.	Transit
589.	Bad public transit and too much cars in the city
590.	Public transit
591.	borrowing 4 billion to build a useless subway
592.	Importance of balancing pedestrians, bicycles, transit and car traffic (in that order of importance).
593.	Transit
594.	Transit
595.	Public Transit
596.	hold line on police, fire and ttc costs
597.	Public transit
598.	lack of accessible public transit
599.	public transit
600.	undo St Clair street cars give the community their area back so stores can survive and make a living and contribute by tax dollars and employment
601.	TTC
602.	improving transportation - affordable transit, more bike routes, safer streets for walking
603.	Public Transit/Transportation
604.	public transit
605.	Transit
606.	Public transit



	<b>Transit - Important Issues</b>
607.	Transit & Traffic Congestion
608.	transit funding
609.	Public transit
610.	public transit to all parts of the city
611.	Public Transit availability
612.	Transit
613.	Transit
614.	Sustainable Public Transit
615.	transit
616.	environment- cleaning up the air and water, environment - though increasing transit options and reducing smog/ energy use/ increasing number of trees planted/ increase number of bike paths
617.	affordable transit
618.	Transit
619.	public transit expansion
620.	public transit
621.	The TTC is the worst transit system of any major metropolitan area in North America,
622.	There is no transit integration with airports, bus stations or rail stations/GO
623.	undeveloped opportunities - ttc lands
624.	ttc
625.	TTC
626.	public transit
627.	transit
628.	Public Transit
629.	Public Transit TTC
630.	Transit
631.	transit
632.	transportation - TTC in specific
633.	transit - effective, extensive, accessible
634.	Adequate transit service
635.	traffic / public transit
636.	Public transit
637.	Transit
638.	Public Transit for citizen who cannot afford a vehicle
639.	public transit
640.	Promoting realistic public transit - not the destruction of it as outlined by Ford
641.	Underfunded Transit
642.	Transit
643.	Public transit
644.	public transit

	<b>Transit - Important Issues</b>
645.	Transit upgrades
646.	Public transit
647.	Transit
648.	Transit
649.	transit
650.	transit
651.	Public transit
652.	transit
653.	Transit
654.	transit
655.	Public transit
656.	transit
657.	Lack of sufficient/reasonable transit
658.	Transit
659.	Transit
660.	Improving and growing Public Transit
661.	Improving transit and making the city more walkable
662.	transit services
663.	Transit
664.	Public Transit
665.	Public Transit
666.	raising public transportation fare
667.	public transit
668.	Public transit
669.	Mass Transit
670.	Transit
671.	transit
672.	improving public transit
673.	Sheppard Subway
674.	Transit
675.	transit
676.	public transit
677.	Transit - LRTs
678.	decrease in TTC service and reliability
679.	Transit
680.	transit
681.	Public transit & cycling infrastructure (we need much more, soon)
682.	LRT - developing new LRT lines and improving the streetscape
683.	ttc
684.	Public transit
685.	lack of high frequency, high capacity public transit

	<b>Transit - Important Issues</b>
686.	transit construction and service expansion
687.	public transit
688.	public transit
689.	Transit
690.	public transit
691.	Transit
692.	Transit
693.	Transit
694.	transit for all
695.	Transit, particularly places like Finch Ave.
696.	Bicycle safety as we see more and more riders.
697.	Transit
698.	rumbling infrastructure (roads, TTC shelters, park buildings)
699.	TTC growth
700.	Public Transit
701.	Improving public transit
702.	Public Transit
703.	Transit
704.	Public Transit
705.	High cost of transit for an antiquated system
706.	TTC
707.	public transit
708.	transit
709.	Transit
710.	public transit
711.	public transit
712.	Transit
713.	improving transit
714.	faster TTC
715.	Transit
716.	Improving public transit
717.	Public transit
718.	Transit
719.	Transit Access
720.	Transit
721.	TTC
722.	Improved transit
723.	public transit
724.	Public Transit
725.	transit
726.	Public Transit

	<b>Transit - Important Issues</b>
727.	TTC
728.	public transit
729.	public transit
730.	transit
731.	Transit
732.	public transit
733.	Transit
734.	transit
735.	public transit
736.	Transit
737.	excellence in public transit, including bikes
738.	Under provisioned transit within the core
739.	improve transit
740.	public transit
741.	transit for the GTA, one carrier
742.	Transit
743.	Transit
744.	Improving public transit
745.	Transit
746.	Transit - lack of vision
747.	Transit expansion
748.	Expanding Public Transit
749.	City planning to reduce sprawl and increase use of transit
750.	substandard, slow up-rapid transit
751.	Transit
752.	Transit funding
753.	transit
754.	maintenance - TTC, roads & infrastructure
755.	Accessibility to wide spread public transit
756.	Transit system
757.	Public transit is inadequate
758.	TTC
759.	Public Transit
760.	TTC
761.	Overpriced, poorly run transit
762.	Transit
763.	Transit
764.	Transit
765.	transit
766.	TTC
767.	Public Transit

	<b>Transit - Important Issues</b>
768.	Expansion of the TTC
769.	Transit
770.	Transit
771.	a sensible transit plan
772.	public transit
773.	Transit
774.	Public transit
775.	Transit
776.	Inadequate transit and inadequate transit plans
777.	Transit
778.	Transit services need to be expanded.
779.	transit and transportation
780.	Expanding pubic transit
781.	ttc
782.	transit
783.	TTC
784.	public transit
785.	transit
786.	TTC
787.	Public transit and bicycle access
788.	Transit
789.	Public Transit
790.	public transit
791.	Transit
792.	public transit
793.	Transit
794.	transit
795.	Public transit
796.	Transit
797.	Public Transit
798.	Public Transit
799.	TTC
800.	Transit infrastructure
801.	transit
802.	Public Transit
803.	Transit
804.	transit the need to improve public transportation in underserved areas
805.	Transit
806.	Ttc
807.	Transit: TTC overcrowding, antiquated fare system, inter-modal needs
808.	Transit

	<b>Transit - Important Issues</b>
809.	TTC
810.	More Public Transit
811.	TTC
812.	TTC - users should pay a bit more
813.	Transit
814.	transit
815.	transit
816.	Transit
817.	Transit
818.	Transit
819.	TTC
820.	Transit
821.	Transit
822.	Transportation - traffic, road repairs, transit
823.	public transit
824.	TTC - a much improved user experience is required
825.	access to transit
826.	Transit
827.	Affordable transit, including bike lanes
828.	public transit
829.	Transit
830.	Public Transportation (TTC)
831.	public transit
832.	Damaging cuts to city transit and streetcar services
833.	public transit
834.	Public Transit
835.	Providing a sound transit solution with forward vision
836.	Transit
837.	Public Transit
838.	Ttc improvements
839.	Public Transit
840.	public transit
841.	Transit
842.	expanding our ttc
843.	Access to Public Transit
844.	Public Transit
845.	Transit
846.	TTC service
847.	public transit
848.	transit/vehicular Mobility
849.	the need for free transit

	<b>Transit - Important Issues</b>
850.	accessible public transit
851.	Transit
852.	Transit
853.	Public transit
854.	Transit
855.	Transit
856.	Transit (lack of public transit)
857.	transit planning
858.	Poor transit planning
859.	Transit
860.	Public transit and the environment
861.	Transit
862.	city transit
863.	accessible access to public transit
864.	public transit
865.	Transit
866.	public transit
867.	Transit
868.	TTC services need to improve in downtown core
869.	transit
870.	Affordable public transit
871.	Continued development of the best and most economical public transit solutions
872.	transit
873.	transit
874.	TTC/Transit
875.	Public transit
876.	transit - traffic
877.	TTC
878.	Transit
879.	TTC
880.	TTC
881.	Transit
882.	transit
883.	Public transit
884.	TTC
885.	Enhancing public transit
886.	TTC service (light rail in key areas)
887.	Transit
888.	Public Transit
889.	Transit
890.	affordable, accessible public transit

	<b>Transit - Important Issues</b>
891.	To make public transit better and more accessible to riders as quickly as possible (rather than with long-term and ill-funded subway "dreams"). .
892.	Transit
893.	Subway expansion
894.	ttc
895.	infrastructure -especially transit
896.	Transportation / public transit availability
897.	Transit
898.	TTC
899.	Transit
900.	Transit - environmentally responsible accessible transit
901.	Lack of comprehensive public transit
902.	Public Transit
903.	Public Transit
904.	more frequent bus service and bus lanes
905.	Transit
906.	insufficient transit, pedestrian & cycling options so that people don't have to drive
907.	Transit
908.	Poor public transit
909.	transit
910.	Public transit
911.	Transit
912.	deficiencies in public transit
913.	Public Transit
914.	TTC services, traffic congestion
915.	public transit operations and expansion/mix mode transportation plan/complete streets
916.	public transit
917.	transit
918.	transit
919.	transit
920.	Public transit
921.	Public transit
922.	TTC Expansions
923.	public transit
924.	improving public transit
925.	transit
926.	Transit - TTC
927.	Poor transit
928.	Public transit costs
929.	public transit



	<b>Transit - Important Issues</b>
930.	Transit, road maintenance
931.	TTC
932.	Effective, affordable public transit
933.	Transit
934.	Transit
935.	Ttc light rail expansion
936.	Transit
937.	public transit
938.	transit
939.	Transit and road congestion
940.	Transit
941.	transit
942.	Better TTC Service
943.	Transit
944.	Transit
945.	Public transit
946.	transit
947.	Public transit
948.	Public Transit
949.	transit
950.	Transit
951.	transit accessibility
952.	Transit
953.	Transit
954.	transit
955.	transit
956.	Our lack of Subway infrastructure for downtown relief
957.	Public Transit
958.	Transit Improvement
959.	lack of public transit
960.	Updated efficient TTC especially accessible streetcars
961.	Transit
962.	TTC
963.	Public Transit
964.	Transit
965.	transit costs and upgrades
966.	TTC
967.	transit
968.	reliable, fast transit for all parts of the city
969.	Public Transit
970.	public transit

	<b>Transit - Important Issues</b>
971.	public transit - reliability and state of repair
972.	public transit
973.	Unaffordable options for transportation (rising TTC costs, etc)
974.	public transit improved, including regional connections
975.	Transit
976.	TTC
977.	TTC
978.	Affordable and fully functional public transit
979.	No cuts to city services and no cuts to ttc
980.	Transit
981.	TTC - transit accessibility
982.	Transit Funding
983.	Airport Link being built instead of TTC or GO connection
984.	Cross city commuting with mass transit
985.	Public Transit
986.	Transit
987.	transit
988.	Transit coverage (e.g.. airport)
989.	transit
990.	Transit
991.	Transit
992.	TTC Services
993.	more transit
994.	TTC (customer service, cost and service)
995.	Public Transit
996.	Public Transit
997.	Public transit needs improvement during rush hour
998.	transit
999.	Public Transit
1000.	transit
1001.	Transit
1002.	Transit
1003.	public transit
1004.	public transit
1005.	Spadina subway extension to York University
1006.	Attack and privatization of city services, i.e. housing, ttc, etc...
1007.	TTC Service
1008.	improved transit
1009.	transit
1010.	Transit
1011.	Transit

	<b>Transit - Important Issues</b>
1012.	Traffic, transit & sustainable commuting
1013.	Improving public transit within the city.
1014.	TTC reliability and quality of service
1015.	TTC prices are too high
1016.	traffic congestion / improving public transit
1017.	TTC
1018.	TTC
1019.	Public Transit
1020.	transit
1021.	transit
1022.	transit/transportation/bike lanes
1023.	Subway
1024.	Transit
1025.	Extending the TTC subway lines
1026.	Improving customer service for the TTC
1027.	transit
1028.	transit
1029.	Transit
1030.	Efficient, reliable and affordable TTC
1031.	Public Transit
1032.	Public transit
1033.	transit
1034.	transit
1035.	Public Transit
1036.	Transit Services
1037.	transit
1038.	Transit
1039.	Improving and expanding public transit
1040.	Accessibility to Public Transit
1041.	Public Transit
1042.	TTC/City Transit Availability and Affordability
1043.	ttc
1044.	providing good transit services without too many cutbacks
1045.	Transportation (TTC, lack of infrastructure)
1046.	Improving public transit
1047.	public transit
1048.	Public view of TTC services
1049.	Funding for Transit
1050.	Public Transit
1051.	public transit
1052.	Public Transit

	<b>Transit - Important Issues</b>
1053.	efficient, safe and timely public transit (not Mayor Ford's subways)
1054.	ttc service
1055.	Public Transit - too expensive with service not reflecting cost to the public
1056.	Slow, unreliable public transit services and loud, screechy subway trains.
1057.	Public Transit & reducing commute times
1058.	TTC
1059.	TTC
1060.	Transit
1061.	ttc service cuts even though fare is still rising
1062.	Transit /Transportation
1063.	Transit
1064.	TTC improvement is much needed
1065.	Public transit
1066.	ttc
1067.	Transit
1068.	traffic / transit
1069.	mass transit
1070.	Insufficient public transit
1071.	reliable public transit
1072.	building more rapid transit
1073.	fast and efficient transit connecting all parts
1074.	Transit
1075.	Develop a coherent GTA-wide transit plan and implement it
1076.	Transit
1077.	ttc
1078.	Effective transit.
1079.	transit
1080.	strengthening the core services of the TTC
1081.	Public Transit
1082.	improving transit
1083.	Transit
1084.	public transit
1085.	public transit
1086.	Public transit support
1087.	transit
1088.	public transit
1089.	effective transit/dealing with congestion
1090.	public transit
1091.	expensive TTC but cuts to services
1092.	transit
1093.	Transit / density of traffic on downtown streets

	<b>Transit - Important Issues</b>
1094.	Transit
1095.	public transit: we need more and to improve what's here
1096.	Transit
1097.	Transit
1098.	Transit
1099.	public transit
1100.	TTC service is deteriorating
1101.	Subway breakdowns and closures
1102.	Greater funding for the TTC
1103.	public transit
1104.	Transit
1105.	TTC
1106.	Public Transit
1107.	Transit
1108.	Accessible transit
1109.	Public transit
1110.	Public transit problems
1111.	Enhancing reliability of public transit
1112.	transit
1113.	Transit
1114.	TTC
1115.	traffic and transit-we need subways!!!
1116.	public transit
1117.	public transit
1118.	Transit
1119.	Public Transit
1120.	Public Transit
1121.	Transit
1122.	subway lines development
1123.	Poor public transit
1124.	TTC
1125.	Transit
1126.	Infrastructure deterioration (roads, ttc)
1127.	Transportation - TTC and road
1128.	transit
1129.	infrastructure (transit, utilities)
1130.	Transit
1131.	extensive Transit system
1132.	Transit - less cars in city core needed
1133.	Transit
1134.	improving public transit

	<b>Transit - Important Issues</b>
1135.	poor public transit/too many cars
1136.	transit
1137.	transit
1138.	Transit
1139.	transit
1140.	Improving and Expanding Public Transit
1141.	TTC
1142.	Lack of transit
1143.	TTC
1144.	Transit
1145.	Lack of efficient, effective public transit across the GTA
1146.	Transit
1147.	Transit
1148.	reduction of services (e.g. rumoured TTC reductions)
1149.	Public transit
1150.	rapid transit improvements
1151.	transit
1152.	Improved public transit
1153.	ttc
1154.	Infrastructure including roads and transit
1155.	TTC Expansion
1156.	Poor public transit and cycling infrastructure
1157.	Improving public transit
1158.	Public Transit
1159.	transit
1160.	Maintaining the level of city and public services like libraries and public transit by ensuring that their budgets do not get cut further
1161.	Ensuring that public services such as TCHC and the TTC do not get privatized so that a few can benefit at the expense of many
1162.	Transit
1163.	surface transit
1164.	Transit
1165.	Public transit
1166.	Keeping public services public e.g.: TTC, garbage collection etc...
1167.	Transit
1168.	public transit
1169.	TRANSIT
1170.	infrastructure, including schools, transit, parks, roadways
1171.	Transit
1172.	Building better transit
1173.	better public transit

	<b>Transit - Important Issues</b>
1174.	Improving public transit and other city services
1175.	Focus on cars instead of public transit and bikes
1176.	Transit
1177.	Not enough transit
1178.	Transit and Cycling improvements
1179.	TTC
1180.	Lack of public transit in poorer served areas of the city
1181.	public transit
1182.	Gridlock / lack of efficient public transit
1183.	Transit
1184.	Public transit expansion (Eglinton LRT)
1185.	Efficient and Affordable Public Transit
1186.	Transit
1187.	streetcar & subway stroller/wheelchair accessibility
1188.	Public transit
1189.	Transit
1190.	ttc
1191.	Transit
1192.	Increasing the reach of public transit to underserved parts of the city
1193.	Expanding our public transit system
1194.	Transit
1195.	Increased use of TTC
1196.	good affordable transit
1197.	Transit
1198.	transit
1199.	Transit
1200.	transit
1201.	public transit service needs to be extended, improved and made more affordable
1202.	Transit
1203.	Transit
1204.	Transit
1205.	Transportation (Including Transit and Highway and Road Maintenance)
1206.	Transit
1207.	TTC and transit system improvement
1208.	Transit - and the lack of it
1209.	Poor Cycling Routes
1210.	transit
1211.	Cleanliness (parks, roads, TTC, etc)
1212.	dire need for better public transit service
1213.	more bike routes needed on city streets
1214.	Transit

	<b>Transit - Important Issues</b>
1215.	Transit
1216.	public transit - not enough funding
1217.	Improving reliability of public transit services
1218.	Public transit
1219.	Public Transit
1220.	public transit
1221.	Public Transit
1222.	TTC fares and service
1223.	Inefficient Transit
1224.	TTC
1225.	TTC
1226.	Improved transit
1227.	transit
1228.	transit
1229.	more public transit
1230.	Public Transit
1231.	transit
1232.	Transit Planning/ Expansion
1233.	Transit
1234.	improve public transit
1235.	Transit
1236.	public transit
1237.	Transit
1238.	Transit
1239.	Transit
1240.	Transit
1241.	Transit
1242.	completing the Metrolinx transit plan
1243.	Public transit
1244.	environmental responsibility and the war on public transit and bikes
1245.	Public Transit
1246.	Accessible transit
1247.	TTC - Subways
1248.	Public transit
1249.	Transit
1250.	Transit
1251.	Public Transit
1252.	Public Transit
1253.	public transit
1254.	Transit
1255.	Transit



	<b>Transit - Important Issues</b>
1256.	transit
1257.	the high cost of transit
1258.	TTC always having delays
1259.	TTC not running on schedule
1260.	TTC prices going up
1261.	TTC needs to be better, faster, 24h
1262.	Public Transit
1263.	Transit
1264.	Mass transit
1265.	Transit
1266.	public transit
1267.	Transportation planning: TTC, Bike Lanes, GO services etc.
1268.	Transit (increasing service to low income neighbourhoods and improving reliability of services)
1269.	Public Transit
1270.	Transit improvement
1271.	Public Transit
1272.	Transit
1273.	Public transit
1274.	Public Transit
1275.	Transit
1276.	public transit
1277.	affordable accessible transit
1278.	Transit
1279.	transit planning
1280.	Accessible transit
1281.	TTC improvements
1282.	TTC (service unreliable, workers rude)
1283.	Transit
1284.	transit
1285.	viable public transit
1286.	Transit
1287.	Transit
1288.	public transit
1289.	Transit
1290.	public transit availability
1291.	Public Transit
1292.	public transit
1293.	Public Transit
1294.	TTC is horrible
1295.	transit

	<b>Transit - Important Issues</b>
1296.	Transit
1297.	Transit
1298.	Transit
1299.	Public transit
1300.	Transit
1301.	Transit
1302.	accessible transit
1303.	Maintaining and Improving the TTC
1304.	Expansion of TTC subway lines, better go transit & commuter trains to service gta, Hamilton etc. In Europe transit & commuter trains have better plans in cities like Amsterdam, Paris, Budapest, London etc. If transit & train services were better in Toronto more people would leave their cars at home.
1305.	Transit
1306.	cost of public transit
1307.	Transit
1308.	TTC, delays all the time
1309.	declaring transit essential
1310.	TTC
1311.	Transit
1312.	public transit
1313.	Transit - More infrastructure needed
1314.	transit
1315.	improving and investing in transit
1316.	transit
1317.	Transit Expansion
1318.	Transit
1319.	public transit funding and development
1320.	Existing TTC infrastructure has been decaying for decades
1321.	Public transit and cycling as alternatives to car dependence
1322.	Transit
1323.	Old rapid transit
1324.	Transit
1325.	transit system
1326.	TTC construction of new lines
1327.	affordable and accessible mass transit
1328.	TRANSIT- more of it, and make it customer focussed
1329.	Transit/TTC is not keeping up to demand
1330.	Expanding our subway system
1331.	Better rapid transit, including train service to Pearson Airport
1332.	TTC service
1333.	Accessible and affordable public transit

	<b>Transit - Important Issues</b>
1334.	Transit
1335.	"alternate" transportation (Biking / TTC)
1336.	transit
1337.	Privatize TTC (too much cost to city and pensions)
1338.	Transit
1339.	Public Transit
1340.	transit
1341.	subway extension
1342.	transit
1343.	ttc
1344.	transit
1345.	Better, more reliable public transit
1346.	ttc
1347.	Transit
1348.	Public transit
1349.	transit which is affordable and accessible
1350.	New transit plan only serves small part of city
1351.	Public Transit
1352.	transit
1353.	transit
1354.	public transit
1355.	Transportation (TTC, bikes)
1356.	Transit
1357.	Better transit to ALL areas
1358.	Transit
1359.	Transit
1360.	Transit
1361.	Improvement of public transit
1362.	Transit
1363.	Transit
1364.	Public Transit
1365.	the need for affordable, extensive public transit
1366.	accessible, affordable transit
1367.	transit
1368.	transit
1369.	transit
1370.	Transit and transport
1371.	TTC (finch west)
1372.	TTC (Downtown Relief Line)
1373.	Public transportation/Traffic woes/Cycling routes
1374.	Public Transit

	<b>Transit - Important Issues</b>
1375.	TTC
1376.	Transportation/Transit congestion/crowding
1377.	Transit
1378.	increasing public transit
1379.	Transit
1380.	Transit Expansion
1381.	TTC
1382.	TTC
1383.	Public transit
1384.	ttc
1385.	TTC
1386.	TTC
1387.	TTC
1388.	Subway
1389.	ttc
1390.	TTC
1391.	NEW SUBWAY
1392.	TTC
1393.	expend TTC and reduce TTC fee
1394.	TTC
1395.	Transit service sufficiency and efficiency
1396.	Expanding TTC
1397.	TTC
1398.	TTC
1399.	Public Transit
1400.	TTC
1401.	TTC
1402.	More TTC routes
1403.	TTC
1404.	TTC
1405.	Transit
1406.	ttc
1407.	transit
1408.	public transit
1409.	Public Transit issues
1410.	Terrible transit and wait times
1411.	Public Transit
1412.	TTC TRANSPORTATION
1413.	continue city building through public transit, environmental protection and civic engagement
1414.	TTC

	<b>Transit - Important Issues</b>
1415.	Transportation (public transit, congested roads)
1416.	Public transit
1417.	Transportation (TTC)
1418.	Transit
1419.	Transit
1420.	We need to invest more in sustainability, transit and culture
1421.	Improved public transit
1422.	Public Transit
1423.	Public TTC Funding
1424.	traffic and transit
1425.	accessible transit
1426.	Transit
1427.	transit
1428.	Public Transit
1429.	Transit
1430.	Transit
1431.	Transit
1432.	transit
1433.	subways and transit
1434.	Transit
1435.	update transit to replace old and need of repair streetcars and subway cars
1436.	Transit
1437.	Lack of rapid transit in suburbs
1438.	public transit
1439.	Mass Transit
1440.	Public Transit
1441.	Public Transit
1442.	Traffic/Highways/Public Transit
1443.	Public transit
1444.	Transit
1445.	ttc (which is a large enough issue to be categorized independently)
1446.	transit
1447.	Public transit
1448.	Transit
1449.	Public Transit
1450.	Public Transit
1451.	Public transit
1452.	Atrophied transit system
1453.	Public Transit
1454.	TTC
1455.	ttc

	<b>Transit - Important Issues</b>
1456.	cycling lanes/routes
1457.	maintain ttc services
1458.	financially sustainable public transit
1459.	improving service quality & quantity on existing subway lines
1460.	TTC
1461.	Public Transit
1462.	Transit
1463.	Transit (inadequacy of existing facilities)
1464.	public transit
1465.	Accessibility and Affordability of Public Transit
1466.	Public transit
1467.	ttc
1468.	transit
1469.	Cost of Public Transit
1470.	Frequency and reach of Public Transit
1471.	Transit
1472.	TTC expansion
1473.	Public Transit
1474.	Transit needs to be improved
1475.	Public Transit
1476.	Poor transit
1477.	updating ttc transit
1478.	transportation, roads and transit
1479.	Public Transit
1480.	TTC
1481.	transit
1482.	Better public transit
1483.	Public Transit provision
1484.	public transit and traffic
1485.	public transit
1486.	Improvements to the TTC
1487.	Transportation (TTC, Bike lanes)
1488.	TTC Service Continuity
1489.	Transit
1490.	Transit
1491.	Public transit
1492.	Transit
1493.	Transit
1494.	Public Transit
1495.	Transit
1496.	Badly maintained and managed TTC

	<b>Transit - Important Issues</b>
1497.	Ttc
1498.	Transit
1499.	Inefficiencies in Public Transit
1500.	Transit
1501.	Transit
1502.	Transit
1503.	TTC quality
1504.	Transit
1505.	public transit
1506.	public transit
1507.	TTC
1508.	Quality of Public Transit
1509.	Lower TTC Fares
1510.	TTC
1511.	Transit
1512.	Public Transit
1513.	TTC service & budget issues
1514.	Transit
1515.	Transit
1516.	Transit
1517.	The destruction of the TTC
1518.	TTC
1519.	Transit
1520.	need transit expansion
1521.	Improve TTC and eliminate road congestion
1522.	transit
1523.	keep developing and growing Toronto transit
1524.	TTC / accessibility
1525.	Greatly improving public transit
1526.	Improving TTC
1527.	Lack of Public Transit
1528.	Public Transit
1529.	lack of evolution of the ttc - same service, higher cost/waste
1530.	Public Transit Improvements
1531.	TTC
1532.	transit
1533.	transit
1534.	Transit
1535.	TTC
1536.	Transit Modernization
1537.	public transit

	<b>Transit - Important Issues</b>
1538.	Lack of TTC funding from federal govt.
1539.	transit
1540.	Public transit
1541.	TTC
1542.	Need to improve public transit and ensure that it isn't too expensive.
1543.	Public Transit
1544.	Public transit
1545.	Undersized subway system
1546.	reliable, fast, clean public transit
1547.	World-class (i.e., Singapore) public transit
1548.	Effective development of citywide transit
1549.	Development of affordable housing the is transit accessible
1550.	transit
1551.	Quality of non-car transportation options, including TTC and making the city more walkable and bikeable
1552.	Transit / Transportation
1553.	TTC
1554.	Public Transit
1555.	Poor Public Transit
1556.	lack of affordable transit
1557.	TTC Service
1558.	Transit issues
1559.	deteriorating transit system
1560.	TTC
1561.	Transit
1562.	Transit
1563.	transit
1564.	Lack of public transit
1565.	Transit
1566.	Transit
1567.	Public Transit Improvements
1568.	Transit
1569.	Public Transit
1570.	Transit
1571.	Public transit
1572.	Transit
1573.	Transit
1574.	Transport and Transit Infrastructure
1575.	Public Transit
1576.	Transit
1577.	transit



	<b>Transit - Important Issues</b>
1578.	streetcars-replace with buses
1579.	TTC
1580.	TTC
1581.	Inadequate infrastructure - congestion, roads in bad shape, not enough transit
1582.	Transit
1583.	Public Transit
1584.	Public Transit
1585.	Public transit
1586.	Transportation / TTC / Bike Lanes
1587.	Promoting public transit and cycling
1588.	public transit
1589.	Public Transit
1590.	Customer Service with TTC
1591.	High cost in TTC fares
1592.	Transit
1593.	TRANSIT/TRANSPORTATION
1594.	Poor Transit Service
1595.	Transit
1596.	Transit
1597.	ttc
1598.	Public Transit
1599.	Public Transit
1600.	Transit
1601.	traffic congestion/improving transit
1602.	poor public transit
1603.	TTC
1604.	Transit
1605.	Transit
1606.	Public Transit
1607.	Public Transit
1608.	clean, efficient, affordable public transit that gets you where you need to go in a reasonable amount of time - including the Finch LRT
1609.	Transit
1610.	ttc service
1611.	Transit
1612.	TTC
1613.	Poor Transit Policy
1614.	Transit / Metrolinx - Finch LRT
1615.	Public Transit
1616.	horrid TTC Service
1617.	Transit

	<b>Transit - Important Issues</b>
1618.	Transit
1619.	ttc
1620.	Transit
1621.	Transit
1622.	TTC
1623.	Not having good mass transit
1624.	TTC
1625.	Transit
1626.	public transit
1627.	Rising TTC Costs
1628.	Transit
1629.	TTC
1630.	better public transit
1631.	transit
1632.	Police/TTC budget
1633.	Transit - LRT or subway, need it now!
1634.	inefficiently run transit w no direct access to airport from downtown
1635.	creating workable commuter strategy that includes TTC, bikes and pedestrians
1636.	Transit
1637.	Transit
1638.	Public Transit
1639.	Increasing subway coverage
1640.	Increasing Public Transit
1641.	Metrolinx's proposed diesel trains
1642.	Improved transit - global solution - bike lanes, improved TTC and car traffic
1643.	Transit
1644.	Transit crisis
1645.	better TTC services
1646.	Transit improvement and expansion
1647.	transit
1648.	Transit
1649.	Transit system that is not affected by traffic
1650.	Maintaining and expanding public transit
1651.	failing infrastructure including TTC
1652.	greatly increasing public transit & active transportation in such a way as to reduce our cities dependence on cars
1653.	Increased Transit Facilities
1654.	Lack if Federal transit funding
1655.	Transit
1656.	Transit (or the lack of it)
1657.	Public transit

	<b>Transit - Important Issues</b>
1658.	Deterioration of our public transit system, convenience, and service quality.
1659.	lack of subway access where people would actually use it -the CORE
1660.	public transit
1661.	Transit infrastructure
1662.	public transit
1663.	Cut TTC cost, run it more efficiently
1664.	TTC
1665.	more Transit km covering more of gta,
1666.	expanding TTC services
1667.	Public Transit
1668.	high quality accessible transit
1669.	Transit
1670.	Public Transit
1671.	Transit
1672.	Transit Funding/Modernization
1673.	Transit/bikes/pedestrian accessibility
1674.	Transit
1675.	Transit
1676.	improving TTC service
1677.	transit issues
1678.	deteriorating public transit infrastructure
1679.	Traffic & transit
1680.	Transit services (reducing car traffic)
1681.	public transit
1682.	environmental programs: trees, cycling, transit
1683.	Overbloated wages (police, TTC, city government, etc.)
1684.	Poor transit service (cuts, delays, overcrowding, etc.)
1685.	Poor public transit network, and speed
1686.	Transit
1687.	transit
1688.	High cost of Transit
1689.	transit
1690.	Public transit
1691.	We need more public transit available to more people
1692.	TTC does not offer good value to customer : too expensive and not enough city coverage by subways or dedicated line streetcars
1693.	transit
1694.	Transit light rail expansion
1695.	public transit
1696.	Transit
1697.	transit

	<b>Transit - Important Issues</b>
1698.	TTC
1699.	transit
1700.	TTC
1701.	improved public transit
1702.	proposed/approved diesel trains by metrolinx
1703.	Electric trains
1704.	Public Transit
1705.	improving current TTC routes
1706.	transit
1707.	public transit
1708.	TTC
1709.	public transit
1710.	TTC
1711.	Transit
1712.	public transit
1713.	transit
1714.	Getting around the city - bicycles and transit
1715.	Transit
1716.	transit
1717.	public transit
1718.	preservation & expansion of pubic transit
1719.	Public transit
1720.	Improved Public Transit
1721.	Transit
1722.	Neglected TTC
1723.	Transit
1724.	Transit Issues
1725.	public transit
1726.	public transit
1727.	improving public transit
1728.	transportation/transit
1729.	Transit
1730.	Public transit
1731.	public transit
1732.	Transit and commuting
1733.	Transit
1734.	Transit
1735.	Enhancing public transit
1736.	Improved public transit
1737.	transit
1738.	transit

	<b>Transit - Important Issues</b>
1739.	public transit
1740.	Transit
1741.	public transit
1742.	public transit
1743.	Please privatize TTC in whole or in part
1744.	Public Transit
1745.	Public Transit
1746.	Public Transit
1747.	Transit
1748.	Expanding public transit as quickly as possible
1749.	TTC
1750.	Improving public transit, subways where needed.
1751.	Transit
1752.	Need for better transit
1753.	public transit
1754.	Better PUBLIC Transit (light rail, not subways)
1755.	Transit -- public transit improvements are needed
1756.	Improve public transit
1757.	transit/fare hike
1758.	Public transit
1759.	Lack of new transit infrastructure
1760.	transit
1761.	Public Transit
1762.	transit
1763.	Public Transit
1764.	Public transit
1765.	transit
1766.	transit
1767.	affordable and accessible transit
1768.	Transit
1769.	Accessible and affordable rapid public transit
1770.	Transit
1771.	Transit
1772.	addition of Subway line
1773.	public transit
1774.	Access to public transit
1775.	TTC
1776.	Transit
1777.	transit
1778.	Public Transit
1779.	Transit

	<b>Transit - Important Issues</b>
1780.	funding public transit
1781.	Transit
1782.	Transit
1783.	Public Transit
1784.	Transit
1785.	Transportation Infrastructure (TTC/Cycling/Roads)
1786.	transit system - vital service, fares, quality
1787.	Transit
1788.	Improving transit
1789.	Lack of public transit infrastructure
1790.	Light rail transit is essential, scrap new subway
1791.	building public transit to increase accessibility
1792.	Transit expansion
1793.	lack of environmentally sustainable transport options (e.g. transit, bike lanes, etc.)
1794.	We need more accessible, faster public transit
1795.	Expanding TTC and improving efficiency
1796.	TTC/Transit
1797.	Transit - gridlock
1798.	Poor subway system
1799.	Transit
1800.	poor transit infrastructure
1801.	Accessible and comprehensive transit
1802.	Transit
1803.	Transit
1804.	the increased ttc fare and bad costumer service and route cuts
1805.	Lack of transit infrastructure
1806.	public transit
1807.	urban transit
1808.	transit
1809.	public transit
1810.	Support for Public Transit
1811.	Public transit
1812.	Public Transit
1813.	Insufficient public transit
1814.	effective and efficient public transit
1815.	Transit
1816.	public transit
1817.	transit
1818.	Transit
1819.	increasing/improving public transit
1820.	maintaining public ownership of key services: transit, water, sewage, libraries etc

	<b>Transit - Important Issues</b>
1821.	TTC fares
1822.	Transit
1823.	transit
1824.	Accessible Transit
1825.	Providing better services currently in decrepit condition e.g. childcare, recreation, TRANSIT
1826.	TTC reliability/overloaded/customer service
1827.	Transit
1828.	Commuting (the traffic jams in this city are insane and the TTC is a joke)
1829.	Public transit
1830.	Poor Subway Network
1831.	Transportation/ Public Transit
1832.	Public transit expansion
1833.	Public Transit
1834.	TTC
1835.	Transit and Roads
1836.	Increased need for public services including transit and community recreation
1837.	transit
1838.	transit
1839.	Transit
1840.	TTC
1841.	Transit
1842.	transit
1843.	Public transit
1844.	Inadequate public transit
1845.	TTC
1846.	public transit
1847.	inadequate transit
1848.	Public Transit
1849.	TTC funding
1850.	Public Transit Quality and Cost
1851.	Lack of public transit
1852.	public transit
1853.	transit
1854.	Transit Get off the pot and start the project you keep announcing.
1855.	Transit
1856.	Need more and better Public Transit
1857.	traffic & ttc (not decreasing services possibly increasing services-long range planning for more subways)
1858.	TTC improvements
1859.	Transit

	<b>Transit - Important Issues</b>
1860.	Environmental programs including transit
1861.	Subway and LRT system should be expanded
1862.	Transit
1863.	Transit
1864.	transit
1865.	Public transit failures
1866.	transit
1867.	transit
1868.	transit
1869.	Transit
1870.	Transit
1871.	transit
1872.	public transit services
1873.	Transit
1874.	traffic / transit
1875.	Public Transit
1876.	transit
1877.	transit
1878.	public Transit
1879.	TTC is expensive!
1880.	increasing TTC fare
1881.	ttc service disruption
1882.	public transit
1883.	Public Transit
1884.	Improving TTC services
1885.	infrastructure, including transit and roads
1886.	transit
1887.	Toronto Transit
1888.	Transit
1889.	Transit
1890.	public transit (TTC)
1891.	transportation planning/transit
1892.	Need to maintain and increase ttc funding
1893.	Public transit
1894.	Transit planning
1895.	better public transit
1896.	transit
1897.	transit
1898.	Transit
1899.	TTC is poorly managed and staffed
1900.	Transit



	<b>Transit - Important Issues</b>
1901.	Transit
1902.	Transit
1903.	Transit
1904.	transit
1905.	Public transportation (TTC)
1906.	Transit
1907.	better public transit
1908.	Transit
1909.	Transit
1910.	Transit
1911.	public transit
1912.	Public Transit
1913.	Public transit
1914.	Transit
1915.	Transit has no long term plan
1916.	Transit has no long term plan
1917.	Transit has no long term plan
1918.	TTC
1919.	Transit
1920.	Transit
1921.	Public transit Expansion and modernization
1922.	Lack of efficient, clean, frequent higher order public transit throughout the city.
1923.	The lack of smooth, paved, safe bicycle and pedestrian routes throughout the city.
1924.	transit
1925.	public transit
1926.	Public transit
1927.	Transit
1928.	ttc
1929.	Public Transit
1930.	TTC
1931.	TTC
1932.	transit - please get provincial and federal funding for TTC - please put in more bike lanes for the east-west corridor and up into north York
1933.	Transit
1934.	inefficient public transit
1935.	ttc
1936.	Transit
1937.	Transit
1938.	TTC
1939.	Public transit and bike lanes
1940.	TTC

	<b>Transit - Important Issues</b>
1941.	Transit Services
1942.	public transit
1943.	transit
1944.	Transit
1945.	Transit
1946.	subway
1947.	Transit
1948.	transit
1949.	transit
1950.	City transit
1951.	Transit
1952.	Rising transit costs and reduced services
1953.	TTC
1954.	Transit - we need more and better public transit - preferably NOT a subway but rather sticking with the original LRT TransitCity plan.
1955.	transportation (e.g., bicycles, public transit), especially for suburbs and planning (e.g., spreading out concentration of housing and business so people can work where they live)
1956.	TTC
1957.	Transit
1958.	TTC
1959.	TTC
1960.	Public transit (TTC)
1961.	Expanded, accessible and affordable transit
1962.	Transportation (downtown congestion, ttc service/expansion, bike lanes, etc)
1963.	Public Transit (TTC)
1964.	Infrastructure, water, roads, transportation, public transit
1965.	affordable and comprehensive public transit
1966.	Lack of subway services and bus routes and frequency and duration.
1967.	Transit
1968.	ttc
1969.	Public Transit
1970.	TTC
1971.	public transit
1972.	Roads / Transit
1973.	Transit
1974.	Transit
1975.	insufficient public transit
1976.	transit
1977.	Transit and transportation
1978.	Transit

	<b>Transit - Important Issues</b>
1979.	public transit quality
1980.	Accessible Transit
1981.	Transit
1982.	Transit
1983.	overcharging for basic services such as ttc
1984.	ttc
1985.	TTC
1986.	ttc
1987.	Transit
1988.	TTC
1989.	Transit
1990.	ttc
1991.	Transit
1992.	Increasing the TTC budget
1993.	TTC
1994.	Transit
1995.	Public transit
1996.	TTC
1997.	Lack of world-class transit covering the city
1998.	Affordable, reliable transit
1999.	Accessible and efficient transit for all (bikes, cars and esp. TTC service)
2000.	Lack of cohesion in projects such as TTC renewal, almost random residential (read condo tower) development
2001.	public transit for all neighbourhoods
2002.	Public Transit
2003.	poor public transit
2004.	Transit
2005.	Public Transit
2006.	Transit
2007.	public transit
2008.	mote LRT for Scarborough East area
2009.	Transit
2010.	TRANSIT
2011.	Transit
2012.	transit/transport
2013.	ttc
2014.	Public transit expansion
2015.	Public transit
2016.	Enhancing City Life, Transit, Jobs, General Welfare of Citizens
2017.	Transit
2018.	Transit

	<b>Transit - Important Issues</b>
2019.	transit
2020.	Improved and expanded TTC
2021.	public transit
2022.	Transit
2023.	Lack of transit
2024.	ttc
2025.	Lack of consolidated transit plan
2026.	Transit
2027.	Public Transit
2028.	transit
2029.	transit
2030.	Public transit and sustainability
2031.	Lack of new transit infrastructure being built downtown
2032.	TTC accessibility/bureaucracy
2033.	supporting public transit and safe cycling
2034.	Need for Transit expansion
2035.	TTC
2036.	Transit
2037.	TTC
2038.	Inadequate public transit
2039.	Transit
2040.	a dreadful public transit system
2041.	high public transit costs
2042.	Protecting and expanding public transit
2043.	transit
2044.	Improving Transit
2045.	traffic/transit
2046.	TTC
2047.	TTC
2048.	Transit
2049.	Public transit
2050.	TTC service, costs and consistency
2051.	environmental strategies e.g. improving transit, increasing bike lanes, discouraging car usage, more carpooling highway lanes, etc.
2052.	Public Transit
2053.	Safe bike routes
2054.	ttc cuts
2055.	public transit
2056.	transit
2057.	Transit
2058.	mass transit

	<b>Transit - Important Issues</b>
2059.	Transit
2060.	transit
2061.	TTC
2062.	Public transit: Expand service above ground
2063.	transit
2064.	Increased Public Transit
2065.	Transit
2066.	transit
2067.	Infrastructure - transit
2068.	Transit
2069.	transit
2070.	Transit/Transportation
2071.	low priority and quality of public transit
2072.	Transit
2073.	Transit
2074.	Improving transportation through TTC (no fare hikes!) and bike lanes
2075.	TTC
2076.	Public Transit
2077.	Transit
2078.	public transit
2079.	need improved public transit
2080.	Public transit
2081.	transit
2082.	public transit
2083.	TTC
2084.	Transit
2085.	Transit
2086.	Transit
2087.	Public Transit
2088.	Transit
2089.	Transit
2090.	Public transit
2091.	Transit
2092.	transit
2093.	transit
2094.	TTC
2095.	transit
2096.	lack of public transit
2097.	transit
2098.	transit system needs improvement
2099.	transit

	<b>Transit - Important Issues</b>
2100.	public transit
2101.	Transit/Commuting/Designated Streetcar Lane, etc.
2102.	Funding for public transit infrastructure
2103.	Comprehensive, modern, efficient, regional transit network
2104.	TTC - not a world class city, streetcars are not practical
2105.	Public transit
2106.	Transit
2107.	Increasing TTC services
2108.	Transit
2109.	Transit System
2110.	TTC
2111.	Transit services
2112.	Transit
2113.	transit
2114.	Transit
2115.	Transit
2116.	Public Transit
2117.	Public transit
2118.	transit
2119.	TTC reliability
2120.	transit
2121.	TTC
2122.	Transit
2123.	public transit
2124.	transit
2125.	Infrastructure (crumbling roads, out of date transit)
2126.	ttc
2127.	public transit affordability
2128.	Transit
2129.	Transit
2130.	transit
2131.	Public Transit
2132.	transit
2133.	public transit-light rail, not subways
2134.	Transit & Highways
2135.	Expanding Transit
2136.	transit
2137.	Public transit
2138.	TTC Expansion
2139.	Transit
2140.	Public transit

	<b>Transit - Important Issues</b>
2141.	public transit
2142.	Public transit
2143.	public transit
2144.	Accessibility of Transit
2145.	Transit
2146.	Transit
2147.	Public Transit
2148.	TTC - Wheel-Trans
2149.	Transit
2150.	Better routes of transportation for all-cars, pedestrians, bikers, TTC users
2151.	Public Transit
2152.	insufficient public transit
2153.	no direct public transit link to Pearson Airport
2154.	transit
2155.	Transit
2156.	affordable public transit
2157.	Expanding and maintaining public transit
2158.	Transit
2159.	Transit
2160.	transit
2161.	transit
2162.	TTC (quality of service, cost, etc)
2163.	transit
2164.	transit
2165.	Not making TTC an Essential service
2166.	Better public transit
2167.	improving transit
2168.	Transit
2169.	Transit
2170.	Transit
2171.	public transit
2172.	Transit
2173.	transit
2174.	Lack of efficient mass transit infrastructure
2175.	TTC
2176.	lack of transit planning
2177.	Low funding for mass transit
2178.	Transit
2179.	transit
2180.	lack of adequate public transit
2181.	transit being made secondary to cars

	<b>Transit - Important Issues</b>
2182.	Public transit
2183.	Transit
2184.	Transit
2185.	transit
2186.	TTC
2187.	Affordable and green transit (ttc and more bike lanes)
2188.	TTC
2189.	public transit
2190.	Transit
2191.	The billions lost on a gold plated Eglinton subway and the cancellation of the Finch upgrade
2192.	maintaining TTC infrastructure and expanding/modernizing service
2193.	TRANSIT
2194.	public transit goals
2195.	Public Transit
2196.	TTC
2197.	public transit
2198.	Public Transit
2199.	In adequate public transit
2200.	Transit upgrades/expansion
2201.	public transit
2202.	Public transit
2203.	accessible transit
2204.	funding model need different deal to support TTC and vital income support programs
2205.	Public transit
2206.	Public Transit
2207.	Transit and gridlock
2208.	Transit
2209.	Transit
2210.	Transit
2211.	Transit
2212.	Public transit
2213.	Public Transit
2214.	Funding for the proposed subway extension
2215.	pedestrians, TTC, and too many cars in Toronto
2216.	public transit
2217.	Transit
2218.	public transit
2219.	Infrastructure support such as TTC
2220.	Public Transit



	<b>Transit - Important Issues</b>
2221.	Transit
2222.	Transit
2223.	Public Transit
2224.	Transit
2225.	Transit
2226.	Lack of safe cycling routes
2227.	Transit
2228.	TTC maintenance and expansion
2229.	TTC
2230.	Transit
2231.	clean up on TTC transit stations like washrooms
2232.	Public Transit (TTC)
2233.	Transit
2234.	TTC
2235.	Transit
2236.	Public transit
2237.	transit
2238.	Transit
2239.	transit
2240.	public transit
2241.	Public Transit
2242.	Transit
2243.	TTC
2244.	ttc
2245.	Transit - the need for more
2246.	Public Transit
2247.	depleted public transit system
2248.	transit
2249.	Public Transit
2250.	Transit
2251.	Public Transit
2252.	Transit
2253.	transit
2254.	TTC Cuts
2255.	an integrated regional transit system
2256.	transit
2257.	transit deficiencies
2258.	Transit Expansion Confusion
2259.	Better public transportation, more bike lanes, and electric trains.
2260.	Continued need for surface transit in areas outside the core
2261.	Public transit

	<b>Transit - Important Issues</b>
2262.	improving the TTC/ lowering cost of fares
2263.	Toronto Transit System
2264.	Transit
2265.	TTC (EVERY SINGLE YEAR IT MAKES THE LIST)
2266.	public transit
2267.	Transit
2268.	transit
2269.	Public Transit
2270.	Transit
2271.	Transit
2272.	Transit
2273.	poor public transit/bicycle infrastructure
2274.	Transit - TTC
2275.	TTC/public transit
2276.	Public Transit
2277.	Public Transit
2278.	Better Transit
2279.	Transit
2280.	Roads and infrastructure (bike lanes & TTC)
2281.	Transit
2282.	transit
2283.	transit
2284.	transit
2285.	Transit
2286.	public transit
2287.	Public Transit
2288.	traffic gridlock , poor quality public transit and lack of bike lanes
2289.	Cutting of public transit
2290.	Transit
2291.	Transit
2292.	High Property Taxes & TTC Fare Hike
2293.	very high cost of ttc rides
2294.	Transit
2295.	Accessible roads and transit
2296.	inadequate public transit
2297.	Transit Expansion
2298.	Transit Strategy
2299.	Transit
2300.	TTC
2301.	Transit
2302.	Transit

	<b>Transit - Important Issues</b>
2303.	transportation/transit
2304.	Lack of Rapid Public Transit to connect all people throughout Toronto
2305.	Public Transit
2306.	Public Transit
2307.	Transit
2308.	public transit
2309.	public transit
2310.	Traffic / Transit Congestion
2311.	public transit
2312.	TTC
2313.	Transit
2314.	Transit
2315.	transit
2316.	Excellent basic community services and resources: health, housing, education, libraries, parks and recreation, transit, food, etc.
2317.	Public Transit
2318.	Public Transit
2319.	TTC
2320.	TTC
2321.	Traffic Congestion and Poor Public Transit
2322.	the destruction of a viable transit plan
2323.	transit/road tolls
2324.	TTC
2325.	Transit
2326.	Continued fare increases for the TTC
2327.	good transit
2328.	Transit
2329.	Transit
2330.	public transit
2331.	TTC DEVELOPMENT
2332.	Public Transit and Congestion
2333.	Public transit (TTC)
2334.	Public Transit
2335.	public transit
2336.	public transit service
2337.	Public Transit
2338.	transit
2339.	TTC Union
2340.	TTC Service
2341.	Transit
2342.	TTC

	<b>Transit - Important Issues</b>
2343.	Our transit system is an embarrassment.
2344.	Insufficient Public Transit
2345.	Transit
2346.	public transit
2347.	Poor Public Transit, Trains and stations are filthy, not enough escalators in stations, infrequent bus service
2348.	Transit service expansion
2349.	public transit
2350.	TTC
2351.	transit
2352.	Transit
2353.	Transit
2354.	Transit
2355.	Transit
2356.	Transit
2357.	Transit
2358.	transit
2359.	lagging subway system
2360.	Transit
2361.	Transit
2362.	Transit
2363.	inadequate public transit
2364.	Transit
2365.	Public Transit
2366.	Public transit
2367.	TTC
2368.	Transit accessibility
2369.	Transit
2370.	public transit
2371.	Poor transit system
2372.	TTC
2373.	Transit
2374.	Transit
2375.	ttc
2376.	Lack of sufficient transit.
2377.	Traffic - would prefer to have less cars and more TTC accessibility
2378.	public transit
2379.	transit
2380.	TTC - Service, Maintenance & Expansion
2381.	transit
2382.	TTC

	<b>Transit - Important Issues</b>
2383.	transit
2384.	Transit
2385.	transit
2386.	Public Transit
2387.	underfunded public transit
2388.	Transit
2389.	Public Transit
2390.	increasing/defending transit service
2391.	More rapid transit above ground networks.
2392.	transit
2393.	badly managed TTC
2394.	Transit
2395.	Lack of affordable transit
2396.	Improvement of public transit
2397.	TTC Public Transit
2398.	public transit
2399.	Transit
2400.	Need to improve public transit services
2401.	Ttc
2402.	Transit available for ALL
2403.	Transit
2404.	seemingly deliberate, rude, ornery, poor service among TTC and Road Works contractors and city employees
2405.	transit
2406.	transit
2407.	transit
2408.	transit
2409.	transit
2410.	Transit
2411.	inadequate public transit
2412.	transit
2413.	Public transit
2414.	Affordable public transit
2415.	ttc
2416.	Public Transit: fares too expensive
2417.	transit [not enough investment, high car traffic / congestion]
2418.	Transit cut-backs in a city dependent on public transit
2419.	transit
2420.	Transit
2421.	transit
2422.	Public Transit

	<b>Transit - Important Issues</b>
2423.	Transit
2424.	Transit
2425.	Ensuring effective, modern mass transit
2426.	TTC
2427.	Transit
2428.	Parks all sizes and many more, Community gardens, Access to the lake, public transit
2429.	Transit
2430.	Public Transit
2431.	public transit
2432.	Public Transit
2433.	Transit
2434.	Transit
2435.	transit
2436.	bus transit
2437.	public transit
2438.	cost of TTC
2439.	Public Transit
2440.	transit
2441.	transit
2442.	Green transportation: bike lanes, pedestrian areas and accessible TTC
2443.	TTC and waterfront expansion
2444.	ttc expansion and service
2445.	transit
2446.	Transit -- expanding service and going green
2447.	safe and adequate bicycling routes
2448.	Transit infrastructure
2449.	Underfunded Public Transit
2450.	Insufficient Public Transit
2451.	Transit Issues
2452.	Transit
2453.	Transit
2454.	Public Transit
2455.	Inaccessibility of current transit system
2456.	Transit
2457.	Transit
2458.	Transit
2459.	Transit
2460.	Transit
2461.	Lack of faster transit to get around
2462.	Transit
2463.	Transit

	<b>Transit - Important Issues</b>
2464.	Public transit
2465.	public transit
2466.	Public, accessible transit
2467.	improving transit in the downtown core
2468.	TTC
2469.	TTC cut backs
2470.	Transit and air pollution and encouraging cycling
2471.	Public transit
2472.	TTC
2473.	TTC routes
2474.	Transit
2475.	Public transit
2476.	Investing in public transit
2477.	transit
2478.	accessible and affordable public transit
2479.	Transit
2480.	transit
2481.	Transit, subway, LRT
2482.	Public transit expansion to get cars off city roads
2483.	Carrying through on Transit plan (prior to election)
2484.	TTC improve service, expand routes
2485.	public transit
2486.	lack of transit for such a large city
2487.	Transit - need light rail / bike lanes
2488.	moving around traffic and ttc
2489.	equitable access to services (parks/recreation, childcare, transit)
2490.	make province pay transit and healthcare
2491.	adequate and reliable public transit
2492.	public transit
2493.	Transit
2494.	TTC
2495.	Police budget is 2X more than TTC. Cops only serve there own kind
2496.	TTC
2497.	public transit
2498.	transit (complete streets)
2499.	transit
2500.	Transit
2501.	high cost of living e.g.. rent, property taxes, TTC, gas
2502.	transit and congestion impact on our economy
2503.	Public transit
2504.	public transit

	<b>Transit - Important Issues</b>
2505.	Transit improvements
2506.	Underserved neighbourhoods (lacking transit, recreation, employment)
2507.	public transit
2508.	public transit
2509.	transit plan
2510.	increased ttc ridership
2511.	improve public transit system, keep costs affordable
2512.	Pollution/congestion (lack of sufficient civic commitment to public transit)
2513.	Transit (bicycle, public)
2514.	transit
2515.	lack of funding for city services (public) including transit
2516.	TTC
2517.	Transit
2518.	Financing the TTC
2519.	Transportation (motorized vehicles, transit and bicycles)
2520.	Transit is uneven across the city
2521.	Public transit including accessible transit for disabled and parents with strollers
2522.	Transit service must improve
2523.	Public transit - affordable and widely available
2524.	Improve public transit system, keep costs affordable
2525.	Affordable and appropriate Public Transit Network
2526.	public transit
2527.	ttc
2528.	transit
2529.	TTC funding from federal and provincial governments
2530.	Public transit
2531.	Public Transit
2532.	Better transit to inner suburbs
2533.	Cheaper bus fare
2534.	ttc
2535.	No transit planning (inadequate)
2536.	Access to affordable public transit
2537.	TTC
2538.	Public transit
2539.	Affordable and high quality transit
2540.	Transit
2541.	ttc-quality and quantity
2542.	Effective, accessible public transit
2543.	The need for improved public transit
2544.	Traffic Congestion/lack of adequate public transit
2545.	Lack of direction about transportation (subway versus light rail)



	<b>Transit - Important Issues</b>
2546.	Public transit
2547.	public transit
2548.	Public Transit
2549.	High TTC cost
2550.	A lack of light-rail transit expansion into currently under-served neighbourhoods.
2551.	TTC
2552.	Transit/TTC
2553.	Fare Hike in city transportation
2554.	public transit
2555.	Transportation, TTC
2556.	transit
2557.	transit
2558.	Transit, including bicycles
2559.	Support expansion of TTC - via LRT & Subways to address congestion & environmental impacts of car emissions
2560.	Public Transit
2561.	ttc
2562.	TTC
2563.	Transit
2564.	Transit LRT Development
2565.	TRANSIT
2566.	Need for better public transit
2567.	public transit
2568.	transit
2569.	Privatize TTC and garbage collection
2570.	lack of transit
2571.	Transit
2572.	transit
2573.	Public Transit debacle
2574.	horrible state of TTC - not world class always poverty
2575.	transit
2576.	Underfunding of the TTC by the provincial and federal governments
2577.	Public Transit
2578.	Transit
2579.	Public Transit
2580.	ttc
2581.	ttc
2582.	transit
2583.	extending the subway for a cheaper transportation for public and reduce the traffic
2584.	inadequate public transit services
2585.	TTC

	<b>Transit - Important Issues</b>
2586.	TTC
2587.	Transit
2588.	ttc
2589.	TTC
2590.	ttc
2591.	Lack of viable city transit plan
2592.	Lack of vision for future energy, bicycle transit
2593.	Lack of funding for transit
2594.	Not enough transit and too many cars
2595.	Public Transit
2596.	accessible and affordable transit
2597.	ttc
2598.	TTC
2599.	The need for expanded public transit
2600.	Transit
2601.	Public transit (TTC)
2602.	transit
2603.	Cost and service of TTC
2604.	public transit
2605.	ttc
2606.	TTC
2607.	transit
2608.	Transit
2609.	Transportation and Transit
2610.	Funding transit
2611.	Transit
2612.	TTC
2613.	ttc
2614.	Traffic / Transit
2615.	Transit Deficiency
2616.	TTC
2617.	TTC
2618.	increase transit services and accessibility (fare controls)
2619.	Support for public transit
2620.	TTC
2621.	Access to efficient transit
2622.	transportation - TTC, cyclists, traffic
2623.	transit
2624.	improvement to public transit
2625.	ttc service
2626.	Traffic Congestion and Transit

	<b>Transit - Important Issues</b>
2627.	TTC
2628.	TTC -Transportation
2629.	not enough high quality public transit
2630.	not enough transit in the suburbs
2631.	the great lack of investment in social services such as TTC
2632.	Lack of a transit and healthcare plan
2633.	transit
2634.	Transit
2635.	Public Transit
2636.	Lack of Transit infrastructure
2637.	Transit Expansion
2638.	Transportation - We need to invest in transit and other sustainable forms of transit
2639.	ttc
2640.	Transit
2641.	ttc costs
2642.	Public transit
2643.	Transit
2644.	traffic congestion TTC and Sprawl
2645.	TTC Cuts
2646.	Transit
2647.	Continuing inadequate public transit infrastructure and a questionable transit expansion plan that focuses on Scarborough to the detriment of other parts of the city.
2648.	Transit
2649.	Poor transit capacity
2650.	Public Transit
2651.	Transit
2652.	public transit infrastructure
2653.	transit
2654.	TTC services and Air Pollution
2655.	lack of reliable transit options
2656.	subway upgrade
2657.	public transit
2658.	Transit and funding
2659.	Transit
2660.	Transit
2661.	Transit
2662.	PUBLIC TRANSIT
2663.	Congestion and travel times (including transit)
2664.	Transit
2665.	More accessible transit (reverse cutbacks to schedules and services)

	<b>Transit - Important Issues</b>
2666.	Transit
2667.	Transit
2668.	delivering excellent transit service
2669.	Transit
2670.	Transportation: TTC
2671.	Efficient and affordable public transit
2672.	Transit
2673.	TTC
2674.	Public transit
2675.	transit
2676.	transit
2677.	Public Transit
2678.	public transit
2679.	Transit
2680.	traffic congestion - take transit seriously, please!
2681.	Transit / traffic / bike lanes
2682.	Deemphasis on public transit
2683.	ttc services
2684.	Public Transit
2685.	Transportation & Transit
2686.	more transit options
2687.	improved bike routes
2688.	Public transit
2689.	Improving public transit
2690.	public transit including bike lanes
2691.	more livable (bikes, pedestrian, increased ttc)
2692.	Transit
2693.	Transit accessibility
2694.	Transportation (TTC and roadways)
2695.	Public Transit / Bike Lanes
2696.	public transit
2697.	transit
2698.	Transit
2699.	Lack of reliable rapid transit coverage across the entire city
2700.	Transit
2701.	Transit
2702.	Transit
2703.	Transportation - Transit Affordability and Cycling Safety
2704.	Public transit
2705.	Transit
2706.	Transit

	<b>Transit - Important Issues</b>
2707.	Transit
2708.	Public Transit
2709.	Improving public transit
2710.	Transit
2711.	transit
2712.	Transportation, including improved public transit, bike lanes
2713.	Public Transit
2714.	transportation (subways across the city like in Montreal or New York, affordable public transit, extensive transit routes, drivable roads without potholes, safe cycling routes)
2715.	transportation - TTC
2716.	transit
2717.	Transit
2718.	Transit
2719.	TTC
2720.	TTC needs more money
2721.	Transit
2722.	Public Transit
2723.	TTC / public transit funding and expansion
2724.	Improving transit
2725.	Transit
2726.	ttc
2727.	Public Transit - increasing accessibility, decreasing fares.
2728.	city transit
2729.	public transit
2730.	TTC
2731.	TTC
2732.	Transit
2733.	TTC
2734.	Public Transit
2735.	Transit
2736.	Transit
2737.	Efficient transit system
2738.	Transit is too expensive
2739.	Transit
2740.	transit
2741.	transit
2742.	Poor transit
2743.	transit
2744.	TTC cost and service
2745.	TTC

	<b>Transit - Important Issues</b>
2746.	TTC
2747.	Transit
2748.	TTC
2749.	Poor transit "plan" that did away with well-thought out, fully funded system
2750.	TTC
2751.	Transit
2752.	Transit
2753.	Public Transit
2754.	Public transit
2755.	TTC
2756.	TTC
2757.	TTC
2758.	ttc
2759.	ttc
2760.	Public transit
2761.	transit
2762.	ttc
2763.	transit
2764.	Improve transit
2765.	public transit
2766.	TTC
2767.	transit
2768.	public transit
2769.	transit
2770.	transportation (TTC)
2771.	ttc
2772.	Transit - should be available to all Torontonians and all areas of the City
2773.	better public transit
2774.	TTC
2775.	Transit
2776.	city transit
2777.	Transit
2778.	ttc
2779.	public transit
2780.	transit
2781.	TTC
2782.	ttc
2783.	ttc
2784.	Public Transit
2785.	transit
2786.	Affordable, accessible and green public transit

	<b>Transit - Important Issues</b>
2787.	transit
2788.	transit more subways
2789.	Public Transit
2790.	Public Transit
2791.	transit
2792.	transit
2793.	High costs for slow TTC service
2794.	public transit
2795.	Transit
2796.	TTC
2797.	transit
2798.	planning greatly increased spending on lower priority items (e.g. subways instead of LRT's or even buses)
2799.	transit
2800.	Public transit infrastructure
2801.	public transit
2802.	Lack of city vision and transit initiatives
2803.	Public transit
2804.	transit
2805.	transit
2806.	Fix TTC as a dysfunctional organizational /service provider
2807.	Transit
2808.	TTC disruptions
2809.	Gridlock and transit
2810.	TTC -customer service and general scheduling
2811.	inadequate transit system for city's needs
2812.	TTC
2813.	TTC
2814.	Public Transit
2815.	Transit
2816.	transportation, including public transit
2817.	traffic and transit
2818.	Transit
2819.	Public Transit
2820.	Transit
2821.	TTC
2822.	public transit
2823.	TTC
2824.	TTC
2825.	TTC
2826.	Transit

	<b>Transit - Important Issues</b>
2827.	TTC service
2828.	Transit
2829.	Public Transit - affordability and coverage
2830.	Public transit
2831.	Transit Fares
2832.	transit
2833.	public transit
2834.	Transit
2835.	TTC
2836.	Public Transit.
2837.	investment in transit
2838.	transit
2839.	Lack of public transit
2840.	Public transit coverage
2841.	Transit/bike lanes
2842.	Affordable and green Public Transit across the City
2843.	inadequate public transit
2844.	Taxes too low to support desired programs, especially transit.
2845.	transit improvements
2846.	Poor Condition of the TTC & Infrastructure
2847.	Transit
2848.	Transit
2849.	Public Transit (including bike lanes)
2850.	TTC construction instead of LRT
2851.	Transit
2852.	Transit
2853.	Public transit
2854.	Costly subway plans.
2855.	TTC management
2856.	Insufficient TTC service
2857.	Cuts to TTC
2858.	Public Transit
2859.	limited transit options and clogged roads
2860.	overspending of TTC/inefficiency/ transit expansion
2861.	Subway issues + Bike Lanes
2862.	Transit sustainability
2863.	Transit and roads
2864.	Public Transit
2865.	Decline in TTC service standards
2866.	affordable public transit
2867.	TTC



	<b>Transit - Important Issues</b>
2868.	reintroduce the light rail transit plan
2869.	Public transit
2870.	transit
2871.	Transit
2872.	Public Transit
2873.	Transit - specifically overcrowding during rush hour
2874.	transit
2875.	Public Transit/infrastructure
2876.	improving public transit
2877.	30+ years of underfunding public transit
2878.	public transit
2879.	Public transit improvements
2880.	transit
2881.	Public Transit
2882.	Need for reliable mass transit
2883.	poor TTC service
2884.	Transportation- TTC and roads
2885.	transit
2886.	TTC
2887.	transportation -- TTC, bike lanes
2888.	Public transit
2889.	transit crisis
2890.	Transit
2891.	Efficient transportation of all forms (Cars, TTC, Trucks)
2892.	Transit
2893.	Transit
2894.	public transit
2895.	maintaining and improving services i.e.. libraries, parks, ttc, community housing etc.
2896.	Transportation (transit, walking cycling are poor)
2897.	Transit
2898.	Transit
2899.	Improve Public Transit
2900.	Enhancing public transit
2901.	transit
2902.	Overextended Public Transit System
2903.	Public transit
2904.	Public Transit
2905.	transit
2906.	Transit
2907.	transit funding
2908.	Expanding public transit

	<b>Transit - Important Issues</b>
2909.	Transit
2910.	Public transportation - TTC
2911.	Better accessibility/affordability on TTC
2912.	ttc
2913.	Public transit
2914.	Public transit changes
2915.	Improving Public Transit (including bike lanes, pedestrian options)
2916.	ttc
2917.	transit
2918.	Transit Development/Improvement
2919.	Transit updates and expansions
2920.	Transit
2921.	Transit
2922.	transit
2923.	Transit
2924.	Transportation, CRAPPY TTC
2925.	Expanded TTC
2926.	TTC
2927.	Transit
2928.	increased transit is needed
2929.	Transit Issues
2930.	Transit
2931.	ttc
2932.	public transit
2933.	An accessible and affordable TTC
2934.	Congestion on TTC during rush hour
2935.	Public Transit
2936.	Strengthening our public transit system
2937.	TTC function, quality, cost
2938.	Transit
2939.	Public Transit
2940.	Deteriorating TTC services, cars, subway and buses
2941.	Quality of public transit
2942.	TTC
2943.	Funding for Transit
2944.	Transit (TTC, bike lanes, etc.)
2945.	transit and transportation
2946.	Transit
2947.	Transit
2948.	Transit
2949.	Transit

	<b>Transit - Important Issues</b>
2950.	Public Transit
2951.	Transit to connect the suburbs to downtown
2952.	TTC
2953.	Public transit
2954.	Transit within the GTA
2955.	public transit
2956.	Public Transit
2957.	transit
2958.	improving public transit
2959.	Transit
2960.	Transit Expansion
2961.	Transit
2962.	Transit
2963.	ttc
2964.	Cost of Fare
2965.	transit
2966.	Public transit breakdowns
2967.	affordable ttc + increased bike lanes (bike safety)
2968.	transit
2969.	Public transit challenges
2970.	Public Transit
2971.	The lack of affordable and complete public transit- more train lines needed.
2972.	Public Transit
2973.	Public transit
2974.	public transit
2975.	The dreadful state of public transit
2976.	TTC operation
2977.	Transit
2978.	public transit
2979.	Transit
2980.	Transit
2981.	A traffic/transit solution for all Torontonians
2982.	TTC
2983.	transit
2984.	lack of public transit, i.e., streetcar ROW
2985.	transportation, transit
2986.	Transit
2987.	more density of bus
2988.	clean of bus
2989.	transit/biking
2990.	Transit

	<b>Transit - Important Issues</b>
2991.	inadequate transit network
2992.	Gridlock--lack of public transit
2993.	Insufficient Public Transit
2994.	TTC
2995.	public Transit
2996.	Public Transit (too costly)
2997.	Transit
2998.	Transit
2999.	the need for expanded public transit
3000.	transit
3001.	underfunded transit system
3002.	Public Transit
3003.	maintaining infrastructure including transit
3004.	Transit
3005.	expand TTC
3006.	transit
3007.	public transit
3008.	public transit
3009.	Public transit
3010.	Transit
3011.	Public transit - more expansion of & more public funding
3012.	service reliability (TTC, Garbage Collection)
3013.	infrastructure expansion (TTC subway lines)
3014.	transit
3015.	transit
3016.	transit
3017.	Not enough fast and efficient public transit
3018.	public transit
3019.	Transit
3020.	improvement to transit
3021.	People movement, including transit and pedestrian and bicycle travel improvements
3022.	TTC
3023.	ttc
3024.	ttc
3025.	Public Transit for poor communities
3026.	public transit
3027.	Public Transit
3028.	Transit
3029.	Public transit
3030.	ttc fares and services
3031.	Transit

	<b>Transit - Important Issues</b>
3032.	Maintenance (Roads, Parks, TTC)
3033.	Transit
3034.	environmental leadership - we need "complete streets" with safe & convenient bike infrastructure & improved public transit, waste diversion efforts may be jeopardized by privatization, downtown road tolls?, green spaces, urban forestry
3035.	TTC/public transit
3036.	public transit for the entire city
3037.	The plan to increase the number of diesel trains through the city (pollution, health)
3038.	Public Transit
3039.	ttc
3040.	TTC
3041.	Transit does not adequately meet the needs of the city
3042.	transportation (ttc and bike lanes)
3043.	The attack on the previous mayor's environmental and transit initiatives
3044.	public transit expansion and funding
3045.	Public transit
3046.	Transit
3047.	Lack of public transit
3048.	Lack of adequate transit services
3049.	TTC
3050.	TTC
3051.	Public Transit
3052.	Public Transit
3053.	transit
3054.	Public Transit
3055.	Transit
3056.	Public transit
3057.	transit (both TTC and our current issues with congestion)
3058.	Public transit
3059.	Public transit
3060.	transit improvements
3061.	transit
3062.	TTC
3063.	Increasing Transit
3064.	Transit
3065.	Transit Infrastructure for all of Toronto
3066.	Public Transit
3067.	Transit
3068.	TTC
3069.	infrastructure- parks, ttc etc.
3070.	transit

	<b>Transit - Important Issues</b>
3071.	Public Transit Expansion
3072.	Public Transit
3073.	Transit
3074.	Transit
3075.	Transit
3076.	TTC
3077.	Transit
3078.	Underfunded transit
3079.	developing green public transit
3080.	Transit
3081.	Providing cost-effective public transit
3082.	Funding model of Transit
3083.	Public Transit
3084.	Transit
3085.	Public transit
3086.	transit
3087.	Deficient public transit
3088.	Public Transit needs to improve
3089.	Transit
3090.	transit
3091.	transit
3092.	Gridlock. As a result we need a long term TTC plan that is realistic. We do need subways but have to evaluate the subway only plan in the context of feasibility
3093.	Waterfront. Why do we continue to under utilize such amazing public resources? Why is the area near the east end still have industrial facilities with a new TTC maintenance yard in the works?
3094.	affordable transit
3095.	Transit
3096.	improving public transit
3097.	TTC subway system
3098.	Public Transit
3099.	transit
3100.	TTC, we need more funding
3101.	transit
3102.	TTC
3103.	Transit
3104.	reducing the cost of TTC expansion
3105.	Transit Funding and Infrastructure Deficits
3106.	Building/maintaining public transit
3107.	Public transit
3108.	Underperforming Transit / Overall Infrastructure

	<b>Transit - Important Issues</b>
3109.	Transit maintenance
3110.	TTC allowances for marginalized individuals
3111.	Transit
3112.	Public transit
3113.	Public Transit
3114.	Transit
3115.	Transit
3116.	Future of Transit
3117.	Transit
3118.	TTC
3119.	Lack of public transit frequency
3120.	Lack of public transit infrastructure
3121.	Public Transit (TTC)
3122.	better public transit
3123.	public transit
3124.	public transportation/ TTC
3125.	traffic and transit
3126.	Public Transit
3127.	Transit
3128.	High Cost of Public Transit but Poor Service
3129.	transit
3130.	Public Transit
3131.	public transit
3132.	Transit
3133.	Transit
3134.	Better Transit
3135.	Efficient transportation for motorists and public transit users.
3136.	Reliability of TTC service
3137.	shortage of transit service
3138.	Public transit
3139.	Public Transit
3140.	Transit
3141.	transit/bicycling infrastructure
3142.	transit
3143.	Public Transit
3144.	Transit improvement
3145.	Transit
3146.	Transit
3147.	Public Transit
3148.	Insufficient public transit services
3149.	Public Transit

	<b>Transit - Important Issues</b>
3150.	transit
3151.	Inadequate subway system - streetcars are a poor system to move people rapidly
3152.	transit
3153.	Transit
3154.	ttc
3155.	public transit
3156.	TTC access
3157.	Public Transit
3158.	Public Transportation/TTC
3159.	Transit
3160.	inadequate public transit
3161.	public transit
3162.	public transit and bicycle networks
3163.	Inadequate public transit system for size of city
3164.	Public transit
3165.	public transit
3166.	Transit
3167.	Public Transit
3168.	poor public transit
3169.	Transit service level, expansion
3170.	Public Transit
3171.	Transit
3172.	Better Transit
3173.	ttc
3174.	Transit
3175.	Transit improvement
3176.	Transit
3177.	transit
3178.	Transit and cycling
3179.	Public transit
3180.	Accessible public transit
3181.	Public Transit
3182.	Public Transit
3183.	Transit
3184.	ttc
3185.	Traffic congestion/pollution (not enough public transit and bike lanes)
3186.	Cycling / public transit infrastructure
3187.	Transit
3188.	Transit
3189.	TTC
3190.	Building out Toronto's promised bicycle network and adding separate, protected



	<b>Transit - Important Issues</b>
	bicycle lanes on major arteries throughout the downtown core and along major commuting routes
3191.	Building the Eglinton Ave. light-rail transit route
3192.	Improve Public Transit
3193.	Public transit
3194.	Public Transit/Transportation/Congestion
3195.	Transit
3196.	public transit
3197.	public transit
3198.	transit
3199.	Improving Mass Transit
3200.	deterioration of TTC equipment, facilities & services
3201.	Transit
3202.	Transit
3203.	Public Transit
3204.	affordable/accessible transit
3205.	transit
3206.	Transit
3207.	Transit
3208.	transit
3209.	Public Transit
3210.	Public Transit
3211.	Lack of Good Public Transit
3212.	Mass Transit
3213.	Good affordable transit
3214.	Upgrading public transit so that it can carry more people, in cleaner surroundings
3215.	transit funding
3216.	Public Transit Availability
3217.	Transit
3218.	Public transit (lack of foresight)
3219.	Public Transit
3220.	transit
3221.	Transit
3222.	public transit
3223.	Transit
3224.	Transit
3225.	Improving and extending public transit
3226.	reliable transit serving all parts of the city
3227.	public transit
3228.	Transit
3229.	Transit

	<b>Transit - Important Issues</b>
3230.	transit
3231.	transit
3232.	transit
3233.	transit
3234.	City, Province, TTC, TDSB unions - too expensive, too lazy and too much power
3235.	transit
3236.	transit costs and access
3237.	supporting public transit and cycling
3238.	transit
3239.	Transit - the long term plan that was in place was delivering - what now? Wait decades?
3240.	ttc
3241.	Transit and related issues, e.g., cycling
3242.	TTC
3243.	efficient and accessible transit
3244.	better transit
3245.	transit planning to serve more high population areas
3246.	Transit
3247.	Transit planning
3248.	Transit
3249.	Transit
3250.	ttc
3251.	TTC
3252.	public transit
3253.	better ttc service outside the downtown core
3254.	Transit
3255.	public transit
3256.	transit/traffic
3257.	rapid transit - subways
3258.	mass transit expansion
3259.	poor public transit
3260.	public transit
3261.	transit
3262.	Toronto Transit System
3263.	Transit
3264.	Public Transit
3265.	transit
3266.	transportation infrastructure, including transit
3267.	transit
3268.	Inadequate Public Transit
3269.	subway

	<b>Transit - Important Issues</b>
3270.	transit
3271.	transit
3272.	Transit planning
3273.	Public Transit
3274.	transit
3275.	Public transit
3276.	Public Transit
3277.	Transit
3278.	Transit Improvement
3279.	transit
3280.	Public Transit
3281.	Public Transit
3282.	Public transit
3283.	Traffic & public transit
3284.	transit
3285.	Transit
3286.	Public Transit
3287.	Improving TTC services
3288.	Strikes that affect the city like garbage, TTC, postal
3289.	transit
3290.	affordable transit (with NO road tolls)
3291.	Public Transit
3292.	public transit
3293.	Public Transit (lack thereof)
3294.	Improving Public Transit
3295.	Public Transit
3296.	Transit
3297.	Public Transit
3298.	Proper funding for transit
3299.	Transit
3300.	Public Transit
3301.	Transportation (public transit)
3302.	Transit
3303.	Public Transit for as many as possible
3304.	Transit
3305.	Public Transit
3306.	Public Transit (lack thereof)
3307.	Improving Public Transit
3308.	Transit
3309.	Public Transit
3310.	Proper funding for transit

	<b>Transit - Important Issues</b>
3311.	Transit
3312.	Public Transit
3313.	Transportation (public transit)
3314.	Public Transit for as many as possible
3315.	Transit
3316.	public transportation (ttc)
3317.	Public transportation (TTC)
3318.	Need for better transit services
3319.	transit
3320.	Expanding TTC routes
3321.	better public transit
3322.	Transit
3323.	transit
3324.	improving the TTC
3325.	Public Transit
3326.	Public Transit
3327.	transit
3328.	transit fares are too high
3329.	Improving transit and roads
3330.	Lack of exemplary public transit
3331.	Public transit
3332.	Transit
3333.	Transit
3334.	Transit
3335.	Transit
3336.	Transportation, TTC, cars etc
3337.	Transit
3338.	Toronto's lack of comprehensive transit plan
3339.	Public transit
3340.	Improving Public Transit
3341.	Inefficient public transit
3342.	TTC
3343.	public transit
3344.	Transit
3345.	Transportation- investing in a balance of pedestrian/bicycle, public transit and vehicular systems
3346.	public transit
3347.	Transit
3348.	public transit
3349.	Transit
3350.	Transit

	<b>Transit - Important Issues</b>
3351.	Subway/ Accessible transportation (biking)
3352.	Insufficient and poor quality transit infrastructure, planning, and funding
3353.	Extending transit into poorly serviced regions
3354.	Transit
3355.	Transit
3356.	Transit
3357.	transit
3358.	poor transit
3359.	Public Transit
3360.	public transit
3361.	TTC
3362.	TTC
3363.	TTC
3364.	transit/ttc
3365.	transit - subway development
3366.	no diesel trains
3367.	Public Transit
3368.	ttc
3369.	Inadequate Public Transit
3370.	Transit
3371.	Transit
3372.	Transportation / Public transit
3373.	lack of reliable, fast, affordable transit
3374.	accessible public transit for all
3375.	Transit
3376.	Public Transit
3377.	over-priced public transit
3378.	Public transit, infrastructure
3379.	Accessible Transit
3380.	The loss of TTC services
3381.	transit
3382.	public transit
3383.	affordable transit
3384.	TTC Services - Future Expansion
3385.	Transit
3386.	Transit
3387.	Transit
3388.	traffic flow/transit
3389.	public transit & cycling infrastructure
3390.	TRANSIT
3391.	Transit

	<b>Transit - Important Issues</b>
3392.	transit
3393.	ttc
3394.	public transit
3395.	Keeping Ttc routes open so I can get to work
3396.	Transit
3397.	TTC/transit/bikes/accessibility
3398.	Transit
3399.	Transit
3400.	TTC
3401.	Better Public Transportation TTC
3402.	Affordable & Accessible Public Transit
3403.	Transit
3404.	Extensive public transit
3405.	Expanded east-west SUBWAY service - NOT bus/streetcar/LRT/etc
3406.	Transit
3407.	Public transit (TTC)
3408.	Transit
3409.	Public transit
3410.	Transit
3411.	TTC
3412.	Transit
3413.	Public transit
3414.	transit
3415.	Public transit for all residents
3416.	effective transit plan that helps all
3417.	Public transit
3418.	safe cycling routes
3419.	Transit
3420.	cleaning up the city and ttc
3421.	transit
3422.	Public Transit
3423.	Lack of transit upgrades
3424.	TTC
3425.	Transit
3426.	Transit
3427.	Transit
3428.	transit
3429.	transit
3430.	cancelling the shepherd subway and replacing in with the original plan or by using existing rail lines.
3431.	Transit

	<b>Transit - Important Issues</b>
3432.	public transit
3433.	not enough subway line
3434.	transit
3435.	transit
3436.	Lack of transit / transportation options to lessen gridlock
3437.	Affordable Public Transit
3438.	improving city transit
3439.	Public transit
3440.	Transit
3441.	infrastructure deficit and public transit
3442.	TTC rapid transit expansion
3443.	Transit
3444.	Affordable, accessible transit system
3445.	TTC
3446.	transit
3447.	Transit
3448.	Improving transit network and use
3449.	Transit
3450.	TTC
3451.	transit
3452.	Public Transit
3453.	Traffic congestion/Transit
3454.	Public Transit Availability
3455.	Transit, and not only expensive subways
3456.	Public transit
3457.	Transit
3458.	public transit
3459.	public transit
3460.	Inadequate transit
3461.	transit
3462.	Under developed transit
3463.	Transit
3464.	Traffic congestion due to a lack of transit investment
3465.	Transit
3466.	lack of public transit
3467.	Transit
3468.	transportation infrastructure, including TTC
3469.	Insufficient Transit Plan
3470.	Cuts in TTC bus service
3471.	Transit
3472.	Improving public transit to reduce air pollution

	<b>Transit - Important Issues</b>
3473.	transit - TTC
3474.	transit - roads
3475.	Transit
3476.	Unrealistic Subway plans
3477.	Public Transit need to improve
3478.	Public Transit
3479.	public transit
3480.	garbage on streets and city owned transit
3481.	transit
3482.	transit
3483.	Improving public transit
3484.	transit
3485.	Poor transit planning
3486.	increase infrastructure where new condos are being built e.g. more street cars-buses
3487.	Transit
3488.	Public Transit
3489.	need for extensive and accessible public transit
3490.	Inadequate TTC in Scarborough
3491.	Transit/Eglinton LRT/Sheppard LRT or Subway
3492.	transit
3493.	transit
3494.	public transit
3495.	public transit needs to be prioritized
3496.	Transit
3497.	Transit
3498.	TTC
3499.	Public Transit
3500.	Transit
3501.	Access to Transit for all residents
3502.	public transit
3503.	better transit services
3504.	Making TTC accessible to everyone
3505.	transit
3506.	Inadequate public transit
3507.	Transportation (Transit, Traffic, Bicycles)
3508.	lack of rail transit
3509.	public transit
3510.	public transit
3511.	Transit
3512.	public transit
3513.	Public Transit



	<b>Transit - Important Issues</b>
3514.	Transit
3515.	Transit
3516.	transit
3517.	building public transit
3518.	transit
3519.	transit
3520.	Public transit
3521.	transit/transportation
3522.	Transit
3523.	Transit -- expansion of service and going green
3524.	slow down in public transit improvements
3525.	transit
3526.	Public Transit
3527.	Public Transit
3528.	more reliable and fast transit & subways to rexdale and malvern
3529.	Reliable public transit
3530.	TTC
3531.	transit/transportation
3532.	Transit
3533.	transit
3534.	Transit
3535.	Transit
3536.	public transit
3537.	transit costs too high
3538.	Poor mass transit
3539.	Transit
3540.	poor public transit
3541.	Transit
3542.	Scrapping of Light Rail Transit system
3543.	Long Term Vision for Public Transit
3544.	Transit
3545.	TTC
3546.	affordable accessible public transit
3547.	transit
3548.	Transit
3549.	improving transit
3550.	Transit
3551.	public transit
3552.	public transit
3553.	ttc
3554.	transit

	<b>Transit - Important Issues</b>
3555.	transit
3556.	inadequate subway line service - need to broaden coverage over GTA
3557.	transit
3558.	public transit
3559.	transit
3560.	Public Transit
3561.	Public Transit and Road Safety
3562.	Lack of public transit
3563.	Public Transit
3564.	Insufficient public transit
3565.	Accessible public transit for all
3566.	Public Transit
3567.	Insufficient transit capacity
3568.	Crumbling Infrastructure roads, subway stations, etc.
3569.	Mass transit for all regions of this city!!!
3570.	transit
3571.	lack of proper transit plan
3572.	public transit
3573.	Transit
3574.	transit
3575.	Poor Public Transit
3576.	Public transit
3577.	Transit
3578.	mythical gravy trains
3579.	transit
3580.	transit
3581.	Public Transit (TTC)
3582.	Transit
3583.	Public transit
3584.	Transit
3585.	ttc
3586.	Transit
3587.	Transit
3588.	lack of affordable and efficient public transit
3589.	Transit/Traffic
3590.	transit
3591.	traffic/congestion/public transit
3592.	Removal of streetcars from transit plan
3593.	mass transit
3594.	Maintaining and developing public transit infrastructure
3595.	Toronto Transit

	<b>Transit - Important Issues</b>
3596.	Transit
3597.	TTC
3598.	Public transit/High numbers of cars(too much unnecessary traffic)
3599.	Transit-The need for better service, both in quality, quantity and customer service.
3600.	Transit
3601.	Public transit
3602.	transit
3603.	Public transit and traffic congestion
3604.	Need for more public funding for public transit
3605.	public, accessible transit
3606.	transit reliability
3607.	Affordable transit
3608.	Transit
3609.	Public transit
3610.	transportation / TTC / grid lock
3611.	Transit
3612.	Rapid Transit
3613.	Ensuring affordable public transit
3614.	Transit
3615.	public transit
3616.	TTC
3617.	public transit
3618.	Public Transit
3619.	Public Transit
3620.	supporting public transit
3621.	transit and congestion
3622.	Transit issues
3623.	TTC
3624.	Transit
3625.	TTC Expansion
3626.	TTC accessibility
3627.	roads, transit, infrastructure
3628.	TTC expansion and cost
3629.	ttc, police, roads. budgets
3630.	Transit
3631.	TTC Issues
3632.	Transit
3633.	transit
3634.	Public Transit
3635.	public transit services
3636.	transit

	<b>Transit - Important Issues</b>
3637.	TTC
3638.	Underfunded & inadequate public transit
3639.	TTC
3640.	Transit
3641.	Not cutting funding to existing services like public transit, public libraries, affordable housing and community centres with pools.
3642.	Public Transit
3643.	Expanding transit
3644.	Public transit
3645.	Transit
3646.	need for rapid transit expansion
3647.	Transit
3648.	Transit
3649.	public transit
3650.	Lack of adequate public transit to deal with traffic congestion
3651.	public transit
3652.	Public Transit
3653.	Transit
3654.	Public transit and reducing cars on roads, safe bike lanes
3655.	Transit
3656.	The out-dated transit system
3657.	Transit expansion
3658.	Inadequate plans for public transit
3659.	ttc service/cost
3660.	Transit
3661.	Transit
3662.	transit
3663.	Accessible public transit
3664.	Transportation/transit
3665.	inadequate public transit and increasing urban density
3666.	TTC
3667.	A viable transit plan beyond just subways
3668.	public transit
3669.	ttc
3670.	TTC
3671.	Transit
3672.	transit costs
3673.	ttc
3674.	Transit
3675.	Transit
3676.	Transit

	<b>Transit - Important Issues</b>
3677.	Traffic congestion/Public Transit expansion
3678.	Public Transit
3679.	light transit
3680.	Transit
3681.	Transit
3682.	transit
3683.	Transit
3684.	public transit and traffic congestion
3685.	Transit
3686.	public transit
3687.	transit
3688.	Public Transit
3689.	TTC service is getting worse
3690.	Expanding Public Transit
3691.	Transit
3692.	deeming ttc essential
3693.	transit
3694.	Public Transit / Infrastructure
3695.	Transit
3696.	Transit
3697.	transit
3698.	Public Transit
3699.	ttc sustainability and upgrades
3700.	Transit
3701.	TTC
3702.	TTC
3703.	Transit
3704.	Transit
3705.	Improving transit
3706.	Transit and Transportation policy and infrastructure
3707.	Public Transit / Cycling Infrastructure
3708.	Transit
3709.	public transit and accessibility
3710.	public transit
3711.	Public transit
3712.	transit
3713.	ttc
3714.	transit expansion
3715.	Transit
3716.	Public transit
3717.	Public transit

	<b>Transit - Important Issues</b>
3718.	Improve public transit
3719.	Transit
3720.	public transit
3721.	public transit
3722.	improving TTC services
3723.	Transit
3724.	Transit
3725.	ttc
3726.	Transit
3727.	Public Transit
3728.	public transit
3729.	Transit
3730.	public transit
3731.	Public Transit
3732.	Public Transit
3733.	Public transit
3734.	ttc
3735.	Public Transit
3736.	inadequate subway system
3737.	Improved public transit
3738.	TTC
3739.	Harmony between cyclists, pedestrians, transit riders and motorists.
3740.	Increasing public transit
3741.	Inadequate transit
3742.	Mass transit needs
3743.	Improved mass transit
3744.	transit
3745.	fixing subway/road system
3746.	Transit
3747.	Transit
3748.	public transit
3749.	Transit
3750.	TTC
3751.	Transit
3752.	Transit
3753.	public transit
3754.	Transit
3755.	Public Transit
3756.	Transit
3757.	traffic (bike lanes, TTC, grid lock)
3758.	TTC

	<b>Transit - Important Issues</b>
3759.	Public transportation/TTC and a transit plan
3760.	Transportation TTC
3761.	Transit Expansion
3762.	Need to move from streetcars to electric buses in downtown core
3763.	transit
3764.	Transit
3765.	public transit
3766.	public transit accessibility
3767.	public transit/bicycles
3768.	inadequate transit
3769.	traffic/ public transit
3770.	Public Transit
3771.	Transit (TTC sucks, needs a kick in the ass)
3772.	Transit
3773.	Transit
3774.	Transit
3775.	Transit
3776.	ttc spending
3777.	Public Transit
3778.	public transit
3779.	Transit
3780.	Lack of mass transit
3781.	Transit
3782.	transit
3783.	Lack of efficient and affordable transit
3784.	TTC/Transportation
3785.	Transportation (TTC, road congestion)
3786.	Transit
3787.	transit
3788.	Transit
3789.	Transit
3790.	Expanding TTC service areas
3791.	Transit
3792.	Public Transit
3793.	TTC
3794.	TTC
3795.	TTC fare hike
3796.	transit
3797.	Transit
3798.	Lack of support for public transit
3799.	public transit

	<b>Transit - Important Issues</b>
3800.	Transit
3801.	Cutbacks to ttc
3802.	Transit infrastructure deficit
3803.	transit
3804.	Public Transit
3805.	Public transit
3806.	Transit
3807.	Public Transit
3808.	Insufficient public transit to suburbs
3809.	Transit
3810.	Transit
3811.	TRANSIT
3812.	Public Transit
3813.	transit
3814.	Lack of accessible, safe, public transit, including bike lanes
3815.	transit
3816.	Transit
3817.	Transit
3818.	Transit
3819.	Subway
3820.	Transit
3821.	Public transit
3822.	increasing public transit
3823.	Fixing our public transit.
3824.	transit
3825.	Transit
3826.	public transit
3827.	Transportation (cars/transit/bike/walking are not separate issues)
3828.	TRANSIT
3829.	Transit
3830.	traffic/transit
3831.	public transit
3832.	Transportation - Need more bike lanes, pedestrian only roads, and a better public transit
3833.	TTC
3834.	Public Transit Infrastructure improvement
3835.	transit
3836.	transit
3837.	a viable public transit system that actually works
3838.	public transit
3839.	Transit



	<b>Transit - Important Issues</b>
3840.	Transit solutions/expansion of TTC
3841.	TTC
3842.	transit costs and coverage
3843.	TTC
3844.	TTC
3845.	transit
3846.	Improved Transit
3847.	public transit
3848.	Transit Funding
3849.	Encouraging & developing public transit
3850.	transit
3851.	Transit
3852.	Public Transit
3853.	TTC/Infrastructure
3854.	ttc
3855.	transit
3856.	public transit
3857.	Transit availability and affordability
3858.	transit
3859.	Public Transit
3860.	transit
3861.	Public transit infrastructure
3862.	Public Transit
3863.	city-wide aging infrastructure-roads, TTC stations, parks facilities
3864.	TTC
3865.	Expanding Transit
3866.	Transit
3867.	Street Car designated lane St. Clair and Roncesvalles Ave.
3868.	Lack of public transit
3869.	safe bicycle routes
3870.	Transit
3871.	Transit
3872.	Transit
3873.	Public transit
3874.	Public Transit
3875.	Public transit
3876.	public transit
3877.	public transit
3878.	Transit
3879.	transit
3880.	Transit

	<b>Transit - Important Issues</b>
3881.	traffic snarls - need for more public transit
3882.	transit
3883.	Transit
3884.	Public transit
3885.	Public Transit
3886.	poor public transit
3887.	not enough public transit
3888.	ttc
3889.	Expanding transit
3890.	transit
3891.	Public Transit
3892.	Transit
3893.	better public transit
3894.	Transit
3895.	A transit plan that will reduce congestion and environmental impact
3896.	Permanent funding and expansion of TTC
3897.	clean affordable transit
3898.	subway expansion
3899.	transit
3900.	inadequate transit
3901.	Transit
3902.	transit and transportation
3903.	TTC / transit
3904.	Toronto Transit Commission
3905.	Maintaining the TTC
3906.	public transit (strengthening TTC)
3907.	transit
3908.	public transit
3909.	Transit
3910.	Adoption of a poor transit plan
3911.	Transit
3912.	Need for public transit
3913.	TTC
3914.	Transit
3915.	Transit
3916.	Transit
3917.	Transit
3918.	transit
3919.	Lack of a more comprehensive transit network
3920.	lack of subsidized public transit
3921.	transit

	<b>Transit - Important Issues</b>
3922.	public transit
3923.	Transit
3924.	Lack of vision in allowing for a superior city to emerge over the next generation (decent planning, lake front issues, decent transit)
3925.	transit
3926.	public transit (TTC inefficiency)
3927.	lack of public transit funding
3928.	Public Transit
3929.	Improving public transit
3930.	Transit
3931.	TTC
3932.	TTC needs to be expanded
3933.	Public Transit
3934.	Transit
3935.	Green infrastructure (e.g. transit, bike lanes, green architecture)
3936.	Quality of services (e.g. TTC)
3937.	Transit
3938.	Urban Transit TTC
3939.	Transit
3940.	improving public transit
3941.	Transit
3942.	subway and transit
3943.	Transit
3944.	We need more public transit
3945.	transit
3946.	Transit expansion
3947.	Highly paid TTC employees vs. services and subway-stations disrepair
3948.	TTC costs
3949.	transit
3950.	Need for better and more integrated public transit
3951.	transit issues
3952.	Public Transit
3953.	Transit
3954.	Transit and Transportation
3955.	Transit
3956.	TTC infrastructure
3957.	Transit gridlock
3958.	PUBLIC TRANSIT
3959.	Public Transit
3960.	not enough funding for transit and safe bike lanes
3961.	public transit

	<b>Transit - Important Issues</b>
3962.	Public Transit
3963.	Transit
3964.	provide more public transit
3965.	public transit
3966.	Affordable Public Transit
3967.	Aging infrastructure - including TTC
3968.	good affordable transit system
3969.	Ensuring the TTC is funded for growth
3970.	Public transit
3971.	Public Transit
3972.	public transit
3973.	Transit and traffic congestion
3974.	Effective public transit
3975.	Transit
3976.	TTC
3977.	Affordable, accessible safe transportation (TTC & bike lanes)
3978.	Transit Planning
3979.	environment (including transit)
3980.	LRT construction
3981.	bike lanes and safe cycling routes downtown
3982.	transit
3983.	Transit
3984.	Public transit
3985.	Transit
3986.	Public Transit
3987.	Public transit
3988.	Need for improved and increased public transit along all major routes.
3989.	Number of cars on roads and air quality - need to use tolls as well as incentives to stop so many cars commuting in to the city and get people onto bikes and transit.
3990.	transit
3991.	expensive and outdated public transit
3992.	TTC
3993.	Public Transit
3994.	Transit
3995.	Transit Infrastructure
3996.	Transit Operations
3997.	The need for reliable, expanded transit service
3998.	TTC - needs to be subsidized
3999.	TTC
4000.	transit
4001.	Public Transit

	<b>Transit - Important Issues</b>
4002.	Transit
4003.	Transit
4004.	Public Transit
4005.	Transit Brake Downs (TTC)
4006.	Increase public transit and environmental protection (including cleaner air and streets)
4007.	Transit
4008.	Transit Costs
4009.	Increasing TTC Service
4010.	Subway and TTC fare
4011.	Transit
4012.	Public Transit
4013.	TTC
4014.	Public Transit
4015.	Public Transit and Gridlock
4016.	Better public transit
4017.	Poor public transit
4018.	inadequate public transit, i.e. slow bus/streetcar service for most of the city
4019.	Transit is not efficient
4020.	public transit and bicycles
4021.	Affordable and accessible transit
4022.	Public Transport (TTC)
4023.	Public Transit
4024.	public transit
4025.	Transit
4026.	maintaining and improving TTC
4027.	public transit
4028.	effective public transit
4029.	TTC
4030.	Public Transit
4031.	public transit
4032.	Transit
4033.	Public Transit et al TTC efficiency and customer service
4034.	Transportation and infrastructure excluding the TTC including freeways and arterial roads
4035.	funding ttc
4036.	Public transit
4037.	Public Transit
4038.	TTC support and improvement
4039.	Transit
4040.	Transit

	<b>Transit - Important Issues</b>
4041.	Public Transit
4042.	Public Transit
4043.	transit
4044.	transit
4045.	transit
4046.	Public Transit
4047.	Public transit
4048.	Public Transit
4049.	lack of funding for public transit
4050.	Public Transit
4051.	transit
4052.	transit
4053.	ttc
4054.	roads/transit
4055.	TTC
4056.	Public Transit
4057.	Transit
4058.	Improving public transit
4059.	Transit
4060.	Improvements are needed to public transit to improve level of service.
4061.	The future of public transit.
4062.	Transit
4063.	Public transit
4064.	Improving public transit
4065.	Transit
4066.	Environment (transit, waste...)
4067.	Public transportation that's affordable and benefits the maximum number of Torontonians - light rail, streetcar and bus routes should be the priority.
4068.	TTC
4069.	public transit
4070.	public transit
4071.	public transit
4072.	Public transit
4073.	public transit
4074.	public transit
4075.	outdated public transportation - need subway
4076.	transit
4077.	Transit
4078.	Lack of accessible transit
4079.	ineffective transportation options (too much time in traffic if in car lack of TTC service outside of downtown, unfriendly for bike riders

	<b>Transit - Important Issues</b>
4080.	Transit congestion
4081.	Efficient and Clean Transit
4082.	transit
4083.	transit
4084.	Public Transit
4085.	gridlock and inadequate public transit
4086.	transit
4087.	Transit
4088.	transit
4089.	infrastructure (roads and transit)
4090.	TTC
4091.	TTC and transit
4092.	Insufficient public transit infrastructure
4093.	public transit
4094.	Transit
4095.	Transit
4096.	Public Transit
4097.	poor public transit
4098.	Transit
4099.	public transit
4100.	TTC
4101.	TTC and bike lanes
4102.	TTC improvement
4103.	Modernising and expanding transit
4104.	Access to affordable, efficient and comprehensive public transit network
4105.	Public transit and mobility
4106.	Transit
4107.	Transit
4108.	Improving public transit
4109.	Affordable transit
4110.	Transit (TTC)
4111.	public transit
4112.	transit
4113.	Good Public Transit
4114.	public transit
4115.	Transit
4116.	Lack of transit
4117.	ttc
4118.	Bus System
4119.	TTC
4120.	Public Transit

	<b>Transit - Important Issues</b>
4121.	Transit
4122.	Dependable Transit
4123.	Transit
4124.	transit
4125.	City Transit
4126.	public transit
4127.	Infrastructure/subpar roads & transit
4128.	The Transit Planning
4129.	increase transit funding
4130.	Public services: public transit, childcare
4131.	public transit
4132.	improved public transit to all areas of GTA
4133.	Affordable Efficient Comfortable Transit
4134.	The inefficiency of public transportation (TTC)
4135.	ttc
4136.	public transit
4137.	public transit
4138.	Transit Demand
4139.	properly-maintained public transit
4140.	EFFICIENT AND AFFORDABLE TRANSIT
4141.	TTC development (to York University)
4142.	Public Transit & Roads
4143.	Transit
4144.	transit
4145.	TRANSIT
4146.	transit
4147.	Public transit
4148.	more transit
4149.	Transit
4150.	public transit
4151.	TTC
4152.	TTC upgrades & changes / Not the current upgrade plans
4153.	transit
4154.	Transit
4155.	transit
4156.	having ttc more reliable and efficient
4157.	we need better public transit
4158.	ttc
4159.	public transit
4160.	Public transit growth and sustainability
4161.	making travel easier (bike lanes, improved yet affordable TTC service)



	<b>Transit - Important Issues</b>
4162.	expansion of public transit subway routes
4163.	rapid increase in population without increase in infrastructure (e.g. public transit, roads, sewage, etc.) necessary to support additional population
4164.	Improving public transit and bike lanes
4165.	transit
4166.	ttc
4167.	TTC
4168.	Transit
4169.	Public Transit - affordable, accessible
4170.	Transit
4171.	need for better public transit and pedestrian paths (e.g., waterfront)
4172.	Public transit
4173.	Public Transit
4174.	Public transit
4175.	Transit
4176.	Congestion and the environment: includes transit, building a healthy city, good planning
4177.	Transit
4178.	Public transit
4179.	better public transit
4180.	infrastructure especially transit
4181.	affordable and accessible transit
4182.	TTC. Reasonable fares and reliable service
4183.	Transportation (TTC service & cost; alternative modes for commuting such as cycling)
4184.	Transit
4185.	transit
4186.	Lack of Transit Accessibility & Reliability
4187.	ttc
4188.	Public transit
4189.	public transit
4190.	transit planning and implementation
4191.	Transit
4192.	Transit
4193.	Transit
4194.	public transit
4195.	Public transit
4196.	inadequate public transit services
4197.	Terrible TTC service
4198.	transit
4199.	TRANSIT!

	<b>Transit - Important Issues</b>
4200.	Transit
4201.	transit
4202.	transit
4203.	TTC
4204.	TTC
4205.	City transit
4206.	Transit
4207.	Transit
4208.	transit
4209.	Transit
4210.	TTC
4211.	ttc
4212.	Transit
4213.	TTC
4214.	Transit
4215.	TTC
4216.	TTC
4217.	Transit
4218.	public transit
4219.	TTC
4220.	TTC
4221.	Public Transit
4222.	Transportation alternatives - TTC and bicycle lanes
4223.	Transit!
4224.	TTC
4225.	Efficient, affordable and comprehensive Public Transit network
4226.	transit
4227.	transit
4228.	Transit
4229.	Transit
4230.	Transit and transport
4231.	Public Transit
4232.	Transit
4233.	Transit Infrastructure and Improvements
4234.	ideological changes to transit and infrastructure, wasting millions in tax dollars and staff time
4235.	TTC
4236.	TTC
4237.	transit
4238.	affordable public transit that's also fully accessible for people with disabilities
4239.	Public Transit

	<b>Transit - Important Issues</b>
4240.	Lack of public transit infrastructure
4241.	transit
4242.	transit, roads and traffic
4243.	Realistic and sustainable growth to public transit infrastructure
4244.	transit
4245.	TTC
4246.	TTC (Transportation)
4247.	Poor transit service
4248.	Transit
4249.	Transit
4250.	transit
4251.	Transit
4252.	affordable and all hours run public transportation, subway and bus
4253.	ttc
4254.	ttc
4255.	Transit
4256.	better transit
4257.	TTC
4258.	ttc
4259.	transit and traffic management
4260.	lack of effective transit and the length of time to rectify the problem
4261.	TTC
4262.	Transit
4263.	ttc first improve attitude s/b customer first
4264.	Public Transit Costs
4265.	TTC
4266.	Public Transit: fares too expensive
4267.	Transit
4268.	Keeping TTC affordable
4269.	Public Transit
4270.	TTC
4271.	transit
4272.	public transit
4273.	transit
4274.	transit
4275.	transit
4276.	more public transit
4277.	Light Rail Transit
4278.	public transit
4279.	TTC
4280.	public transit

	<b>Transit - Important Issues</b>
4281.	TTC (transit)
4282.	ttc
4283.	Transit
4284.	Toronto transit
4285.	TTC
4286.	ttc
4287.	Public Transit
4288.	transit
4289.	Transit
4290.	TTC - Public Transit
4291.	transit
4292.	public transit
4293.	Transit
4294.	transit
4295.	Public Transit
4296.	TTC
4297.	Transit
4298.	TTC
4299.	Public transit
4300.	TTC
4301.	Transportation and transit
4302.	TTC and Bicycle Transit
4303.	Lack of extensive public rapid transit throughout the City
4304.	transit
4305.	transit
4306.	public transit
4307.	transit
4308.	Transit
4309.	City transit
4310.	ttc
4311.	TTC
4312.	TTC
4313.	Public Transit
4314.	Transit
4315.	transit
4316.	TTC services - upgrade
4317.	Transit
4318.	Transit
4319.	public transit
4320.	TTC
4321.	Transit

	<b>Transit - Important Issues</b>
4322.	Transportation and Transit
4323.	TTC
4324.	Lack of public transit and bike lanes
4325.	public transit
4326.	Public Transit
4327.	Transit/Congestion
4328.	transit
4329.	transit
4330.	TTC viability
4331.	Public Transit
4332.	TTC Funding and support
4333.	Accessible, affordable and reliable transit
4334.	Transit
4335.	TTC
4336.	Transit
4337.	appropriate public transit - again, with view to long term planning and growth
4338.	Transit
4339.	transit
4340.	TTC
4341.	Transit
4342.	improving transit service
4343.	TTC
4344.	public transit
4345.	public transit
4346.	public transit
4347.	transit/bike
4348.	Transit
4349.	transit
4350.	Bike routes on city streets
4351.	TTC
4352.	TTC
4353.	Need to INCREASE TTC service and funding
4354.	More Transit Funding to Toronto from Provincial and Federal Governments, not Toronto taxpayers funding it themselves
4355.	Lack of Better Transit System
4356.	PUBLIC TRANSIT. It is getting worse and worse - fewer buses/streetcars and they're always too full for people to get on. People often wait 3 or 4 cars before getting on. And they're increasingly DIRTY.
4357.	Transit
4358.	scrap the new subway line
4359.	Public Transit

	<b>Transit - Important Issues</b>
4360.	transit
4361.	adequate funding for core programs such as EMS, Fire, Police, Public Health, Public Transit, Public Libraries, waste disposal
4362.	Public Transit
4363.	Public transit
4364.	TTC
4365.	transit accessibility and service
4366.	Transit
4367.	TTC
4368.	PUBLIC TRANSIT
4369.	Transit Capacity and Service
4370.	poor roads and poor public transit
4371.	Public Transit TTC
4372.	The need for more and better public transit
4373.	Improving transit and biking options in as many parts of the city as possible
4374.	Public Transit - Should be building LRT
4375.	TTC services
4376.	Transit underfunding
4377.	public transit/bike lanes
4378.	transit
4379.	Transit
4380.	Transit and Traffic
4381.	transit
4382.	TTC
4383.	Transit
4384.	TTC
4385.	ttc
4386.	transit
4387.	transit
4388.	Transit
4389.	Transit
4390.	Expansion of public transport services e.g. TTC, BIXI
4391.	TTC
4392.	Public Transit
4393.	transit
4394.	public transit - TTC and Metrolinx
4395.	Transit
4396.	TTC
4397.	Transit
4398.	Transit investment
4399.	transit

	<b>Transit - Important Issues</b>
4400.	Public Transit
4401.	transit
4402.	public transit
4403.	Public Transit Reform
4404.	transit
4405.	TTC
4406.	Public transit
4407.	TTC
4408.	increase public transit capacity
4409.	ttc
4410.	Forget the fact that other great cities have fabulous subway systems; we missed the boat long ago; provide great surface transit that serves the whole city
4411.	Improving public transit and promoting non-car transportation modes
4412.	transit
4413.	transit
4414.	improving public transit
4415.	public transit
4416.	TTC
4417.	ttc
4418.	Ensuring public transit and walkability are priorities for the growing population and the environment
4419.	Public Transit
4420.	transit
4421.	Transit
4422.	transit
4423.	TTC
4424.	Transit
4425.	TTC
4426.	transit
4427.	Transit
4428.	TTC
4429.	transit
4430.	Transportation - TTC is invaluable to the city and needs to be more accessible
4431.	transportation - transit, gridlock
4432.	Aging and failing transit
4433.	Transit
4434.	transit
4435.	City transit
4436.	more options for transit
4437.	Public Transit
4438.	Transit

	<b>Transit - Important Issues</b>
4439.	Transit
4440.	ttc
4441.	Public Transit
4442.	public transit
4443.	more public transit
4444.	transit/traffic - from ttc to bikes to roadblock
4445.	Lack of substantial subway system
4446.	Transportation alternatives to cars (i.e. bike infrastructure and public transit)
4447.	Transportation expansion through the TTC
4448.	Transit
4449.	public transit
4450.	Transit
4451.	Moving Transit System forward
4452.	Transit
4453.	ttc
4454.	Affordable transit
4455.	lack of affordable public transit
4456.	Transit
4457.	Transit
4458.	TTC (expensive fare, safety issue - some drivers start the engine and are not aware that some passengers have not settled or sat down safely, etc.)
4459.	need lower ttc fares and more frequent service
4460.	need later subway times
4461.	Transportation congestion, public transit and environmental impacts
4462.	TTC
4463.	Transit
4464.	Insufficient funding for public services (e.g. transit, libraries)
4465.	Mass Transit
4466.	more public transit
4467.	TTC
4468.	Transit
4469.	transit
4470.	Lack of comprehensive transit plan to serve and connect all parts of the city
4471.	TTC Service Expansion
4472.	transit
4473.	Insufficient and inefficient public transit including active transit infrastructure (i.e. bike paths)
4474.	transit
4475.	transit
4476.	TTC
4477.	Transit



	<b>Transit - Important Issues</b>
4478.	transit
4479.	lack of public transit
4480.	Transit
4481.	TTC
4482.	Public Transit
4483.	public transit
4484.	Transit
4485.	Transit
4486.	Transit
4487.	public transit
4488.	accessibility (transit + other city services/venues)
4489.	poor public transit
4490.	public transit
4491.	Transportation, congested roads and the need to upgrade our transit system
4492.	TTC
4493.	Ttc is disorganized
4494.	Public transit and the Mayor wasting money on a new plan that is not efficient
4495.	transit
4496.	transit
4497.	Gridlock - lack of investment in public transit + bicycle support
4498.	transit
4499.	transit
4500.	Transit service
4501.	the need for more and better public transit
4502.	Public transit, planning, urban sustainability
4503.	Public transit
4504.	TTC
4505.	Transit / Transportation
4506.	TTC
4507.	Public Transportation (TTC)
4508.	poor service provided by the TTC
4509.	Public Transit
4510.	Public Transit
4511.	TTC
4512.	TTC Improvement
4513.	transit service system upgrade and growth
4514.	Transit
4515.	Maintaining and improving the TTC
4516.	TRANSIT
4517.	public transit
4518.	transit

	<b>Transit - Important Issues</b>
4519.	TTC
4520.	Transit
4521.	transit
4522.	Transit
4523.	poor transit infrastructure
4524.	Transit
4525.	Public Transit
4526.	Transit
4527.	TTC's levels of service compared to the TTC's sizeable budget
4528.	Implementing a transit plan
4529.	transit
4530.	Public Transportation (affordable, accessible, safe, reliable, spans the city and connects people to where they want/need to go. light rail over subways. no diesel engines on TTC or Go Trains. Electric and clean forms of energy
4531.	Transit
4532.	Transit
4533.	transit
4534.	transit
4535.	Transit
4536.	ttc
4537.	Transit
4538.	Public Transit
4539.	TTC
4540.	TTC service
4541.	transit
4542.	Improved Transit
4543.	Keeping public transit accessible and affordable
4544.	Lack of streetcar routes
4545.	transit
4546.	city transit
4547.	Transit
4548.	ttc
4549.	transit
4550.	more transit
4551.	TTC
4552.	Transit
4553.	TTC
4554.	TTC ridiculous fares
4555.	Transit
4556.	transit
4557.	Transit

	<b>Transit - Important Issues</b>
4558.	transit
4559.	TTC service
4560.	Lack of public transit
4561.	Good Transit
4562.	Public transit
4563.	transit
4564.	Transit
4565.	Transit
4566.	TTC bus Fare
4567.	transit
4568.	Transit
4569.	Transit

**Are there any other important city-wide issues you think the City of Toronto should consider?**

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	<b>Transit - Other Important Issues</b>
1.	I believe the employees of the City of Toronto are being unfairly targeted and labelled as lazy and dishonest. In an attempt to find gravy, as promised in his campaign, the Mayor has turned the community against certain groups such as TCHC, TTC and garbage collection. We need to work together to improve things, not point fingers and find blame.
2.	Impose a tax on people who want to drive into the downtown core from the suburbs in order to pay for public transit. / / Also, reinstate the vehicle registration tax.
3.	Oh my god this city is making me crazy. / / First of all, I'm tired of not being able to get on public transit at a major intersection after work because its full. because THERE ARE NOT ENOUGH FOR THE POPULATION. / / Secondly, why the hell is Roncesvalles still in ruins? Because the city hired a bunch of clowns to fix the street. Stop it. Also, give a tax break to the businesses, enough of them have had to close and we don't need to lose more as a result of your mistakes. / / I will never be able to afford a house in Toronto even whilst making an income. That's a problem. I shouldn't have to shell out 800k on a small house in the west end. / / The votes of the "mega city" also do not reflect the votes of the "actual Toronto". You think people in Oakville give a crap about the subway?
4.	Expanding light rapid transit to all corners of the city.
5.	Effective public transit must cover the entire city. Bicycling must be recognized as a valid alternative to automobiles. Traffic is a disease, like cancer or heart disease, and should be afforded similar importance.

	<b>Transit - Other Important Issues</b>
6.	Comprehensive, city-wide transit planning.
7.	Affordable and effective public transit
8.	Don't sell off assets (enwave, Toronto community Housing, land, etc...) to cover future budget shortfalls. Go after actual 'gravy' like the Toronto Police budget, get them to make cuts and stop handing them wads of cash year after year (crime is down and budgets up for 20+yrs). TTC service and efficiencies (they waste so much money its not funny), I'm tired of this more \$ for less service concept.. / /
9.	we need to eliminate all paid duty for police and limit overtime 3) we need to do away with police retention bonuses 4) we need to establish Toronto residency requirements for cops and other city workers. No more collecting a 6-figure salary in Toronto and living in Ajax 5) we need to roll back TTC fares 6) impose an eye-sore tax on property owners who do not maintain their buildings (e.g. 90% of the buildings on Yonge street) 7) go after the Federal government for all the money Toronto spends housing and looking after refugees that the feds let into Canada
10.	public transit, light rail, traffic congestion
11.	Another downtown subway line
12.	Stop Spadina Subway Line from going into Vaughn. Stop it at York U.
13.	More Fair paid Jobs and Less easy to just get on Welfare. Get rid of the Drug's and Drunks that litter the City. / I have a Cousin in Ireland. I even offered to pay his fare here for a vacation. "No way" he said. "I've heard too many bad things about Toronto Canada. I'll never go there. Sorry John, but NO THANK YOU"
14.	Cut the police budget to save money, it is probably the largest next to the TTC so it will have the biggest impact. We have too many police as it is; they are standing on every corner downtown and costing the city millions in unneeded expenditures. This money would be much better spent on infrastructure repairs, that way you have results and get something for your money / The police are there in minutes when seconds count so they are overrated as far as I am concerned. They arrive after the knifing to pick up the bodies; people would be better served defending themselves. /
15.	transit
16.	Increasing density for new construction. / Facilitate the use of roof top digital signs for business purposes. (will lead to more revenue for the city and for the landlord.) / Expand the Subway (especially to the airport to downtown) / Expropriate land from areas that are rundown and allow developers to build. / Improve areas such as the Lake Shore and Roncesvalles. / Minimal disruption to businesses in construction areas. Compensation to businesses affected by road construction/closures.
17.	The city should be focusing on reducing commute times by expanding all types of public transit and prioritizing public transit over cars wherever possible.
18.	Improved Public Transit and Cycling Infrastructure

	<b>Transit - Other Important Issues</b>
19.	restructuring of the Don Valley expressway to include a high speed elevated monorail or tram way to carry passengers to key stations such as Bloor and union station. The system could start at Fairview mall stop at Lawrence, Eglinton and end at Union station. The Don valley has not changed in structure since many of us were children and the population had increased another three million since then. Other than the highway 27 in the west end it is the only way to get downtown realistically and also access the Gardiner Expressway which carries both residents and tourists throughout the city and access to Niagara and U.S Border. We need to grow up and realize it is major artery and not a problem. If cars are not wanted downtown then use rapid transit down the valley.
20.	Ensuring affordable and reliable public transit
21.	transit, affordable child care!
22.	Important to get the best deal for taxpayers whether it is through city employees or through contractors. There should be NO requirement to pay contractor's employee's at union rates. Let the Ontario wage laws cover everyone. / / Public transit _must_ be constantly improved. TTC management does not manage for its customers, it manages for itself.
23.	The city needs to improve the TTC, reduce the number of cars on our roadways in order to make our streets safer and our air cleaner. Improving the TTC and taking steps such as increasing safety for people who ride bikes or walk, create incentives for people in the city not to need a car. Also, improving the environment should be a top priority for the city. A better environment will have trickle down effect in improving resident's overall health and well being.
24.	Lack of cycling infrastructure; innovative and inviting public spaces; efficient and effective public transit; too many regulations
25.	More accessibility at all TTC stations
26.	Subway expansion is very important. Police officer pay duties - too expensive. And, it seems that even with the election over, Mr Ford and his brother continue to campaign. I voted for Mr Ford, but do not appreciate being called a member of Ford Nation - I am a citizen of the city of Toronto and I take that very seriously.
27.	In order to bring city costs in line, we need to remove all of the public sector unions (TTC, City Staff, Garbage Collectors, Police and etc.), and bring the salaries and benefits of public "servants" in line with the private sector. The next main issue I see is the traffic congestion problem in Toronto. To fix this, we need to synchronize the traffic lights, we need to remove the streetcars from our roads and we desperately need to enforce traffic laws on Pedestrians and Cyclists. Next, Toronto's murder clearance rate is at hits lowest ever. We need to the police to improve on that.
28.	Everything related to transportation is dysfunctional in this city: roads, gas prices, transit quality, transit costs, lack of bike lanes - you name it. It's a huge problem.

	<b>Transit - Other Important Issues</b>
29.	better transit to high populated areas. build subways. Ferry to New York. subway to the airport Ask the federal government for money , we pay a large amount of taxes the gas tax as well. we need to make the city more car friendly too for my reasons I am appliance service tech I do not want to work down town Toronto no parking . or one way. the Allen road problem . the city does not work for me or for business stopped traffic makes more smog. we need to promote the use of more small electric cars in the city. or improve transit.
30.	Expanding and building subway lines
31.	I think that all cars driven in the city of Toronto should be taxed at a rate of \$5 per day to use our city streets. Monthly permits for \$100. Yearly permits for \$800. The money generated should be used to eliminate all fares for the TTC in the old city of Toronto and reduce it to \$1 per ride beyond. As well, the money generated should be used to put dedicated bike lanes throughout the city.
32.	Child poverty / accessible public transit
33.	affordable housing, sustainable transit alternatives given energy prices, uploading certain services back to the province that has a broader tax base
34.	Cancelling citizenship committees, which have not cost the city anything more than coffee, perhaps, creates a lack of transparency. / Transparency about the cost of privatizing garbage. / How will those of us who can't wheel those small garbage vehicles about be treated under privatizing, when we have made arrangement with the city for garbage to be collected in bags. (Our arthritis shoulders, arms and legs don't allow us to wheel those things around, and furthermore, in my case the only place to locate them would be outside the front of the door to the basement (a fire hazard). / Removing the curfew the city has set so that I can no longer attend the performing arts, given that I cannot get a bus after 10:00 p.m. and virtually all performances are from 8:00 - 10:00 p.m. /
35.	Look at existing services that can generate money for the city. / / Look at the Green P for example, this is an excellent opportunity to generate some money. Using Etobicoke as an example, / a lot of lots in the west end are always empty, but do not allow for over night parking. Create a program that allows local residents to purchase monthly passes for these unutilized lots (make it easy to do) and generate money for the city, rather than having them either park illegally or wrongfully. / / The city has allowed Bloor and Islington to become densely populated with high rise towers, but it does not accommodate the parking needs of residents. This is an opportunity to accommodate residents and to make money. / Rather than saying NO to a monthly pass for these lots, embrace it around the city and make money doing it. Every \$50-\$100 collected per resident helps the bottom line. /
36.	Improve Wheeltrans for handicap people insofar as to scheduling and services made available when requested and buses and taxi's arriving on time.
37.	More transit, more bike lanes, more affordable housing, more sustainable energy solutions.

	<b>Transit - Other Important Issues</b>
38.	Transit planning should be based on demand and need, not on politics. / / The open data initiative at <a href="http://toronto.ca/open">toronto.ca/open</a> should be expanded. / / Neighbourhoods need a mixture of uses and building types to be sustainable. The new condo towns need to ensure they follow basic successful planning strategies - lots of side streets, mixed ages and styles of buildings, commercial mixed in with residential. "Tower in the Park" style development is attractive for developers but not good for the City in the long term. We should be trying to build more Bayview Villages, more Annexes, not more Scarborough.
39.	Mass transit
40.	The city needs to focus first on issues concerning the "416" and less on those of the "905" e.g. transit. A second issue is to establish a more practical property tax system i.e. one that applies taxation to realized values rather than theoretical / unrealized valuations.
41.	Roads and Public Transit
42.	affordable, reliable, safe and accessible transit
43.	Transit needs to be an issue in and of itself. Not merely a part of an infrastructure conglomerate.
44.	Waterfront redevelopment. Also, there should be a charge to use the DVP (like on the 407) with this money put into building a down-town relief subway line.
45.	We need to invest in transit - -not just subways, but LRTs - - to reach across the city. The city is being strangled with traffic, and this can't be solved by widening roads. How about tolls on highways coming into the city so that those living outside Toronto pay their fair share not only for the upkeep of roads, but to invest in transit.
46.	Accessible transit (beyond subways), especially for people living in the inner suburbs
47.	Need to stop whatever mechanisms and plans that seem to be in place to use my tax dollars to narrow existing roads, eliminate driving lanes, and install speed bumps! The city is growing not shrinking, and the lack of effective mass transit means you can't suddenly "go to war" on motorists. People need to get around!!
48.	cleaning up corruption among city official, big monopolies such as TTC
49.	lack of affordable housing / lack of well-paying jobs (too many businesses pay minimum wage, which is too low for Toronto) / public transit cuts in low-income neighbourhoods, like the cancellation of Finch LRT.
50.	transportation! congestion from automobiles costs our economy billions, destroys our air quality, contributes to climate change, makes us unhealthy as we sit in our cars all day, and destroys our communities as highways run through them. Many of us can't afford to operate private automobiles but we have no choice because we have no better options. We badly need better public transit and safer streets for cyclists and pedestrians of all ages and abilities.
51.	Transit and regional transit integration.
52.	Long-term development planning is poor. / Public transit is way too politically driven and costs too much.
53.	More accessible, and wider reaching transit options.

	<b>Transit - Other Important Issues</b>
54.	Please, get the TTC in order. We should have a payment card, zoned-prices, and more streetcars and subways. Cycling is important as it relieves stress on roadways by removing cars. Food carts that aren't tied down by rules, except to follow the health codes.
55.	I feel that the value system has degenerated a lot. / Young and old putting up their feet on the seats in the subway is daily occurrence and no one speaks out. It does not have to be done in a nasty way, e.g. "Do you do that at home too?" But with reasoning: "Look, people get their clothes dirty." Respectful communication seems to have gone out the window. / The value that good things take time has deteriorated. Assessment by a good doctor may take several visits. To get the Internet working takes some training and ownership to help and so on. Moving forward a little slower but with more thought might not be a bad idea and pay off at less expense. / I believe when there are jobs, a sense of cohesion and inclusiveness, safety takes mostly care of itself, e.g. when police is called, the picture that is presented is not always correct. / What does more harm? a person talking to him/herself in the community or a young generation littering out of the car, in the subway? How much money could be saved by not having to clean up? But by cleaning up after them, we "enforce" littering behaviour. By the way, that person was committed. The business community at Runnymede/Bloor decided so.
56.	Realistic transit planning. city beautification. road-pricing
57.	accessibility for all, not having to go through a maze of phone calls to get a simple question answered, safe and affordable housing for those in need, increase in day care spaces and subsidy allotments, greater enforcement of laws/bylaws i.e. graffiti, idling vehicles, parking in cycle lanes, unauthorized vehicle in HOV/transit lanes, city politicians should keep to City politics not be endorsing federal or provincial politicians no matter what their long term aspirations are
58.	Toronto needs more and better subway services.
59.	Regional integration of transit and transportation - the city needs to integrate GO and the TTC. TTC customer service is terrible. TTC should be more like GO Transit. The parks should be improved. The City should embrace public-private partnerships. The City needs to reduce commercial property taxes and raise residential property taxes.
60.	support for seniors to assist them to live in their homes longer / Bike paths and active transit routes / Affordable housing and more subsidized housing / More affordable daycare and increased day care subsidies and more spaces
61.	Transit improvements within the city borders and cross border transit integration.
62.	As I said earlier, no more dedicated street car lines like on St. Clair Avenue, more chance to compost waste from grocery stores. And when are apartment buildings in the High Park area going to get a chance to have a green bin for kitchen waste?
63.	Public Transit
64.	TRANSIT!!!!!!!!!!!!!!
65.	Public transit
66.	Public transit



	<b>Transit - Other Important Issues</b>
67.	Transit and limiting the need for private vehicles
68.	Improve reliability of the services of the TTC.
69.	Transit / 1. increase regional governance of transit in particular – e.g., upload TTC and aggregate regionally with Metrolinx / 2. accelerate integrated regional transit payment (Presto, not some fantasy future alternative) / 3. integrate existing municipal parking governance into public transit / 4. increase public transit capacity by investing in high-capacity capital infrastructure only, via modern financing techniques (see public transit investment methods – e.g., PPPs, municipal bond power with criteria, e.g., Infrastructure Ontario), requiring economic growth to be the main criteria for next-project selection / 5. contract out the operation of the TTC
70.	Transit, the waterfront
71.	Transportation, public transit, park maintenance,
72.	Accessibility and availability of services for marginalized groups, and taxation that fosters a middle class rather than stratifying into a lower and upper class, as well as infrastructure that unites classes and neighbourhoods rather than dividing the city into poor service based on living location. Libraries are extremely important factors in the mitigation of the effects of poverty, as well as physical accessibility- more streetcar lines let more people in less-well-off outskirts feel connected to the city and gives them a much easier time in terms of accessing services. Newcomer services are also important.
73.	Affordable and effective public transit.
74.	Transportation. All forms of transportation. Driving, transit, cycling, walking. I am disappointed with Ford's direction on this issue.
75.	it was unclear whether transportation was to include transit or just roads as infrastructure. / / Food security.
76.	Environmental sustainability (the city as a whole needs to do a better job of reducing greenhouse gas emissions and smog, using green energy and reducing energy consumption, creating community gardens for food, supporting walking, cycling and transit, and protecting water quality and supporting green roofs, and protecting parks and street trees. / Supporting schools and community centres so there are community hubs for education, after school / community activities, and community services. / Maintaining diversity and a good quality of life to attract skilled labour and investment - which means having a forward-thinking Official Plan and infrastructure plans that encourage office, commercial and retail development at transit stations and along transit lines, so more jobs and people can have fast, green, and accessible transportation options. / The City needs to raise money to pay for repair of water and transportation infrastructure like the Yonge subway line and Bloor-Danforth subway line - is over capacity and there should be parallel relief lines. The City should consider tolls and raising property taxes, and fees that discourage wasteful consumption of energy, water, and road space.
77.	Cycling routes that are consistently available and acceptable to the communities through which they pass.

	<b>Transit - Other Important Issues</b>
78.	Affordable and Reliable Public Transit. / Removing services (such as garbage collections) from the public sector - it needs to remain public.
79.	I think the city needs to stop working within the flawed system of the TTC. This organization is rapt with problems, does little to consider residents and staffed with employees who are unengaged with a sense of entitlement. How can this organization deserve taxpayer money? How can major funds for capital projects be given to them for their expansion when they are so inept with what they have? In fact, because they are 'separate' the city ombudsman cannot even handle any complaints about them. The public has no one to one to represent them when they have issues with the TTC. Freedom of information requests go unheeded. Deferred capital projects get continued under the radar and with NO public consultation because 'planning' is not part of a 'capital budget' and because the capital is deferred, public consultation is not required. Their continued incompetence and disregard for the community they serve continues to go unchecked. / They have lost the public's trust. They have little interest in working with the public they serve. Public consultation for them is only a means to get committee level approval. Their honesty and integrity is in question. They care about their agenda not for their own riders, city residents, and communities within the city. / In order to rebuild, the TTC must be torn down first. /
80.	Expanding and improving the TTC
81.	Public transit.
82.	I can't emphasis the need for more reliable transit enough. That should be the City's number 1 priority. It would help our economy, improve the mobility of low income residents, reduce gridlock, attract businesses, and help the environment.
83.	The City's transit infrastructure is outdated and unable to handle current capacity. Efforts to increase ridership or focus on cleaning up subway stations are futile if the current system of subways, streetcars and buses are unable to provide reliable, consistent service without delays, and operates at a level that can support the population using the system. Having to wait for third train in rush hour before your even able to get on is ridiculous. There is also a need to invest in transit in underserved neighbourhoods. / / More accessible online services. / /
84.	transit
85.	enhancing bicycle networks and encouraging the use of public transit. / zoning and re-development, I hope the city will be careful in its re-development of spaces and not over-look the value of empty or uninhabited spaces. I wish the city would quit being so conservative and embrace culture by letting it thrive and grow as an organic process. don't outlaw graffiti for example - while I understand the rational for making the city a free-for-all, by designating and encouraging graffiti in certain areas - with out making people jump through hoops - you create conditions that allow for culture to develop and provide, for citizens, the opportunity to experience that culture - which by the way cannot be purchased or imported, only generated. Please Toronto trust your citizens, and encourage them.
86.	air pollution and expanding public transit to combat it

	<b>Transit - Other Important Issues</b>
87.	To reduce costs the city needs to think about problems holistically for example crime prevention (i.e. my personal safety) is much more important than policing after the fact (vengeance). Another example is public transit (reducing cars on the road) would speed fire and ems responses and reduce the cost of those services.. Youth recreation and after school tutoring programs with low fees would reduce gang activity and graffiti. Investing in suburban services like light rail, community centres and libraries would raise property values there and help level residential taxes across the city. This would reduce the burden on the central city taxpayers and my elderly neighbours.
88.	The most important way the city can use its resources is to invest in transit, which will spur economic growth, decrease pollution, increase economic efficiencies and make this city thrive. Let's stop shovelling money to pet constituencies and work on creating a thriving, vibrant city. Am very happy to support the mayor in his endeavours if he adopts the approach of building this city instead of simply cutting services across the board. Thank you for the opportunity to participate in this survey.
89.	if "fair and affordable taxes" is code for tax cuts, I am not in fact in favour of tax cuts. I am in favour of supporting the city in its commitment to all of its citizens through social, recreational and cultural programming, transit. Most of all, I want an administration that will listen to its citizens, not just through surveys like this, but through boards and committees which have sustained citizen involvement.
90.	Transit / / Arts
91.	TTC
92.	Affordable and accessible public transit, bike lanes, parks and community centres.
93.	Bike lanes and other sustainable transportation, improving TTC, reducing energy consumption in office buildings, air pollution
94.	A comprehensive city wide transportation plan focused on improving transit! Transit improvements are paramount and must be conducted in an efficient way. Tunnels use must be minimized
95.	Investments in public transit, maintaining and expanding public housing, maintaining cultural programs, and funding of money-generating events such as Pride.
96.	Public transit needs to be improved. Too important to be left to political whims. A city is about more than necessary services. The city government has a responsibility to help make this a great place to live. With my career, I could choose to live in almost any city in the world. A Toronto government that reduces its role to providing essential services may cause to me to relocate, bring my tax dollars elsewhere.
97.	Expansion and improvement of the TTC.
98.	TRANSIT!!!!!!

	<b>Transit - Other Important Issues</b>
99.	I think the issue of infrastructure or lack thereof in this city is a huge deal that no one is addressing. Condos are getting built in my area downtown but there is no infrastructure to support it. There are no new schools, shops, transit, roads, etc.. to support this, so I don't know why the people approving condo building permits aren't talking to the people who are in charge of roads and support systems. / / For instance, in Liberty Village there are 5 new condos, and the townhouses... there are now three new sales centres that have gone up, that I've seen. And I'm sure there'll be more. That means 8 condos and tons of townhouses, that's thousands of people, BUT THERE IS ONLY ONE STREET. They all face one tiny street. There is no way in or out of that area, except on East Liberty street, as it's the only through street. / Does no-one see a problem with that? Does no one realize what that's about to cause?? /
100.	Public Transit and a comprehensive plan to address the future of mass transit.
101.	TTC-members salaries need to be looked into and should also be transparent. Schedules are ridiculous ,in my area in peak and other times ,I find many times mostly part of empty vehicles on the road ( Lawrence east from midland-morning-side.) / Police budget is ridiculous compared to other dangerous jobs. Auxiliary police (volunteers ) could do some of the required jobs, how-ever I noted that as I am told present officers and the union object to this ,as it would curtail them of making the extra salaries.
102.	Not privatizing services such as garbage, LCBO, etc / Bike lanes, a bike transportation plan - bring back the LRT! / /
103.	decreased TTC service
104.	Public Transit!
105.	Transit, integrating all transit systems and expanding subways, light rail.
106.	Transit
107.	Not wasting money on building subways, finding affordable ways to make transit better. Making the waterfront less of a wasteland, as Mayor Miller was doing amazingly.
108.	I think we need to focus on alternative transportation. Congestion is endemic in this city, and you can't fix congestion by making cars cheaper to operate and starving transit. Push people towards transit, biking, and carpooling. Follow a Jane Jacobs-style multi-use zoning plan, and integrate commercial/industrial buildings with residential. This would move jobs towards homes.
109.	-Improving at-risk neighbourhoods, / -Zero tolerance to violent crimes or possession of hand guns whether they were used or not, / -TTC accessibility to all neighbourhoods that is realistic (subways are very nice, but many would rather have light transit
110.	The two single biggest line items in the City's budget are Police Services and the TTC. The TTC has already been scaled back - Police Services should be next.
111.	Lack of social housing / / Lack of rapid transit in much of the city / / Lack of democracy /

	<b>Transit - Other Important Issues</b>
112.	Lake Access; Parks growth; Cycling Lanes network; De-amalgamation; Public Transit fare decreases;
113.	Public transit. We need more of it and better connections to other transit operations in the GTA. Public transit is essential to the functioning of the city to help people get to jobs (which builds a health economy and health tax base) and which also helps with environmental issues. I am willing to pay MORE TAXES to have a better transit system. And I want the changes to come quickly--we don't have time to wait for only subways--other methods should be used too.
114.	The city should be looking at methods of reducing the amount of cars on the roads and making roads safer for all to use, rather than focusing on ways to put more single-occupancy vehicles on the streets. / Because transit is available to everybody and therefore affects everybody, it should be a priority over the whole city, not just in one spot that isn't used. / Toronto's unique culture should not be sacrificed at the altar of expediency. Downtown should be encouraged and helped to develop to be a place to live, not a place to leave. Private developers must not be allowed ownership of lands that should be accessible to all Torontonians.
115.	Affordable Public Transit = Streetcars not Subways
116.	EXPAND LIGHT RAIL AND GIVE PEOPLE ON FINCH/STEELES REAL RAPID-TRANSIT. EXAMINE WHY SO MANY CITY PROJECTS ARE TAKING LONGER TO COMPLETE THAN THEY'RE SUPPOSED TO, AND WHY OUR ROADS AND SIDEWALKS ARE REPEATEDLY DUG UP AND LOOK LIKE HACK JOBS (SEE: YONGE & COLLEGE) / EXPAND BIXI AND THE BIKE NETWORK. ESTABLISH PEDESTRIAN-ONLY ZONES. DOUBLE THE TREE CANOPY. LET WATERFRONT TORONTO DO IT'S JOB. STOP PANDERING TO DRIVERS AND THE CAR!
117.	Public Transit / Functional City Council / Youth Programs
118.	1) Corruption / / 2) Transit: Ensuring that the "subway to nowhere" in Scarborough is stopped and the money reallocated for an Eglinton Subway and a Queen / Downtown Relief Subway; / / 3) Port lands: ensuring that the Toronto Port Authority continues its good work uninterrupted in redeveloping the port lands.
119.	Public transit
120.	Expanding the subway and street-car system.
121.	The lack of realistic public transportation options for many people is costing our economy billions of dollars. The number of people commuting east to west across the GTA and North Toronto for work is extremely high. All current public transportation options, especially both GO and TTC mainly offer their best forms of service (subways and Go Trains) on a north-south basis. All Go Trains feed into union station and the Bloor line is far too south, not west enough and not east enough. The Sheppard line will help but is not a permanent solution. If there were a subway line where the stations were quadruple the distance apart across the northern belt all the way from Mississauga to Pickering, through North York.

	<b>Transit - Other Important Issues</b>
122.	Our public transportation system is way behind what they have in Europe and Asia, even in the poorer countries. We need to get Torontonians out of their cars and onto an improved mass transit system. We're choking in fumes and stuck in gridlock -- and it's only going to get worse. The direction Toronto has turned in this regard is exceptionally short-sighted and counterproductive!
123.	Wheelchair and stroller accessibility at all subway stations.
124.	transit
125.	Fixing dangerous areas such as Jane and Finch, or Cabbage town / Making the TTC more reliable, and reducing wait times during rush hour / Promoting diversity and quelling recent aggressive acts toward the LGBT community / Reducing traffic in the downtown area / / /
126.	TRANSIT! As gas prices get worse, we need transit to be an appealing alternative for drivers. Great for our air too.
127.	shortage of subways and public transit / recreational facilities and services for youth / over-staffing in the mayor's office
128.	better TTC coverage
129.	Provide water fountain in all subway stations. / On May 14,15,16 wash room facilities were locked up though thousands were visiting to watch cherry blossom at High Park. Further wash room facilities at this location are inadequate
130.	transit, liveability, culture
131.	Development of the waterfront / Build a subway along Eglinton Ave to the airport
132.	Tourism, Transit
133.	The TTC Make it more accountable to the public. Privatize garbage pickup throughout the city.
134.	Affordable public transit / no property taxes hike / affordable housing / access to community facilities / preservation of heritage building and building on the culture of the City /
135.	Transit
136.	Bixi Bikes Stations should be located all over the city not just in the downtown core where there is already transit. Transit needs better funding for service on the Queen Street car line to fall in line with growing population density specifically near all the condos by the Gladstone Hotel.
137.	Public transit expansion and improvement
138.	TTC needs to become friendlier, more affordable and offer better service. I suspect it's a management problem.
139.	We need better public transit - more coverage, affordable, timely and clean.
140.	I am concerned that Mayor Ford does not understand how desperately people in low income areas need pervasive and affordable public transport. Subways are far too expensive to cover the amount of area that needs transit, and the Mayor's plans for new subway routes barely scratch the surface of what needs to be done.
141.	Making Toronto a green city. Improving transit so people want to use it; bike lanes, green belts, alternative energy.

	<b>Transit - Other Important Issues</b>
142.	the availability of reliable transit to ALL residents
143.	TTC - affordable transportation and better service. Not just picking on rude TTC workers, but more trains, buses and street cars. More routes and not just downtown but where people are commuting from
144.	Stop providing social assistance to people who refuse to help themselves. Help them to a point and that it is. / Keep investing in infrastructure and Transit. Reduce the Police Budget. Every time I call with a noise complaint I rarely get assistance. And this is with a 900 Million dollar budget, why?
145.	sustainable transportation - prioritizing transit, cycling and pedestrian walkways
146.	We need more affordable public transit
147.	Address the systemic marginalization of women, transgendered people, and queer communities in the GTA by funding programs and organizations that target the well-being of these communities, addressing ignorance and discrimination among members of police force and other public services, and promoting the development of educational materials and pro-active policies among the TDSB and other area school boards to enable female, transgendered, and queer youth to lead safe and empowered lives. / / Prioritize green space in city planning, to promote diverse urban ecologies. / / Develop a transit system that does not prioritize car drivers over members of the community who use alternative means of transportation, which are generally more environmentally and economically sustainable than current patterns of car use. Commit to developing more accessible public transit routes, bike lanes and bike paths, and walking paths throughout the city. / / Address food security by developing programs and policies that enable all members of the GTA to access sufficient quantities of healthy food, without sacrificing the quality of our shared environment by supporting unsustainable systems of agriculture and food provisioning.
148.	Transportation and funding a transit system accessible to the people who need it most.



	<b>Transit - Other Important Issues</b>
149.	1. Transfer public subsidies from the private sector (example: the auto industry and vehicle owners) to the public sector and to public benefit. (example: public transit, culture) / 2. Investment in public transit. Many studies have shown that the use of the automobile in Toronto is a drain on productivity and the economy. / 3. Cultural investment: culture is an economic driver in Toronto contributing \$9 billion annually to the GDP and employs 130,000 people annually. Currently Toronto's per capita investment in culture is one of the lowest in urban North America: Toronto, \$17; Chicago, \$26; Montreal, \$32; New York, \$74; San Francisco, \$87. Accordingly, tourism in Toronto is proportionally lower than these and other cities. If culture in Toronto generates \$9 billion at an investment of \$17 per capita, doubling the investment to \$34 would increase economic benefit to \$18 billion. Cities world-wide have understood the economic benefit and role that culture will play in future economies. Toronto's failure to recognize this will leave us economically disadvantaged in a global, knowledge and information-based economy. Oil and the automobile are the dying remnants of the industrial age. Any government that claims to espouse economic responsibility should be looking at culture-based economic investment formulas. Given the numbers, (those here and available elsewhere), failure to examine or even acknowledge the significant role of culture in our era can only be attributed to: a) financial irresponsibility, b) out-dated thinking c) ideology d) pressure from private sector lobbies. / Respect for Taxpayers means public money for public benefit. /
150.	Transits, such as the YRT and the TTC, and also the special constables are giving way too much power
151.	It is impossible to get around in Toronto without using a car. However, the roads are either under construction or so terribly congested it is impossible to get anywhere even in a car. The TTC is horribly inefficient using buses - it takes like 2.5 hours to get from somewhere in North York to another point in Scarborough, which is quite frankly ridiculous.
152.	I think the City should increase revenues required to maintain the state of our roads and the quality of public transit by getting part of the gasoline taxes as well as through road tolls on the Gardiner, etc. / Services should be outsourced where it will result in better service and/or reduced cost. / The province needs to be lobbied in order to take back responsibility for many of the services that were downloaded to the City during amalgamation. If it is not willing to do so, then it needs to increase funding to the City.
153.	under employment needs to be addressed for newcomers and the youth / more availability of programs for these groups as baby boomers are retiring / better transit system ; ttc is falling apart
154.	improving transit and alternative means of transportation.
155.	expanding light rail transport into the GTA and maintaining and funding public services like as garbage collection and maintenance, transit, public libraries, city parks programs and investing in more bike lanes throughout the city



	<b>Transit - Other Important Issues</b>
156.	Efficient and affordable transit for all neighbourhoods and all people. Road safety for cyclists including bike lanes and road maintenance. Respect for city workers including those in city hall and emergency services.
157.	Better funding for TTC and management of said funds. More attention to the poor, and infrastructure improvements.
158.	Affordable transit, cycling infrastructure, strong partnership between civil society and BIAs
159.	Improving public transit is very important. I have never understood why more streetcars would be an efficient way to move people through the city. I would far rather see more subways and LRTs. While more costly to implement, at least they would actually inspire people to take public transit. I live at the Humber River and taking a streetcar can take 30 minutes to get downtown. Taking my car is 15. That is not the 'better way'
160.	Focus on improving public transit service; reducing congestion and pollution
161.	Widespread affordable rapid transit
162.	Safe cycling infrastructure in Toronto lags far behind other Canadian cities. There are few bike lanes at all, and the ones we have are not very safe. Cycling will become a major municipal issue as more and more people start riding bikes. / / Additionally, smart development of our transportation system is incredibly important. The idea that the TTC can only expand underground is short-sighted and under serves the hard-working taxpayers who depend on public transportation.
163.	We need to start investing in the basic infrastructure of this city. Increased watermain breaks are evidence of an ageing infrastructure. The City needs to encourage different developers to work together when undertaking repairs - for example, if it is apparent that watermain work will take place within the next year, there should be an obligation to consult developers who have their own infrastructure under the ground. It makes absolutely no sense to dig up a major roadway one year, and cut it up again the next with patches to undertake maintenance on phone lines, for example. The work should be coordinated - saving the taxpayer money, and making the thoroughfare actually useable. / I could write a novel about how the TTC needs to be restructured - and expanded. / I could write a novel on the importance of the culture in this city - and no, I don't view spending money on festivals and other items of cultural significance as a waste of money. I believe it is important to invest in the culture of our city now, which will ultimately bring in more tourists.

	<b>Transit - Other Important Issues</b>
164.	Encouraging broad cross-use of as many areas of the city as possible; ensuring that the needs of all users of the city are balanced in as fair a way as possible (as two simple examples: 1) that the needs of motorists, cyclists, pedestrians, and transit users are all considered as of equal importance; 2) that the needs of those who reside in the downtown core vs. those who reside in the outskirts / suburbs are both considered in shaping the city. Encouraging the development of vibrant cultural AND business environment in the city (I firmly believe that the these two are ultimately linked and interdependent in any large community); focusing less on reduction of taxes, and more on the effective use of tax revenues, including efficiency, a better tendering process, and greater transparency and real accountability.
165.	Encouraging TTC use and alternative forms of transportation such as cycling, will reduce traffic and pollution, improve health and reduce wear and tear on streets. / / As well, I am angry and disillusioned about the lack of accountability of our police force in the following areas: / - assaults on peaceful demonstrators at G20 2010 / - failure of officers to wear identification while wearing masks and carrying guns / / / Finally, I would like to put in a word about the importance of encouraging city employees to communicate and work WITH the communities they serve, rather than fostering antagonism and conflict. I am thinking here of city employees who are responsive to citizen committees such as those that operate resources in our parks. They are the difference between an apathetic, helpless, unengaged population and one that is involved and takes pride in their community.
166.	Rob Ford needs to make sure that polluting transportation options like Diesel Trains and increased traffic to Island Airport are discouraged at every step. Clean infrastructure means a clean future for our city!
167.	Too much pandering to automobile drivers. We need: / - road tolls / - more expensive automobile parking / - downtown subways (NOT uptown!) / - uptown rapid transit / - LOTS of bicycle infrastructure
168.	Transit and effective city planner are extremely vital to Toronto. Businesses thrive and communities grow - culturally AND economically - when public transit is efficient, extensive, and affordable. This includes Light Rail Vehicles, which are cheaper alternatives to subways, with less effect upon the environment. The city's goal is not to serve the car - it is to serve the people, which is done through transit. Cities like Copenhagen demonstrate this - where, coincidentally, people are happier than anyplace else on the planet. In addition, the city should try to limit the height and pervasiveness of new condominium developments; the waterfront should be used for all, not just condo-dwellers.

	<b>Transit - Other Important Issues</b>
169.	The city should put a framework into place to remove unnatural monopolies and fix spending levels. Issues that the government should and shouldn't be involved in should be defined as a list of priorities and ranked in order of importance. Council should allocate a % of the collected revenues towards each of these priorities. There should be a referendum that gives each member of the public and opportunity to rank their top priorities to receive funding (or de-funding). This should repeat each year for the budget. Council should only have the right to set the agenda. Tax increases should required a 3/4 majority. Items that require mandatory funding should also be selected. Items that fall off the funding list should be sent back to the private sector to provide. Public transit should be opened to competition. Existing public infrastructure that should be privatized should be assigned a number of shares one for each of the citizens in the jurisdiction and then a free market in the exchange of those shares opened. This mechanism is the most transient and fair one to private government services.
170.	WE HAVE MANY SENIORS AND THE WORKING POOR WHO NEED SERVICES SUCH AS AFFORDABLE HOUSING AND GOOD PUBLIC TRANSIT. for EXAMPLE, IF YOU DON'T HAVE A CAR, YOU ARE IN TROUBLE IF YOU HAVE A SURGICAL/HOSPITAL APPOINTMENT AT 6:00 AM OR IF YOU HAVE A JOB STARTING AT 5:00 AM. / CHILDREN OF THE WORKING POOR ARE MORE LIKELY TO DO POORLY IN SCHOOL BECAUSE THEY OFTEN DON'T HAVE AN ADEQUATE BREAKFAST. I CAN GO ON.
171.	Childcare, transit
172.	TTC issue is blown way out of proportion. Build something that we will be using in the next 10 years not in the next 50 years. Traffic congestion is increasing, we have to figure how technology can help in clearing up major clogged arteries. I think smarter roads, and more focus on ways in making people drive more efficiently is a key area to focus on efficiency. IT strategy in the city is quite lacking. The communication incumbents play too great a role in setting the agenda when it comes to a cites IT plans, it is about time we have a more technologically built out city which can offer internet at speeds of 100Mbps at a sustainable cost. Also Peer 151 is a strategic hub of Toronto and Canada, it should have a security review like that done for nuclear power plants. Speaking of technology, all Toronto City buildings should provide free wifi much like it is at libraries. If bike lanes are an issue, then allow people to ride more safely on sidewalks. On a sidewalk if you hit a pedestrian they are more likely to survive than if a car hits a bike rider. Or make a small bike lane on the sidewalk. Toronto is a great tourist city, we should spend a bit more on advertising for this city abroad, I am sure a small drop for tourism can reel in big when it comes to tourist money. / / I also think Toronto should adopt a more competitive mindset. Small cities are competing for businesses more aggressively to get them to build their. Like Vaughn and Markham, they have taken a lot of IT jobs because they compete, we should too. Toronto is a great city deserving more than deficits.

	<b>Transit - Other Important Issues</b>
173.	The city needs to ensure that the most vulnerable people in this city have access to affordable housing, clean shelters and community programming (fitness, children's programs, libraries, etc.). / / Public transportation is an important issue and should be well funded. The TTC service should be expanding.
174.	Transit and equitable transportation options (not just the car because the roads are clogged in case you haven't noticed).
175.	1. Basic Manners as a program. Toronto the good is no longer our name. How about a advertising campaign on that instead of TTC ads on TV. We already know the TTC exists. 2. Civil service overspending on back-office support.. Front line managers, except for emergency services, do not need city provided cellphones or smartphones. How much is the city spending on IT and related services? web based calendars (such as by Google) are less than \$10 per FTE, with full 24 hr support. The city should be more Lean.
176.	The cost of public transportation is increasing each year, those who take the ttc can't afford to buy cars but soon they won't be able to afford taking public transit. As a world class city this is unacceptable.
177.	Better integration between TTC and GO Transit. Connect stations that are near each other (example: Leslie subway station, and Oriole GO station). / Make transit a comfortable desirable option for people to get downtown, that even rich people would choose over their cars (look at Viva in York Region). / Make bicycling a viable form of transportation in the suburbs (since busy arterial roads are dangerous for riding in heavy traffic) so that everyone (but especially the elderly, and adolescents) can, say, safely take a quick ride to the post office to send/pick up some mail or to visit a friend's house for an evening bbq, without fear of being clipped by a truck or blindsided by a drunk driver on the way home. / Better promote the city-owned community centres as places where people can get together and find out more about what's going on in their community, use the gym, go for guided walks in the local parks and ravines, etc. / Develop a vibrant downtown, especially the waterfront, as a place where people can go for relaxing walks along the lake and take in cultural events.
178.	TTC fares and service
179.	<b>BUILDING SENSIBLE PUBLIC TRANSIT!!!</b> - not subways bereft of demand to nowhere
180.	- Homelessness. / / - I also think the city should consider working towards at least certainly petrol fuelled vehicles being prohibited from the downtown core, apart from public transit, delivery vehicles, and taxis, all other vehicles should be electric or hybrids forced to go electric while in the core. In fact ALL vehicles in the core should be electric. Besides, one doesn't need to go so fast in the downtown core, it's illegal, and it's also around the upper limits of speed for electric vehicles, and honestly one only really needs to go those high speeds to travel long-distances! The density in the city is just too high for so many people to use fossil-fuel vehicles in such abundance.

	<b>Transit - Other Important Issues</b>
181.	Providing appropriate social services and programs for those most in need to avoid their costing the system more in the long-run; fixing and maintaining roads and make them more accessible for bikes; expanding and improving the TTC; being environmentally responsible and forward thinking.
182.	Transit
183.	Very important! get a deal with Go transit so people in Toronto can use the heavy rail with out paying 2 times full price. In the other GTA cities it is much cheaper.
184.	Waterfront. I think we need to ensure the current plan (at least the early stages in East Bayfront) is aloud to proceed. Moreover, I think sufficient transit and tax incentives should be put in place to encourage a lot of commercial growth in the area. / / I think the maintenance of sidewalks and parks throughout the city needs to be addressed. / / Finally sustainable transit funding; Capital project are great but if there isn't money to fund day to day operation and service improvements there is no point. Along these lines, efficiencies in the TTC need to be found; By this I do not mean service cuts; I mean better route management - A all to common occurrence on routes with 7+ min service (i.e. not that frequent or the TTC) is to have 2/3/4 buses bunch together. The same applies to the streetcar routes. If this can be improved, service can be improved with no additional service whatsoever.
185.	be proud of what we are and what we can do!!!! CLEAN the TTC
186.	Equitable access to high quality public transit
187.	Transit investment is very important and cutting back to solve short term budget issues is extremely counter-productive
188.	Expanding and improving the TTC.
189.	develop public transit to be faster, environment-friendly, more efficient as a whole
190.	Building bike lanes essential to providing a green alternative transit system to reduce traffic congestion and improve air quality. / An effective public transit is needed that provides light rail, if not underground, transit to every quarter of the city so that individuals who reside in the outlying communities have reasonable access to work opportunities across the city.
191.	BIXI is the best idea in a long time but, unfortunately Toronto always thinks like a small town. We have 1,000 bikes. Montreal has 5,000 bikes and London and Paris have 20,000 bikes each. Expand Toronto's BIXI program to at least 3,000 to 5,000 bikes. It's more cost-effective than buying one subway car.
192.	Improvement of Public Transportation/Mass Transit, Maintenance/Improvement of City Services
193.	public transit
194.	Implementing POP on all TTC routes
195.	Beautification of the city. / New tourists attraction. / Green innovation. / Technological innovation. / Improved Transit, involving a variety of modes - not just subways or buried routes. / Waterfront revitalization according to Waterfront Toronto's set mandate. / Intellectual and effective leaders.

	<b>Transit - Other Important Issues</b>
196.	Expansion of public transit. This is essential to the continued health of Toronto. The current bus/streetcar system is insufficient, and needs to be expanded.
197.	Public Transit availability
198.	Foot traffic and public transportation/cycling access is good for business, the economy, and the environment. Creating adequate cycling paths would allow those that want to ride bikes safely to and from work and leisure to do so, freeing up roads for drivers that don't have that option, and opening up room for parking. The air would be cleaner, the streets quieter, there would be more foot traffic for local businesses, and it would discourage the development of a city with core decay, where people drive through downtown without stopping to get to their homes in the suburbs, which is a very real threat that many major cities succumb to. Spending tons of money on a subway to nowhere that wouldn't hold as many people as trains and buses (that had already been approved and budgeted for) is a waste, and doesn't keep people above ground, interacting with the city and its businesses.
199.	maintaining supports for economic development in local communities, innovative programming in city parks, services for children and youth, TTC
200.	Food Policy - to address the shortage or lack of access to healthy foods in the regions of the city designated as "Food deserts". / Transportation - The areas that use and need access to public transit are poorly served /
201.	more subways, Subway to the Airport, clean the Subway stations, Less police officers, Eliminate tokens with a refillable card, eliminate all token vendors, new buses
202.	overstaffing of emergency services, undeveloped opportunities such as TTC lands, general inefficiency and too many managers
203.	Proper planning and funding for public transit (not hair-brained schemes to build subways where there is no demand and with money from the tooth fairy).

	<b>Transit - Other Important Issues</b>
204.	Illegal poster of public spaces and utility poles etc and graffiti are out of control throughout the entire city of Toronto. Many areas especially downtown and surrounding zones are completely out of control and enforcement needs to be increased and should happen regularly and strictly in all areas, not just when problems are reported by citizens. Transportation/Transit/Roads and related Infrastructure and public transit in general are a complete disaster and drastic improvements are needed if Toronto intends to compete globally. Street lighting and street furniture/streetscaping is a disaster and not uniform throughout the city. Street lighting should be uniform throughout the city and be maintained frequently. So many areas are unlit or under lit and lights are out all over and never get repaired. Street furniture is also out dated, not uniform and not maintained very well. Social programs should be maintained at current levels as much as possible. Toronto should also consider implementing a hotel tax as many other North American municipalities do. When visitors stay in a hotel a one time tax is added to the bill and that revenue goes directly to the city. A downtown/lakeshore Casino is a great idea for Toronto and would provide an excellent tax revenue source. The city would be greatly improved by providing more major tourist attractions/events to encourage international travelers to make Toronto a destination. Toronto should encourage the Province and Federal Government to eliminate the PST and GST tax for services and purchases made by the city.
205.	public transit
206.	Funding Transit properly
207.	Road tax/congestion charge / Parking scheme to prevent driving into the core / Expansion of subway system
208.	Better transit; community programs and outreach; focus on housing not 'graffiti'
209.	Transit and more cycling
210.	Planned, thoughtful development to match the population growth. This means bringing the "near burbs" closer to downtown through transit, infrastructure.
211.	affordable housing, ability to vote for non-citizen residents, TTC, waterfront for public space, grants to community services, Diversity, Access, Equity



	<b>Transit - Other Important Issues</b>
212.	<p>City wide transit issues really need to be addressed. The "time to work" for many people in the city exceeds an hour, in some cases two and this is solely because of traffic. This is an awful lot of pollution and lost time for work that could be recovered. / / The lack of comprehensive city planning blows my mind, it seems that there's condominium after condominium going up without thought about the infrastructure being in place to support it (libraries, community centers, transit, day care). Never mind that 95% of these buildings looks like giant glass boxes and are huge energy sinks. Where is the progressiveness of city council? Where are the green roofs? / / Another important issue is the cancelling of the Fort York bridge. It makes absolutely no sense, having it would help revitalize this community and provide a vital link between two sections of the city. The one time sell-off of city assets (property) nearby as a reason to cancel this bridge is not an excuse. The city shouldn't be looking at selling off assets anyways, and should be balancing the budget on its own merits on a sustainable basis... not because it's selling everything it owns.</p>
213.	<p>1. Council structure: The current ward based system prevents Councillors from making decisions that are in the interest of the whole City. Some Councillors should be district based or elected at large. / 2. The high wages and benefits of the Unions create high costs and inefficiencies. / 3. City needs to negotiate additional funding from the Federal and Provincial Governments to support provincially downloaded services and Transit. / 4. City services are extended to cover the demands of small and vocal interest groups at a high cost. / 5. The City runs too many services that do not fit into a typical North American municipal service portfolio. These should be closed, transferred to other levels of Government or privatized. / 6. The core services of a Municipality: Water, Transportation, Garbage, Sewers, Parks, Recreation Facilities, Fire, Police, EMS suffer from diverting funds to non core services. / 7. User Fees: Services that benefit all should be funded by Property Taxes. Services that benefit a few, and are finite and exclusive should be funded by User Fees. / 8. City's borrowing levels are too high. There are too many facilities and City continues to borrow and build more while they are unable to look after existing ones. Multi service large sites are more efficient to operate. Fire halls, libraries, child care centres, recreation facilities can all be housed in the same compound. This would be more efficient than having a stand alone building at every street corner. / 9. City is using high priced Consultants for IT Projects. Because these are paid by Capital and funded by debt, they go unnoticed. Other levels of Government creates temporary positions at the same salary level for IT project staff. /</p>
214.	Taxes on car driving in downtown to promote transit and decrease congestion.
215.	Plan additional Subway/RT routes, preferably underground where possible especially in/out of downtown to take pressure off the Yonge line
216.	Transportation is a very wide topic. I believe it should have it's own priority. We need more transit, better bike infrastructure, etc.
217.	Creating and updating infrastructure for the 2015 Pan Am Games i.e.. more transit.



	<b>Transit - Other Important Issues</b>
218.	the loss of creative and innovative ideas, the threat of development limiting access to the waterfront and the poor TTC service to outlying parts of city
219.	Affordability of public transit; bike lanes; affordable housing - especially in downtown core; resources and services for vulnerable groups like new immigrants
220.	I think you should distinguish "culture" from "sport" - I wouldn't be happy with cuts to cultural organizations offset by some stupid NFL stadium mucking up the waterfront. I also think you might want to differentiate between "water, roads and transit", for similar reasons. And I also think it's important to provide services to disadvantaged communities - not just the "basic necessities", but community centres with programs for at-risk youth, etc.
221.	assure all neighbourhoods have equal access to affordable housing, public transit and services including groceries, parks, health care and healthy schools.
222.	accountability of city services: fire police ttc garbage
223.	Separate Culture from Sports for starters - how can you put the two together? The needs are vastly different. When I think of sports I don't think of NFL stadiums at the waterfront but better and more recreation centres, playing fields, and playgrounds supported by tax dollars and accessible to all; I think of a strong Welcome Policy. When I think of Culture I think of a strong and well-supported public library system, a per capital measure for cultural investment that exceeds those of other cities ( go beyond the goal of \$25 per capita please ), and city-funded programs that ensure access to all cultural venues for children , youth and the poor. / Ensure high-level and quality services in all areas of the City; ensure equitable access to public transit in all areas of the City; support the institutions that promote and preserve our built heritage and history.
224.	Transportation infrastructure for people without cars. Whether by increasing transit service, or making roads safer for cyclists, or ensuring pedestrian access, the City needs to show Torontonians that we don't need to have a car to travel around the city safely and effectively. I think the recent TTC service cuts after peak hours and on weekends will ghettoize certain neighbourhoods where residents don't have other transportation options to access other parts of the city. Car ownership is too expensive and promotes too many unhealthy behaviours to be the ticket for safe and convenient travel throughout the city.
225.	Transit.
226.	In light of the steady yearly decrease in crime and widely reported misuse of funds by the Toronto Police Service, and after the massive flood of federal funding during the G20, it is time to end this costly, politically motivated 'tough on crime' nonsense, and drastically cut police funding. We are told that cannot afford to keep our libraries open or improve transit access to poor areas like Jane and Finch, or keep the 'special diet' program for welfare recipients to eat properly, but we see the already overpaid police with thousands of officers now on the sunshine list, who can now respond to the social ills that are created when these regressive cuts to social spending occur.
227.	TTC - run subways more frequently; fix the delays during rush hour.

	<b>Transit - Other Important Issues</b>
228.	We need more efficient, accessible transit. As people age, they need to be able to get around without driving. Many people would rather take transit to work, but it's not efficient enough in most parts of the city to make it viable. / / We need to preserve our natural green spaces and parks for residents and tourists. We need more native species that don't need as much watering and chemicals and which will attract native birds and butterflies. Toronto could be the most beautiful and healthy city in Canada and an eco paradise with the right knowledge and progressive ideas applied. / / / /
229.	I think the city should take a position on Metrolinx pending purchase of diesel trains that will run through the West end through neighbourhoods like Parkdale. Electric trains are affordable and accessible and the City of Toronto should lobby for them.
230.	Inadequately funded mass transit as the current system is too dependant on farebox collection.
231.	Transit
232.	TTC maintenance and enhancement. Heritage conservation. Better urban planning/control of development.
233.	Increasing funding to public libraries and increasing funding to TTC
234.	TTC, cycling lanes/safety, traffic congestion
235.	TTC
236.	Public Transit
237.	More specific to transportation: / 1) Affordable, accessible public transportation is needed into all areas of the city. Currently public transit in the suburbs is inadequate / 2) Bicycling needs to be encouraged by making it safe (via more bike lanes, preferably separated)
238.	Privatization of services / Increase developer fees / Reduce land transfer tax for residences and condos / Eliminate multitude of old city halls / Reduce size of police force / Reduce paid policing that city pays for / Quickly introduce TTC automated fare system to eliminate toll collectors / Eliminate Saturday, Sunday & holiday busses on scarily used routes in residential areas. Also stop service on these routes earlier in the evening.
239.	The city should be taxing residents at a level needed to maintain PUBLIC services, to alleviate poverty and provide social housing, to support cultural and other non-profit organizations, and to develop an adequate transit system. Tax cuts or freezes are NOT important as they prevent us from doing the things the city needs.

	<b>Transit - Other Important Issues</b>
240.	I think that taxes should be around the environment, for example: people with cars should be paying more taxes. The city should not be wasting money on destroying programs that were already on the way like it happened with the TTC. It also should not privatize services like waste collection while paying even more to police. Privatizing services is not the way to go, making our services more efficient is! / It would be helpful to get a list of what services the city is offering, how much is spent on each one of them and which one is the city planning to axe. / Having affordable housing will solve many problems - also, since co-ops in the city are coming to an end of their agreement, people who were living there on Rent Geared to Income are going to be looking for solutions. /
241.	Spending arts & culture (not lumped in with sports as they have distinctly different value to the city); long-term urban planning that is non-partisan and progressive; consideration of light-rail transit as a viable alternative to expensive subways, that will reach more Torontonians in need of transit; new greenspaces and pedestrian friendly areas; new bike lanes and trails;
242.	accessible, affordable public transit
243.	Condo over development, especially in the core - may lead to a crash in condo prices city wide. Lack of retail spaces in condos and too high population density is leading to over-crowding and lower quality of life. / / TTC is still unclean, subways and streetcars are so dirty that it is a city-wide embarrassment. / / Parking on major roads during rush-hour is causing significant city wide delays - e.g. Eglinton west at the Allen road, there is a three to four block bumper-to-bumper delay that is made worse by the parking on the roads that reduce Eglinton to one lane. / / Homeless services such as Streets to Homes are failing to help the homeless in a quality and substantial manner and is a near total waste of money (I work in the social services field and see it daily). It also fails to help homeless with mental health issues. I think there needs to be a new agency to help the homeless. / / An agency is needed to help people with mental health issues to provide services and help access others and prevent abuses. / / Too many GTA residents using our infrastructure and not paying for it. I think we should have road-tolls for incoming traffic to Toronto during rush-hour. / / I would like to see a tax-shift from property taxes to municipal income-tax (say 1%). / / Reform of the municipal elections to allow parties, and switching from a ward system to a ward+proportional voting system. /
244.	Homelessness / Support to frail, vulnerable seniors / Public Transit
245.	Public Transit

	<b>Transit - Other Important Issues</b>
246.	I moved here about a year ago from Vancouver, and read a lot of literature about the problems and issues of the transit in Vancouver. I use the transit in Toronto everyday, and I have to admit it's so bad. There fares are extremely high and the service is so bad. The idea of someone sitting in a booth to watch people put money in a box (that doesn't even automatically count \$) is ridiculous. And it seems that every week there's some TTC working freaking out or falling asleep. Toronto should take a note from Vancouver on how they operate their transit service. It's clean, affordable, safe, and has extremely friendly service.
247.	public transit is below par for a city this size
248.	Transit infrastructure needs to be an immediate priority - the downtown core is a mess and people traveling downtown from the suburbs have few efficient transit options. Bike lanes need to be improved throughout the City. Arts and culture funding needs to increase.
249.	traffic congestion charge for drivers coming into the central area of Toronto. This is from Kipling in the west to Eglinton in the north to Warden in the east and down to the lake. These areas are well covered by transit and private car road hogs need to pay their share of upkeep for the roads and services they use. Taxis, buses & service vehicles would be exempt from these charges.
250.	Transit, cleanliness
251.	Better TTC
252.	Servicing areas currently served poorly by transit (Finch West).
253.	fixing our roads. and implementing some sort of law with bike riders on the road
254.	In this era of austerity, social cutbacks are my biggest concern in Toronto. Community organizations like OCAP, fighting for the "special diet", specifically, as well as housing and the need for shelter space are not being listened to by local government. These issues are so important! Our lives are becoming ever more policed, including police being allowed access to shelters to deport at-risk migrant women. Our tax dollars are taken from what could be REAL improvements to transit, infrastructure, and the lives of people in this city; instead, in the next five years (with the PanAm games) I foresee another G20 on our hands--communities under attack, a ballooning police budget, tax dollars mismanaged and we, the people that live here, footing the bill while big business profits.
255.	I find it of the utmost importance that City Hall devote adequate funds to poor people, arts funding, transit and bike lanes.
256.	We need to have a much more modern public transit system. Including many more subway lines, a subway link to the airport, and high speed trains to nearby cities such as Montreal.
257.	Transit / Affordable Housing
258.	We need the transportation issue examined. Transit needs to be extended.
259.	affordable and accessible public transit

	<b>Transit - Other Important Issues</b>
260.	To preserve existing communities without letting developers run roughshod over them for profit and to the detriment of long-time residents. / To preserve what pitifully few pieces of history we still have left in this city and have not sacrificed on the altar of development, because like those we already have thrown away, they can never be brought back once they are gone. . / To make sure that an efficient and responsibly run public transit system, that moves millions, is a city priority and is not cast aside in favour of the almighty automobile that moves few people at huge cost to the environment and creates traffic chaos everywhere. / To avoid any further development of the toxic atmosphere that the current administration seems bent on fostering and to find ways for council to work together to achieve what is best for the people of this city, not what is best for the administration. /
261.	We need more and safer bike routes to encourage people to exercise and ease street traffic. /
262.	Yes, increasing the taxes on the rich and their mansions and estates should pay more in taxes as they can afford it. Transit, we need better transit and the street cars need separate lanes so they can be on time and not bottle neck which in turn wastes TTC money as they are paying a driver to do nothing as he is piggybacking the streetcar in front of him. With segregated lanes the streetcars would be on time and it would be safer for riders getting on and off the streetcar. If not segregated ways at least install a system which I just saw in Zurich, Switzerland. Where there was no segregated roadway they installed a traffic signal and when the streetcar was stopping there was a traffic signal that told traffic behind to stop and there was a white line for them to stop at. Also TTC needs to be overhauled. It is so wasteful as it is now. Redevelop the routes as having a grid system makes no sense and only makes it necessary for more streetcars. If you use a diagonal approach where streetcars will cover more area by using a star pattern is most efficient and in turn more cost effective. Also TTC should be cheaper as it is now one of the most expensive transit systems in the world and you get one of the worst service.
263.	transit
264.	fund transit better and support the front lines and get rid of too many supervisors
265.	City health and safety by-laws should be enforced across the City so that every resident as equal access to government protection. I don't currently see this happening in lower rent apartment buildings, with respect to property cleanliness or enforcement of the noise and anti-idling bylaws. / Also, I want to be explicit that I believe water, wastewater, hydro and transportation issues are important... but that I believe the BEST way to improve transportation flow in the City is to give people better non-car options. I am a car owner & user, but I would use it less if there were stronger alternatives. Better parking at GO and TTC stations with more reliable service would make driving less appealing for many.
266.	More affordable and accessible public transit /

	<b>Transit - Other Important Issues</b>
267.	Public transportation needs to be a priority, and not just subways. While building underground seems like a great option, it does not reach all areas of the city, and is extremely expensive to do even small sections. A holistic approach that includes routes to everywhere in the city needs to be pursued.
268.	Transportation. Alleviating congestion on roads by considering effective improvements to cycling and public transit infrastructure that benefit the most amount of people. The environment. Increasing the tree canopy which benefits every Toronto resident over the long term (i.e. far beyond political terms) should continue to be a goal.
269.	The transit plan which is suggested is not comprehensive, in the sense that addition of two east-west bound mass public transportation would not solve the real aging, slow, congested key places. Especially in downtown, there should be platforms for street cars, so they are independent of cars blocking them. Or at least left turns should be limited even further. Public transportation should be cherished.
270.	Yes. It is clear that the agenda by the Mayor's office is self-serving, and represents the constituents who support his views on privatization of public services, privileging the car culture over improving public transit, and including those who are the most vulnerable in society as part of the decision making process. In addition, the City of Toronto's cut to environmental services, and privatization of waste diversion services will be detrimental to our quality of life, and privatization of garbage has already been proven to cost more. Mayor Ford's decisions should have a greater goal in mind to serve all citizens of Toronto, not just his supporters, and an objective auditing of decisions before they are made, and municipal policies are changed, is imperative.
271.	Accessible, widespread and affordable public transit including light rail and increased bus service.
272.	The City of Toronto needs to build a city-wide, extensive set of bike lanes separated from street traffic that connects the entire city from end to end. The City of Toronto also needs to make the TTC more affordable, and offer extended service across the entire city, while building light-rail projects.
273.	Transit, the Fort York Pedestrian Bridge, a rail-link to Pearson Airport.
274.	Affordable and reliable transit, arts and cultural funding, community involvement and integration, community health programs, social support services, people-friendly urban planning (pedestrian traffic builds community and business; bike traffic same; both are environmentally awesome)
275.	I think we need more ground level streetcar/ light rail transit lines - they are cheaper and more extensive than subways, and I think in regards to traffic we need to turn the downtown into a series of one-way only streets. / / And we need to work with the province to improve commuter transit to the suburbs.
276.	lack of decent public transit
277.	To maintain and increase Toronto's position as a world class city, we should continue to fund arts programs, public transit and community based programs

	<b>Transit - Other Important Issues</b>
278.	traffic gridlock. Building more road will not solve this issue. Get people out of their cars into reliable public transit!
279.	The City should not think short-term, but look at investing in creating great public transit and great public spaces. These cost money, but they are an investment that will pay off in the medium to long term. / The City should not subsidize popular residential tax freezes with unfairly taxing small business property owners at a rate that is unsustainable for the City's economic development. /
280.	Background checks on those holding office on city council to ensure there is no conflict of interest with private developers. / Bring TTC fare collection and payment systems into the 20th century. / Stop the useless partisan rhetoric coming from city hall and get the city into a proper bargaining position with the provincial and federal governments / Come up with some real initiatives for attracting business investment in the city instead of just cutting taxes and waiting like a whore at dundas and sherbourne for business to come
281.	Toronto Public Health Services / Transit / Public Housing / Shelters and Homeless Programs / HIV/AIDS, STI/STD Prevention Programs /
282.	The care of citizens at the beginning and end of life (early childhood- from child care to social services providing programming; supports for older adults facing isolation, poverty etc.). / A transit system that works for all neighbourhoods of Toronto (not just the downtown core). Better and more efficient public transit would also positively affect the traffic issues that plague the city. Good transit options (light rail transit, subway etc) for neighbourhoods outside of the downtown core. / Having a public housing system that works well for tenants (safe, affordable).
283.	more transit
284.	ABOVEGROUND Light Rail Transit NEEDS to be implemented
285.	TTC service issues (increasing unreliability of trains lately), overpopulation of certain neighbourhoods, finding appropriate care and shelter for injured and stray animals
286.	Um, yes. Libraries are vital for keeping a even playing field for our less advantaged, about the only free space within walking distance for most of our citizens where no one's trying to sell you anything and integral for meeting and being aware of who is your neighbour. Also, Scarborough is under-served for bus routes running north south.
287.	Public Transit
288.	Creating a world-class public transit system would, in the long-term, attract revenues through greater tourism and would bring businesses back into the city core.
289.	We need more funding for employment services and immigration services as well as cultural events like Pride and the formerly named Caribana. We also need more funding for the TTC
290.	Making the city safer for ALL transportation options (walking, cycling, public transit and car), not just making things better for the people who commute in from other municipalities (i.e., highways).
291.	Funding for the TTC and prevention of fare increases.



	<b>Transit - Other Important Issues</b>
292.	support of transit, recreation and general welfare of all citizens
293.	Transit needs to be funded and kept affordable to be worthwhile using. When it costs only a few dollars more to take a taxi than it does to take TTC something is going wrong. Using Roman currency methods in this day and age while other cities have temporary cards and allow people to use their phones is embarrassing. Union workers are overpaid for the skill and education required to do the jobs. The system is unreliable.
294.	Public Transit/Infrastructure needs to be upgraded as it is a viable alternative to cars/traffic congestion, better for environment, and overall cheaper if the city invests and to be used by the city's residents in the long term.
295.	Housing for at-risk citizens, services for youth, affordable regulated day care spaces, road repair and maintenance, property taxes for downtown, and services provided from them, transit, crime, transparency of government, support of small business, architecture and preserving of heritage buildings and areas
296.	TTC
297.	Housing - the lack of affordable and adequate housing for people in the city; especially for low income earners. People living in horribly maintained THTC buildings and other dwelling places should not have to endure such conditions (i.e.) cock roaches, bed bugs, peeling paint, out of service elevators, etc.... / / TTC - lack of proper subway and surface route system. Infrastructure was mentioned on the previous page; however, TTC was not clearly identified. /
298.	childcare, public education, public transit
299.	Transit, not just the subway extension. The extremely crowded Street Cars, and the length of time it takes to get around this city.
300.	Accessible transit for the suburbs / The tree canopy /
301.	Don't forget arts and culture / / and remember: low income people are taxpayers, too, and they need good transportation, day care, community services. / TTC employees, garbage collectors, are also taxpayers.
302.	transit system that efficiently links all pre-amalgamation parts of the city and is affordable, this would include possible bigger subsidies and merger of services with neighbouring/provincial systems
303.	Poverty and poor transit
304.	Public transit! It's too expensive, and we need a downtown relief subway line, not subways out in the suburbs.
305.	Light Rail Transit and reduction on the dependence on automotive traffic.
306.	Effective transit systems.



	<b>Transit - Other Important Issues</b>
307.	1. Addressing the need for planned, reasonable tax increases. It's time to be HONEST. Taxes keep our city a home to be proud of. / 2. Obtaining a proper increase in PUBLIC, accessible transportation funding for maintenance and expansion of the TTC and WheelTrans services. LRT and streetcars. Put public transportation - not cars - first. / 3. Road tolls and a concerted effort to get people out of cars and into MASSIVELY improved public transit (see #2). / 4. Be bold. Invest in people and good jobs for people and the future will be great. Stop being stingy, narrow-minded and deceitful. We are a rich city in a rich country. We will be judged by how we treat our most vulnerable citizens, our environment, and how we leave our city for future generations.
308.	Public transit available to everyone particularly in the north east and north west ends of the city
309.	Fast and safe transit alternatives to the car: improved public transit (such as streetcar right of ways on King Street in the downtown) and more bicycle lanes and routes separated from cars, particularly an east-west bicycle lane through the downtown south of Dundas.
310.	TTC expansion
311.	The city needs to build and provide more affordable housing along with affordable housing for seniors and low income citizens. / The city needs to make sure that Parks and Recreation keep low to no user fees so that those of low income can enjoy Toronto. / The city needs to provide more and updated public transit that connects all the suburbs with the downtown. This will encourage more people to get out of their cars therefore translating into a cleaner city. / The city needs to make sure the waterfront stays a public space. / The city needs to do more to protect it's historic buildings and areas. / The city needs to place restrictions on condo development which has gotten out of control.
312.	To compete with other modern cities and to build pride in the city by its inhabitants, more focus should be placed on beautifying the streets, especially of major downtown routes, like Yonge, Queen and Dundas.
313.	Support for transit, pedestrian and bicycle needs. Clean energy, energy reduction and general greening of everything possible.

	<b>Transit - Other Important Issues</b>
314.	Many of the core issues relate to the poor TTC service and the outrageous rates charged to use it. A 30 min subway ride should not have signal problems every other day and delay people from getting to work as much as 1.5 hours. It should also not create panic attacks, fighting and fainting. It is completely ridiculous that people are ill and frustrated before getting to work then return to their homes in the evening in an angry state. The rats and mice are also disgusting as well as the roaches that occasionally are spotted. The most disappointing thing of all is the lack of fully accessible exits and entrances even at changing stations and at major downtown stations. Does the city and TTC think that no disabled person could possibly work in the financial district? If you find this humorous, try walking up or down the stairs and King or St. Andrew's station with crutches, lifting a shopping cart or a stroller. The other issue is the pomposity of some of the TTC workers who earn a 6 figure salary for collecting tokens then tell you when your token is eaten by the machine to "call somebody about it." It is very hurtful to put hard earned money into a dilapidated, sub par service that only cares about its union members.
315.	sms-parking would be nice / safe bike routes / controlling sprawl on farmland / more dedicated streetcar routes
316.	To address the environmental, pollution and traffic concerns, the City needs to take a renewed look at Public Transit and alternate means of transportation such as bicycles. Pollution counts will continue to rise and we need to take early action.
317.	Public Transit, Alternate forms of Transit, reducing the divide/polarization of downtown vs. inner suburbs.
318.	I think more effort needs to be put into environmental issues, which include transit but also infill development, carbon audits, urban forestry, etc.
319.	Do not privatize all of the city's services. Secure, good paying jobs with benefits is necessary for the residents of this City. We need better a way better transit system; we are only able to access a small portion of the city through transit - I'm talking subways, not streetcars (which only make traffic worse) and buses. / We need more bikes lanes and green initiatives.
320.	I think this city should rethink it's approach to development and offer a lot more support to community of people who actually live here. Support small business owners and not speculators or big corporations. We don't need a Starbuck on every corner, we need to have city of Toronto represent all of us in its services, businesses, arts and culture. Less cars more public transit that makes sense, more parks and bike lanes, more small locally run establishments, more support for everything LOCAL.

	<b>Transit - Other Important Issues</b>
321.	Highways and general transit is so important. So much time and money is lost in long commutes to and from work. The infrastructure just isn't there. But also other aspects that keep popping up are issues of strikes, job layoffs, and it's not a healthy environment. Taxes, gas, electricity and all other services are going up in price, and yet city workers are not seeing an increase. I work for the city, and I am proud to work for the city. But I am also living paycheque to paycheque and that stress isn't and shouldn't be there. I guess what I'm trying to say is, the Rob Ford and City Council clean-up is a great idea, a lot of bad apples are taking advantage of the system, and people should just remember also that among the bad seeds are some real stars that are shining. I consider myself one of them and welcome a service review any day.
322.	Transit infrastructure and transit operation. Waste diversion. City & urban planning & development.
323.	Making public transit more affordable and improving service.
324.	Affordable, accessible and comprehensive rapid transit
325.	Regional transit strategy
326.	Ensuring that public transit is a priority, especially in underserved areas or in areas where there is chronic overcrowding of buses (for example, the 36 Finch bus)
327.	PUBLIC transit is the most important issue facing this city
328.	The city should move to pro-actively further expand privatization of municipal services (such as garbage collection east of Yonge), expand the Sheppard subway to Scarborough Town Centre, eventually complete the underground Eglinton LRT and extend it west to Pearson Airport, build a bridge to the Toronto Island Airport that is accessible by cars, eliminate the Jarvis Street bike lane and replace it with the old centre lane for traffic, as well as encourage more developers in the downtown area to include increased numbers of parking spaces in their new buildings (be they in the form of public, Green P garages, or simply by mandating that new residential buildings bring their parking spot/condo unit ratio closer to 1:1).
329.	TTC, city workers rite to keep the union
330.	public transit - time to stop the gridlock!
331.	Transit and Traffic planning (or lack thereof)
332.	Stop with the parking tickets - somebody will launch a civil suit against this city eventually if you let the toronto police service continue to rape Torontonians / / Embrace the concept of rail transportation. Its embarrassing how hard it is to take a train somewhere from toronto. Be it Barrie or New York, the schedule/available routes are terrible / / No more garbage or TTC strikes /
333.	more bike routes on city streets
334.	Increasing transit options, including a more reliable TTC service especially in areas where significant residential development is being completed (i.e. King/Queen West, King East), and developing a network of bike lanes that cover more than just the downtown core of the City to relieve congestion on the TTC and in vehicular traffic.
335.	Efficient Transit

	<b>Transit - Other Important Issues</b>
336.	Road repair, TTC should not be cut especially Wheel Trans services. I don't agree with more subways.
337.	Public Transit
338.	Re-instating the full transit plan that was approved and paid for before Mayor Ford took office. Introducing more green spaces in Toronto as well as improving incentives and regulations for green design in Toronto.
339.	The underlying problems of our transit system; the underlying problems that allowed the G20 debacle to take place in our city.
340.	More investment in subway systems / Halt expansion of streetcar and aboveground rail network
341.	light rail transit
342.	Road work & repairs also Transit
343.	Daycare, more green space/parks, community centres, subsidized housing, and FAIR rental rates (better tenant's rights) / / (also the TTC should have much more flexible pay options -- such as a 7 day unlimited pass *applicable from the day you buy it, versus Monday-sun). just like NY transit --> which is by far superior.
344.	There is a lot of waste due to lack of competition and inefficiently running the city, especially within the TTC. Lots more and better services could be provided if the system were automated and pieces contracted out. The cleaning staff should be contracted out using a competitive bidding process, toll booth collectors should be replaced with machines that sell and automatically accept fares, the people who stand near the back of where the TTC streetcars arrive should be replaced with automatic fare collection at the back of streetcars. Generally, there are a lot of people being paid at the TTC to do nothing who should be fired at the earliest opportunity.

	<b>Transit - Other Important Issues</b>
345.	Keep our swimming pools free / Do not cut Parks and Recreation budget as this is one of the cheapest ways to provide access to a liveable city / Encourage and support neighbourhood groups, especially those involved in park/street activities / Do not cut TTC bus service - I am already hearing about people who have to leave activities early (7:30 pm) in order to catch the last bus home! / Do not privatize essential services - such efforts have been a disaster in many other jurisdictions and times / Clean up and beautify our main streets - good for tourism! / Provide public washroom facilities throughout downtown core; where not feasible, do what Niagara Falls does and negotiate with private stores/restaurants / More drinking fountains and city benches - the population is getting older! / Quit using residential streets as a cash cow - residents should not have the stress of rotating cars to either side every two weeks with a city enforcement officer licking his chops at 9:05 am. on the day of. This is not respectful of citizens, and many times is actually unsafe, given the numbers of small children left alone while parent moves the car! Put these officers to better use on the main streets at rush hour! / Instead of police issuing tickets to homeless people begging outside of stores, who will never have the means to pay the fine and instead clog the courts and increase court costs, have police report these people instead to social agencies and make these agencies accountable in following up on these leads and providing suitable housing and assistance.
346.	Improving TTC in the suburbs, with more light rail and streetcars and better bus service.
347.	The survey list is missing many important elements of the city, and important issues for city governance. For example I would include and significantly support: arts - both arts funding and making arts accessible to people, affordable childcare, libraries, free community centres and similar programs in high needs neighbourhoods, beyond basic supports for vulnerable people living in poverty - they need to have hope and dignity in addition to meals and a bed. Parks and greenspaces were missing from the list, as were things like a vision for usable transit in the dense urban core and forward thinking planning that recognises that cars are not the way of the future. Also on the matter of inclusion, I need to see more from the city about supporting LGBTQ2IAA people and our communities.
348.	Better, more accessible transit to outlying areas.
349.	Public transit is extremely important. It is the way people get to work and around. Our transit system is not well funded but is well used.
350.	Fixing the major public transit fiasco!
351.	progressive transit policies
352.	public transit and useful cycle travel
353.	Preservation of frontline services - Community Centres, Libraries, Pools, Rec. programs (which are always oversubscribed), / Youth Employment Programs, Day Care subsidies, etc. / Public Transit - The Sheppard Subway is a White Elephant. Stop throwing good money after bad. Extend subway from Kennedy to the Scar. Town Centre. In long term, put LRT on East/West arterial roads.

	<b>Transit - Other Important Issues</b>
354.	Transit
355.	If this city is to be elevated beyond a 2nd tier urban-sprawl, traffic=choked we need to put more money into: culture; public transit; parks; get rid of Gardiner. Make it more livable, while attracting business, industry and TOURISM. Most of the city is an ugly blister. Invest in culture and transportation!
356.	The vitality and well-being of individual neighbourhoods is integral to the vitality and well-being of the city as a whole; however, at present, it doesn't seem that all neighbourhoods (e.g. electoral districts) are being given adequate and equal resources to thrive. Access to affordable and accessible transit and alternatives, to sustainable environmental options and practices, and to cultural practice opportunities (not just sports or museums, but to participating in fine and performing arts) are all lacking; and so, with few exceptions, are attempts to address them as an integrated whole. This compartmentalization of city services seems to me to be the most pressing issue Toronto is facing, since its citizens' and communities' lives are never so separable or so easily compartmentalized.
357.	Transit was not given a separate category in the previous question and it should have been. / Public Health is an important issue not mentioned.
358.	Public transit
359.	Making sure that the members of the public clearly understand that a very small proportion of their tax dollar -- perhaps 8 percent comes from the municipal sector yet the city provides perhaps as much as 60 percent of the services that people in Toronto use. Therefore, an increase in municipal taxes is always a small amount to pay for the amount of services we use. / / The need for the province -- and especially the federal government -- to offer sustainable and predictable funding for certain key services, particularly in the area of infrastructure and public transit. / / The need for greater co-operation and greater sharing of resources and information among other municipalities in the Greater Toronto Area and, in some cases, in the Golden Horseshoe. / / On the other hand, people need to feel involved in their municipal government. The city needs to back away from any plan to reduce opportunities for citizens to take part in local government. To some degree, we need to return to a two-tier model for municipal governance, because that makes sure that regional experts decide regional issues, while local residents have input on more local or neighbourhood issues.
360.	I just wanted to qualify my view of infrastructure and transportation. While I think it is important to beef up infrastructure, I think that sustainable forms of transportation (i.e.. self propelled transit such as bicycles, or mass/public transit) should be prioritized.
361.	Public transit. Intelligent planning. Intensification. Strict review for development proposals, especially housing.
362.	Rapid public transit that can be built quickly rather than more expensive subway projects with a completion time of decades. / A better relationship with Queen's Park and Ottawa so as to get more of the money we send out in taxes back in the city.

	<b>Transit - Other Important Issues</b>
363.	Affordable transit including a link to the airports
364.	We need better transit for the all wards, that is the most efficient and effective possible.
365.	Customer focussed, reliable transit priced by distance, not fare
366.	Traffic and density are increasing alarmingly, there are no cohesive plans that really look at rapid transit, trains, bike lanes, and moving away from automobile-focused transportation. The city won't get smaller, the population won't decrease, we have to make moving around the city, without a car, much easier
367.	1. TTC service and affordability should be improved. / 2. The bed bug infestation problem should be considered a major health issue now that they've been known to carry MRSA bacteria.
368.	Privatize TTC or improve services (for example...trains in Vancouver are self-automated and computer run.....TTC has 2 subway drivers every train!!)
369.	More funding for public transit
370.	A downtown relief subway line
371.	Public Transit is extremely important.
372.	Transportation - Traffic and TTC.
373.	TRANSIT TRANSIT TRANSIT!!! Build a bridge to the Island Airport. Build a high-speed link to Pearson from the downtown core. Look to European cities and invest in public transit because it is impossible to support so many cars. Add tolls for people who drive into downtown Toronto daily but don't pay any money to maintain the roads. WAKE UP.
374.	TTC
375.	Massive overhaul of TTC operations - including much needed modernization, despite union protests. / / City wide plan for participation in sports and outdoor leisure activities by all groups of people, including working alongside transportation and infrastructure groups to develop things like bike lanes. Would be a fantastic demonstration of true leadership. / / City wide focus on the impact of immigration and multiculturalism, with a focus on the next 30 years, to determine what services will be required, and how we can gain the most as a society from immigration. Specific focus on ensuring integration of new immigrants into Canadian economic and political society, including our societal expectations and norms.
376.	Lack of easy transportation - more LRT and streetcars are needed
377.	transit, waste diversion (i.e.. not going to landfill), creating incentives for residents/businesses to improve their community, city planning and doing more to get a broader representation of community members to give input then tracking it and maintaining those relationships.
378.	The city should provide or facilitate the delivery of the best possible common services that individuals or businesses can not do. These services include -- infrastructure (sewers, roads, water, clean environment, subways, street cars etc), common amenities (garbage collection, attractive streetscapes, public spaces). The city should also ensure that we provide effective facilities for educating children and young



	<b>Transit - Other Important Issues</b>
	<p>people (yes, I know this is a provincial jurisdiction - but the original neighbourhood layouts with schools linked within walking distance to neighbourhoods was always effective and help create neighbourhood cohesiveness). / / We need to get our act together for a city wide public transportation system. I understand the link to the airport has been promised since the 50's -- if Philadelphia can put one in place, why can't we. Why haven't we been building subways all over the place? Queen or King Street, Eglinton, Dufferin -- I don't really care. There are a lot of smart people in the city and it is frustrating that nothing effective is getting done. To me the Hong Kong subway is one of the best I've ever seen. / / We need to fix the sewers -- sending sewage to the lake is not a good long term solution for our drinking water. / / When the city undertakes projects like parks, public spaces it needs to assign proper budgets to these projects or they will not get done, they will look awful, or they will decline quickly. Cheap and nasty does not work. If you need examples of good projects look to Chicago. / / All of this is expensive, but cities are expensive. Seems to me we should raise taxes. If it looks like we are getting services, maybe people won't grumble about paying. Educate people about the differences in tax rates between various cities of the world. For special projects -- like subways -- maybe issue a special private bond or something. Take a look at how hong kong developed its subway (giving developers the rights to develop nodes in exchange for providing funding for the general system). / / I may be wrong, but I think the city should move away from providing services for the vulnerable. Not that I don't think this is important, but I don't see why this should be a city responsibility. There are lots of agencies that can provide these services. For the people for whom this is an important priority, they can donate money to these agencies (the city could offer tax credit or lobby the federal government to provide tax credit for donations). That said -- I do think that providing common infrastructure like community centres and libraries is an important thing to do (again -- getting matched support from private donations would help to gauge how important it is to the community). / / I would prefer that my tax money support common infrastructure and education. In many ways, I feel that education is the most important investment we can make. Give people (young AND old) the opportunity to learn a broad subject matter with applied rigour -- they can take that experience anywhere and the return on the investment will be immeasurable. / / Saving. We need to clean up the civil service in the city. It should not be a joke in the private sector (and as an architect I have to work with the city fairly often), that you can't call the city for an hour around coffee breaks or anywhere around lunch or any time past 4 because you'll never reach anyone. There are some very good civil servants, but there is a lot of dead wood -- both people who work at a glacial speed and who don't know what they should know. This needs to be corrected. Reducing these labour costs and hiring more effective people will save costs. It will also encourage better people to take positions with the city (which we need). / / Also -- in terms of the questionnaire -- who is it possible that the city can provide employment and jobs? It isn't. The Mayor, Councillors and Staff should run an effective</p>



	<b>Transit - Other Important Issues</b>
	organization – if you do that, the rest of us in the private sector will provide the employment and jobs. /
379.	a healthy transit system that links people living outside of the core to other parts of the city.
380.	Better infrastructure for TTC. Support for the Film and Television community.
381.	Accessible Transit
382.	transit
383.	Making transit more affordable and accessible. Currently Wheel Trans is responsible for servicing persons with disabilities. Subway stations should be renovated to make them more accessible to persons with physical disabilities. If the cost of transit goes up again, many people will simply be unable to afford it. This makes it difficult for working people in our city to get to and from work. It also makes us an unattractive place for tourists to visit...how many other cities charge \$3.00 for a single cash fare? It is absolutely outrageous at \$3.00 and the thought of the fare being increased again is ludicrous.
384.	Improved funding for the TTC. More TTC services. / Services for at-risk people, so they can improve their situations. / Continued funding of arts and culture.
385.	TTC
386.	accessible and affordable TTC or transit systems that are environmentally focused and friendly / funding for youth / improved living conditions in TCHC / affordable housing and poverty /
387.	Reduce TTC fares
388.	Expend TTC, make it more affordable. / Reduce child care fee. / More affordable housing and recreational programs. / Reduce police funding
389.	New subway routes and train
390.	Transit and effective city planning. Planning roads, routes, new builds (home and commercial) to agree with the Official Plan for the City and that above all considers growth. There is only a finite amount of road space but the potential for an infinite number of cars and as such the transit system should be given priority above the automobile.
391.	transit. and culture and sport are not the same
392.	affordable transit, accountable government
393.	The city should work to improve and invest more in social services, transit, culture and sustainability!
394.	Green transportation - light rail or street car transit. Provide better roadways for cyclist. Affordable Youth Friendly spaces. Accountable policing. A better environment friendly plan.
395.	We need to really step up our efforts in making Toronto a sustainable city. We need to show the rest of Canada and other city's worldwide that it is possible. I want to see more city efforts in creating a more sustainable Toronto. People want more bike lanes, more affordable clean energy choices, more options for public transit and public composting sites.

	<b>Transit - Other Important Issues</b>
396.	Mass transit. Reducing vehicle traffic. Waterfront development.
397.	affordable quality public transit
398.	we need a reliable and efficient transportation system..more money for ttc / Homelessness-provide for the poor and mentally ill
399.	Transit and alternative transportation;
400.	Crime. Gun Control. Construction of buildings (i.e. condos) effecting current building residence in an extremely negative and unhealthy manner. Water Pollution. Wildlife Protection and Preservation. Feral Cats need better care and preventative measures taken. The TTC streetcar drivers need to be more polite. Fixing Casa Loma. Revamping the Waterfront.
401.	1) Review/audit Toronto Hydro and Toronto Hydro Energy Services (THES) companies. I question the need for two hydro companies supplying services to Toronto. There is a duplication of effort maintaining the two companies. Either consolidate the two companies to reduce overhead and expenses or sell one of the companies. / 2) Why are we paying a hydro surcharge to Bullfrog power when Toronto Hydro owns a state of the art green natural gas power plant. The Bullfrog Power contract makes no sense. / 3) Hybrid buses are extremely expensive with questionable savings of diesel and/or emissions. Stop this expensive purchase until some more cost effective/cost savings/emissions savings technology is available. / 4) Review the Imperial Parking Canada Corporation contract. Their hourly parking charges and ticket charges are significantly higher than Green P parking. Maybe Green P rates should be increased to be in line with Imperial Parking. Maybe Imperial Parking should be sharing more of their revenue with the city. Maybe another parking meter competitor should be introduced into the city. / 5) I agree with the privatization of garbage services. / 6) Consider privatizing Toronto Park services, lawn cutting, tree planting, tree trimming, etc. / 7) Consider privatizing more of the TTC maintenance and construction. It is ridiculous how long it takes TTC staff to do streetcar track replacement or bus/streetcar station maintenance/upgrades. / 8) Stop all new Hydro FIT projects (wind & solar). The contracts of these projects will be renegotiated by the province (OPG) in the coming years as a cost cutting measure. These projects are outrageously costly for the province to keep subsidizing. The new contract rates will result in no economic payback of the invested capital. / 9) Stop the installation of Hydro Smart meters. This is an outrageously expensive project trying to tell people to change a very inelastic service. There is no cost saving for the consumer or the hydro company, just more cost. The big winner here is the Smart Meter companies.
402.	Extend the subway to the airport....most international cities have that service, it will enhance the experience of tourists who visit if they don't have to deal with a complicated lengthy transit ride to the city center

	<b>Transit - Other Important Issues</b>
403.	Support community gardens and green spaces run by local groups. Support usable city space and city parks and adding more benches and places to gather outdoors. Commit to developing subway lines. Support the libraries which provide so many services to people of all income levels and help bridge the gap in quality of life for the vulnerable parts of population.
404.	Public transit
405.	I am rather concerned as to how cutting taxes could impact city services: particularly the TTC. The services can definitely be improved without privatization or making such vital sectors unaffordable. I am also rather concerned about the environment as smog and pollution are a huge issue. Especially with the rising population of Toronto.
406.	Affordable, efficient transit that gets people out of their cars
407.	affordable transit / protecting green spaces / safe cycling
408.	- Expanding publicly operated rapid transit system to serve all of Toronto, not just Sheppard East. Buses are not a viable solution, especially for a street like Finch West. / - Finding unique solutions to preserve what few heritage buildings the city has
409.	Community housing - making sure everybody can enjoy a reasonable standard of living. Also, bike lanes and TTC. Affordable and sustainable forms of transportation should be encouraged - this kind of infrastructure will actually HELP reduce traffic. Arts and culture funding is also important - Toronto has a lot to offer culturally, and we need to celebrate what this world-class city has to offer.
410.	Yes how the Police Chief handled the G-20 Policing! He needs to be Accountable! My , one police officer charged & hundreds / of Mostly INNOCENT CITIZENS are Charged! 2nd. Item, forget the Bike lanes, just make sure you have the Roads safe for / cyclists by paving all the rough spots near every curb, no matter how long the distance! Cyclist will always make use of the outside aspect of the outside lane! Where convenient make bike lanes! Jarvis is Ridiculous, UR tying of Commuter time the way it is at present ! TRANSIT definitely NEEDS to be in 'The CITIES TOP FIVE PRIORITIES! It's disgusting at present! My major complaint is HOW FILTHY THE BUSSES, ST. CARS & SUBWAY CARS ARE!!! I alone pick-up more Garbage then any / TTC Employee I've ever seen on the Transit!!! "DON'T ALLOW THOSE FREE PAPERS, FOOD OR DRINKS ON TRANSIT, AT / ALL!!! Make Ten times more Announcements about How the Public Abuses the Right of Others by making the Transit a dirty / environment for ALL USERS!!! Cut the Corporations off there dirty little free paper as it's only selling advertising & who Pays / to have the Transit Cleaned??? I can't stand at a Bus platform because your Staff & Public smoke there! Enforce the Rules & / the Rule of Law!!! Clean the Graffiti-up once & for All!!! Trim the crap out of All the Alleyways, over-grown bushes, garbage, / waste, etc. etc. Get a Grip on EACH DEPARTMENT HEAD & there MANAGEMENT TEAM. Why do the Staff at the TTC look / like Bums in Uniforms!!! Show some decent respect to the Citizens / Public & then maybe WE can ALL START OFF ON THE / RIGHT FT. AGAIN!!! THANK YOU

	<b>Transit - Other Important Issues</b>
411.	social services for teens, at risk youth, mental health issues, etc.; / green space and park space - lots of it; / sustainable communities where the needs of the residents can be met by walking, biking, and public transit / access to healthy food /
412.	The TTC is inefficient, expensive and unreliable.
413.	The TTC is feeling beyond repair. Whatever it is anyone is ever trying to do, it is not working.
414.	Affordable and convenient public transit, childcare, affordable housing.
415.	Public housing shortage to be addressed, affordable housing for seniors, expanded internet and library services, a varied transit network (streetcars, transit (not just recreational) street cycling, buses, light rail, not just the subway), implementing urban permaculture initiatives, addressing pollution.
416.	transit of course
417.	more buses, less police, fix the growing number of potholes everywhere, support cultural things so we can feel proud of our city, quit worrying about taxes - we all need to chip in, be good to the needy, don't sell off our assets, keep the private sector out of government as much as possible - they really are much less effective overall ...
418.	Upkeep of the TTC
419.	equal access to education, safe bike lanes in the city, more funding and expanding transit
420.	Public Transit, bike lanes
421.	Electrification of the rail corridor that will be servicing the Airport. The current plan to run diesel trains at such high frequency will negatively affect the health of surrounding Toronto residents. / / More bike lanes, which can be paid for by ticketing cyclists who do not obey the rules of the road
422.	Extending the subway to the GTA to support daily commuters and cut down environmental abuse.
423.	TTC (transportation) / Public education (The TDSB has opened up several new alternative schools. Offering a variety of schools of different sizes, philosophies, and approaches is a marvellous strategy for serving a diverse population. I would encourage making Toronto a center of diverse schooling options and thereby a center for progressive, innovate, and creative education.) / One of my major concerns in the apparent split between downtown and the 905 area. I think something needs to be done to discourage this split and to encourage mediation between the various populations and their needs. What is important to people who live downtown? What is important to people who do not live downtown? Why are the desires of one threatening to the desires of the other? Why do they oppose each other? There is a lot of misunderstanding between the two.

	<b>Transit - Other Important Issues</b>
424.	I heard that the city of Toronto is considering eliminating funding for the Hassle Free Clinics. This is unacceptable, there are countless residents in both the heterosexual and LGBT communities who rely on those services for their health. Eliminating the Hassle Free clinic will result in spread of disease as the uninformed will not seek alternate, non-anonymous sources of testing. Ultimately this is worse for society. / / Toronto also needs to clean up the crime in the Jane & Finch area and work on improving the Sherbourne & Bloor down to Sherbourne & Dundas area which is always full of prostitutes on crack cocaine, thugs, etc. / / More attention should also be paid to the TTC, additional funding for the TTC to prevent the ongoing price hikes and strikes - service continuity is essential in the lives of most working (and thus tax-paying) Torontonians. The quality of the service also needs to increase. Long wait times, subways closing early, dirty stations, rush hour insanity due to limited subway cars and schedule, etc.
425.	TTC - cleaner stations
426.	Fixing the TTC and not cancelling bus routes. Buses are used by the poorest segments of our population, and these are the people who are finding their transportation cut back.
427.	The cleanliness of the city is very important, support for parks and recreation, keeping the roads pot-hole free, cleaning up the subway -- it's embarrassing to guests on the subway these days, it's filthy in comparison with London and New York.
428.	Transit; parks and public spaces
429.	Transportation infrastructure and state of repair. Roads and streets have deteriorated from severe neglect. Street lights are not coordinated properly. TTC ticket sellers are redundant and should be supplemented by automated machine sellers. Pot hole crews are bloated. Paid duty police are overpaid for construction supervision. Salaries and wages are too high compared to the private sector.
430.	TRANSIT
431.	Improved city wide transit. i.e. No useless taxpayer wasting subways in the middle of Nowhere (Sheppard).
432.	The TTC needs a lot of up-grading (new vehicles, cleaner stations, et cetera).
433.	A plan for transportation for all (car drivers, transit users, cyclists) is very important. City building aspects are very important: I don't want the east waterfront to become a wall of condos. Libraries and services for families are very important. Plus the basic things that the City provides, such as water, garbage/green bin/recycling pickup etc.
434.	As long as you consider housing to be meeting basic needs and public transit part of transportation and infrastructure, no.
435.	Public transit is a very high priority.
436.	Traffic needs to be eased...coordination of traffic lights, elimination of irrational no turn signs, elimination of speed bumps and other traffic calming measures, investment in public transit, I agree with Ford's subway vision.
437.	Subway expansion
438.	Expanding our Subway Network.

	<b>Transit - Other Important Issues</b>
439.	Investing in public transit to improve service for all city residents not simply for those living in one or two areas. / Investing in the arts and culture as this generates revenue and brings visitors to the city. / Making decisions with long term planning in mind. It is especially important to consider the long term financial, environmental and social consequences of city decisions. / The city is diverse and there's a diversity of opinion on the city's future. Make sure to consult widely and incorporate this diversity of opinion into city decisions.
440.	improving public transit
441.	Reducing bureaucracy for small businesses and non-profits. / Addressing 'minor' crimes (vandalism, vagrancy, littering) / Improving public transit
442.	The increasing pockets of poverty for those far away from subway and streetcar lines
443.	Public Transit
444.	Civic leaders including Freddy Gardiner, Crombie, Mel Lastman were successful to some degree because they had a vision and they articulated that vision to the residents of Toronto. I have no idea what the vision is -- are the city workers trying to strangle the city with road closures, marathons, cyclathons to frustrate everyone with cars trying to get to work? look after their families? / Does it make sense that industrial buildings are vacant and that re-zoning is not permissible? unless it provides employment i.e. office? Is that in the city's best interests? I don't think so. Every bureaucrat at the City seems to have their own view, we pander to every interest group, pander to the police, pander to TTC workers, garbage workers, the guy behind the counter at the municipal licensing office, parking office? Nothing in this City is a positive message.
445.	Um, I said road congestion, budget and TTC already.
446.	When I wrote to my city councillor about addressing the traffic issues, his response was that a lot of traffic was the sign of a healthy city. The reality is that transit doesn't go where we need it to go, doesn't get there fast enough, and costs too much. All of these things are solved by driving a car, which goes where we need it to go, is much faster, and much cheaper. However, since this is the case we have way too many cars on the road, and the city's response is to further restrict that traffic by putting in bike lanes for the minority of the people of the city, making HOV lanes which are unused, and not providing any police based traffic services. If you continue to strain the infrastructure in such a way, the city will inevitably cease to function, people will move, you will lose tax revenue, and the housing market will fail. Therefore, I think this issue above all others is the most important one for the current administration to address.
447.	We need to make sure the city is livable for people of all incomes. That includes people who cannot afford to own and operate a car and must rely on public transit, cycling and/or walking to go to work, buy groceries, etc.
448.	Transit~
449.	Transit
450.	Availability of reliable rapid transit, especially outside the downtown core

	<b>Transit - Other Important Issues</b>
451.	transit system
452.	Arenas - need more hockey arenas, need arenas updated / Transportation - make the flow of public transit, cars and bikes better / Finances - property taxes have increased 130% in 11 years. You cannot keep increasing the amount people pay. / Wasted money in programs - don't just consider cutting certain budgets by 5 or 10%. Consider getting rid of a number of committees and programs. / Sell Assets - not just public housing but consider selling TTC. If people worry that service will fall off on certain routes, then add a provision to pay extra for certain routes if required. / Be Bold - think about turning Gardner expressway into tunnel and pay for it by selling land above to developers to create high rises and parks.
453.	Transit
454.	Instead of a rail line to the airport, running through residential areas, which is unwanted by those areas AND will turn into an underused white elephant... / the rail link should run along the lakeshore, servicing all those new condos, and up the 427 to the airport, thereby easily linking all those commuters from Mississauga west, and providing the West end of the City with what the Yonge corridor already has (in duplicate), i.e., a SINGLE unbroken line to downtown Toronto (avoiding the aggravation of changing trains, currently a huge disincentive to use public transit for those short of time and patience). Already the Renforth/Eglinton area is being prepared as a hub link for commuters from west of the city. Possibly, commercial ventures like IKEA and the Sherway Mall might be willing to contribute to 'Station' construction...and the Airport itself would become much more easily accessible for vastly more people than the current 'diagonal' line proposed through Weston. I will bet that that line will not only be a money loser, but a HUGE money loser, if it is ever built!
455.	Transportation infrastructure in the downtown core to relieve subway/streetcar congestion
456.	Improve transit; cut the police budget.
457.	accessible and affordable transit



	<b>Transit - Other Important Issues</b>
458.	in no particular order- 1. too many councillors-25 would be fine and cut their expenses to \$5,000 2.waterfront planning has been horrible-more parks, fewer private condos and business towers (see Chicago) 3. police guarding construction sites-what a waste of money. 4. no bike lanes on major roads!! for 7 months of the year there are no bikes on the road, yet we dedicate infrastructure to them and take from cars 5. streetcars are a waste of money-what advantage do they have over buses? they require 3 separate, exclusive infrastructures (tracks, electrical and repair crews), and cost 3\$ Mill per streetcar, 6. are there really 900 people working in the homeless dep't at city hall(CFRB 1010)? 7. privatize everything you can! (garbage is a great first step) the scope of city services has blown up. the city should provide far less than they do, and then encourage/incent private sector to do the rest 8. taxis-our system is horrible. too expensive (more than NYC!) and there are a few individuals that control a large proportion of the fleets (Toronto Life). 9. Subways- build, build, build...work with feds and province to get them build. our system is sad compared to other cities. 10. the lake- build more holding tanks for waste water to keep bacteria overflow down. 11. city airport- limit the # of flights before it becomes unbearable on the water-say no more than 4 per hour 12. cull the Canada geese and the cormorants etc, -there are waaaaaay too many birds on the water with no natural predators. we should reduce to 20% of current populations 13. please spend as little as is possible on the Pam Am games, and ignore the Olympics from here on. we do not need the Olympics, it's a total waste of money, effort and planning. / my bottom line is the city tries to do too much and in effect doesn't do very many things well, or very efficiently. downsize, be efficient, cut costs and positions. the city should not be one big make-work program. / / Good luck Mr Del Grande!!
459.	1. Too much development and development charges are too low and do not cover the extra costs of building transit and infrastructure. / 2. The Megacity was a huge mistake - we need to redesign the city to provide more control to local communities over services and to stop bad development
460.	Most importantly we need all the services run by this city. There should be no private companies that hold or provide city run services - as I strongly feel there would be more corruption, pay offs, expensive increases in the services as time passes. How would we a regular resident know what goes on behind these private companies closed doors?
461.	The provision of good quality affordable housing and transit.
462.	Toronto needs a stronger vision for becoming a socially and economically competitive city in the global context. We have seriously underinvested in public transit, cycling infrastructure, great architecture, and redeveloping the waterfront/Portlands.
463.	Quality transit service across the city.
464.	the need for improved transit service across the city, esp. those routes that are heavily used (King, Queen, etc.) and those in the inner suburbs.



	<b>Transit - Other Important Issues</b>
465.	Waterfront development = jobs, better city image, access to recreation (thereby encouraging active lifestyle, healthy living) / TOLL roads for all non-residents. Why do we pay for roads/rebuilding when they're used by those from Hamilton, Halton, Peel, Durham and beyond... those visitors/workers don't pay our city taxes, yet use our roads. TOLLS for ALL non-residents. It's an win-win solution. Toronto tax payers win, it encourages public transit use and asks those who use our roads to pay for them! Toll the Allen, the DVP, the Gardener, all routes to the core.
466.	Convenient, accessible Transit for the entire city.
467.	Heritage Conservation, Planning and Development, Recreation Centres, More Transit, Public Festivals and Celebrations, Streetscape improvements.
468.	The Toronto Transportation Commission. It's sufficiently horrible.
469.	Transit is number one. Smog a close second. The city could use more arts and culture, more festivals, better parks, a nice waterfront, etc.
470.	Culture and Sport are not one issue. Stop all funding of professional sport and fund amateur sports facilities. Fund non-profit arts and culture sector not businesses. Divert car transport to public transport. Zone to protect heritage, environment and arts facilities. Provide more health services and housing to the disabled and poor. Hire 2x more Wheeltrans dispatchers. Return all of the dedicated funds for maintenance of environmental and legacy projects. Read Chicago's Global Warming report and plan for a future.
471.	Improve TTC and City of Toronto customer service
472.	Transit, infrastructure
473.	Education, high tuition / / Building a better subway and street car system. The Toronto systems are seriously out of date and if we could get people out of their cars and into public transport that would be fantastic.
474.	reducing deleterious environmental impacts; public transit
475.	Bike Lanes; / Subway; / Rising costs of Unions; / Housing Costs; / Education Quality; / Poverty;
476.	Affordable housing for students / Affordable housing for all people / Affordable transportation / Accessible transportation - for seniors, people with disabilities, for people carrying luggage, etc - it is absolutely unacceptable that not all TTC subway stations are accessible. What a disgrace Toronto.
477.	Please keep the fort York bridge! Aside from it being an icon it would have connected people who live on the north and south sides of the tracks. Currently it takes quite a while to get across as you take a long round-about path. / / Don't sell Enwave or privatize other utilities! I don't have issue with moving to privatize some services, but strongly feel that infrastructure should remain in the hands of the city! / / Don't scrap all the LRT lines. LRT does NOT equal streetcars (at least not how most picture them as lane clogging vehicles on queen st). / / Better bus frequency. I can't speak for everywhere, but east Scarborough and parts of north York are very slow and infrequent. / / Continue with plans to remediate the mouth of the Don and other wetlands in toronto. / / / /

	<b>Transit - Other Important Issues</b>
478.	1) Election reform, 2) Waterfront Development (Waterfront Toronto is doing a great job and deserves continued, uninterrupted support), 3) Public Transit (part of infrastructure, but is important enough to mention separately).
479.	Transit. I prefer LRTs and exclusive bus lanes.
480.	Public Transit needs to be expanded and improved. Parks need to be cleaner and have more facilities.
481.	Transportation of TTC buses in Scarborough Kennedy station. / While there is growing number of bus riders in Scarborough due to increasing flux of immigrants, additional buses have not been added in Kennedy station (particularly bus 86). Please add more buses to this route so that there is a shorter waiting time period.
482.	Cycling! This city could be a lot more bike friendly. Contrary to many others, I do not support the idea of bike lanes on major roads, but would rather see more bike routes on side streets. Vancouver has a good program for this which includes cross walk buttons for cyclists, and the bike routes run parallel to the major streets. Survey cyclists and find the places in the city that create obstacles to cyclists. We do need more places to cross railways in several areas of the city.
483.	Development of our waterfront as a series of diverse mixed use neighbourhoods, well served by public transit, with excellent, useable and attractive public access to the lake. Use of our internationally acclaimed cultural institutions to promote economic growth and quality of life. Engaging all residents in local civic engagement. Avoiding short term quick fixes in favour of sustainable long term solutions.
484.	1. Urban sprawl and a focus on cars is not a sustainable approach in the mid- to long-term. / / 2. There is tremendous energy and momentum in Toronto at this time. We risk stifling that potential if we focus on cost-cutting and short-term savings to the exclusion of unified planning for generational projects like the harbourfront and regional transit.
485.	Public Transit. Family Development Centres. Programmes for Seniors and the Disabled. Building a Liberal and Progressive City that Attracts the Best and the Brightest.
486.	/ Protecting the development of the communities and neighbourhoods. we need to continue to create diverse neighbourhoods from a social economic stand point and accessibility to diverse amenities. These neighbourhoods and communities cannot be dependent on the car but have again diverse access from transit, cycling, walking. This will create jobs, support local business, lessen congestion, increase community involvement and therefore lessen crime. People will develop a sense of pride and protection over their neighbourhood.
487.	Privatization of many of its services not just garbage collection ... TTC, zoo, parking, libraries, arenas, homes for seniors ...
488.	Maintain green public spaces, like the planters on Bloor. / Keep arts & culture festivals vibrant: TIFF, Pride, Luminato, Nuit Blanche, CONTACT, Afrofest, Taste of the Danforth etc. / Improve public transit and subway stations / More "Pedestrian Sunday" areas

	<b>Transit - Other Important Issues</b>
489.	Planning for healthy communities / Integrated transportation that includes vehicles, transit, pedestrians and bicycles
490.	Care of our urban forest. Continuing to grow our transit system. Cars are not the future -- we cannot scale our road transport network, so we must invest in alternatives.
491.	TRANSIT ACCESSIBILITY AND EFFICIENCY / Waste diversion (compost and recycling)
492.	Transit. Housing in close proximity to a subway line is rapidly becoming more expensive, mostly because Bus and Streetcar service is painfully slow. (I don't mean they come too infrequently, I mean they move at a crawl and it takes forever to get you across town) The city needs to either greatly expand it's subway network, or find some way to make bus and streetcar travel much faster. Most people in Toronto cannot afford to live along the subway, and for them commuting is miserable and consumes far too many of their leisure hours.
493.	Transit
494.	Making effective alternative modes of transportation readily available to more citizens: Expanded public transit to reach further into the suburbs, and connect with systems in the rest of the GTA; increase in safe effective cycling options. It is an accepted truth that gas prices will rise dramatically in the coming years, and these transportation option will be very welcomed by many.
495.	I think that Torontonians do not feel personal responsibility to contribute to the cleanliness and kindness of our communities. The City should embark on some campaigns to educate the population that littering is wrong, that TTC passengers and City employees should be considerate. How about some tv commercials on "Making Toronto a good place to live"? I also think that the unions should be dismantled. The city workers are inefficient and lazy. I'm shocked by the state of subway stations, my local community centre, washrooms in public libraries - no one is making an effort because their union protects them. It's shameful.
496.	increasing light rail transit, improving safe east west bicycle corridors, increasing public transit and lowering fares, expanding the toronto public library
497.	accessible transit (affordability and physical accessibility) / access to healthy and affordable food options / green spaces
498.	transit, green spaces, city planning
499.	accessible and equitable public transit, general public health, a stable local economy with opportunities for new and existing business to locate within our boundaries, school and library programs to occupy children and teens especially "youth at risk", affordable housing opportunities including affordable home ownership

	<b>Transit - Other Important Issues</b>
500.	I feel that Toronto is losing it's community's accessibility and friendly feeling to angry motorists. We need more efficient public transit so there can be less traffic everywhere. Those who need to drive need less congestion ( public transit that works will help) and we could walk in less smog in the summer. I and my son have asthma - yet are very active - but we are noticing the air quality - or lack of- is interfering in our lives. I also want my kids to be able to SAFELY bike to and from school. The traffic is eating our city
501.	Improved public transit is more important than roads although both need to be addressed as an inter-related system.
502.	Expanding public transportation, through a bus services. As well placing importance on environmentally friendly access, i.e. more bike lanes. Not cutting any social programs.
503.	more rapid transit, use Go train tracks for travel within city
504.	Funding for the arts and culture and drastically improving public transit, by investing all over the system not just on one or two token areas. Additionally I think de-amalgamation should be a goal.
505.	I'm 65 years old. From what I can see out my windows every day, bikes make sense and cars don't. Cyclists know their route and the neighbourhoods they traverse (that includes cops-on-bikes -- a welcome sight because they inevitably observe and interact with people). But people in cars just can't WAIT to get somewhere else. Call me a cycling advocate who couldn't ride a bike to save my life. The more encouragement Toronto gives to cycling, the better -- in my view. / / I'm also distressed by the extent to which advertising has taken over my city: billboards, adverts on sidewalks, the clutter of ads on the TTC (which render vehicles ugly and unrecognizable, and which make the subway entirely confusing). Yes, I understand that there's money to be made through commercials. But I think Toronto ought to be better than that. It certainly was, in the past. / / I think Toronto ought to have way, way more affordable housing -- public housing!. In my neighbourhood, modest homes get snatched up by "investors" who turn places average people can afford into trophy homes. AND there's a, to me, terrifying trend to house growing families in high-rises and condos (it's what folks can afford). No high-rise or condo on this planet can match a real neighbourhood for bring up kids. Public housing makes economic sense, too: ask Swedes or Germans or Danes. / / supporting pride. I attend the events because they're a hoot and a holler, and fun, and funny. / / / /
506.	transit that flows from one section to another and reduces gridlock; more of a transit plan for cyclists
507.	Public transit, waste management
508.	Public transit. It is too expensive, badly managed, and living in the past. Time for fast trains, expansion of subway and light rail transit. Buses, subway and light rail should all be able to be integrated

	<b>Transit - Other Important Issues</b>
509.	As a world-class city, Toronto is sorely lacking in adequate/modern means of mass transportation. What kind of major city doesn't have subway or above-ground train to its airport in the year 2011? Not only are we behind when compared to other international cities, we are even behind when compared to other large Canadian cities. Montreal's subway system eclipses our sorry system by a LONG LONG shot! The original above-ground rail system that was to be built originally would've have brought us there much quicker than the Mayor's expensive subway folly that will take years. What a waste!!!
510.	Increased TTC funding / Keeping libraries, pools, community centres open / Slight increase in taxes
511.	Coordinating city planning and development with public transportation planning. There is a lack of coordination between the two arms where required densities for subway development is often missing. Also better cooperation and planning with GO Transit can supplement need for high speed crosstown or regional rail service -- rather than have TTC building all the subways. Another idea is to enable and encourage online payment of fines or fees. Why are users charged a fee if they pay a parking ticket online when it is more efficient and should be cheaper than having someone go to city hall personally? There should be a discount equivalent or close to the cost of staffing an office in order to encourage any automated payments.
512.	Start to embrace the responsibility for well maintained infrastructure. It cannot be allowed to rot any longer. The physical city for which the City of Toronto is responsible is badly degrading, and quality of life with it. Get control over the TTC. It has fallen apart in the 20 years I have lived here. This was once a well maintained, managed and impressive municipality. It is now a laughing stock of incompetence and irrelevance. Get back to your original purpose, and leave social equity to the provincial government.
513.	Affordable housing, transit
514.	Making public transit more accessible, more affordable, cleaner, and more comprehensive.
515.	Public transit infrastructure.
516.	Affordable public transit
517.	Enforcing bylaws on the TTC too many people smoking and illegal entering of the system
518.	A long-term vision of what a world-class city looks like - It is one that has a great transit system, that invests in arts and culture and that supports it's poorest and most vulnerable people.
519.	Gridlock; public transit
520.	1. Fix that old sewage pipeline in East York! / 2. Beef up transit and bike lanes so that they serve the people in the suburbs. Bring back the bus routes that were cut, and consider light rail lines with dedicated right-of-ways for Queen and Eglinton. / 3. We need more mixed-use neighbourhoods, and greater intensification. / 4. Treat city workers, and the people who use city services, with respect. /

	<b>Transit - Other Important Issues</b>
521.	You should automate more TTC positions. / You should make Bike Lanes. / You should keep funding Pride, Caribana, and ensure sports fields and parks and upkeep. / Leave the nice graffiti alone.
522.	transit
523.	funding public transit, funding the toronto pride parade
524.	A comprehensive and integrated plan for pedestrian, motor, and rail transit throughout the GTA.
525.	public transit improvement
526.	Improving transit in ways that benefit the most people.
527.	Affordable transit for the most people particularly the vulnerable along Finch
528.	I do not think an 11% increase to the police budget is justified and that money should go into other services that DIRECTLY affect citizens and families such as transit, community centers and activities.
529.	Add more bike lanes, repair public schools, increase and improve public transit, continue green bin composting program
530.	Consider de-amalgamation - the biggest mistake thanks to Mike Harris whose legacy lives on. Consider some thoughtful debate and consultation on issues in the City and not the steamrolling I feel is happening when the Mayor's response to everything, "I was elected on this platform". You were not. Consider ticketing cars that park in no parking zones, cars that are blocking traffic because they had to run in to a store for a second. Consider ticketing cars, CITY VEHICLES, transport trucks who park in the bicycle lanes because it is better to cause gridlock than to miss picking up something at RABA. BETTER TRANSIT FEWER CARS. Consider taxing cars with only one occupant that come into Toronto during rush-hour. Consider light rail and not subways. The subways are late, always crowded (10 deep on platforms during rush-hour). Consider better recycling in highrises. And BETTER recycling in the Towers at King and Bay.
531.	Subway to extend to Pearson Airport and York University
532.	Transit!!!
533.	Public transit, pollution, environment, poverty and access to services.
534.	keeping the TTC fast and efficient
535.	Long term thinking essential / - user pay fees - toll roads, discourage cars downtown / - promote TTC usage by extending & expanding lines and services - make city accessible by user friendly transit / - encourage bicycles - vastly expand dedicated bike lanes with physical barrier between car lanes and bike lane (safe for all ages) - model on Amsterdam, NYC / - encourage local arts - theatres, galleries (we already have sufficient hockey arenas)
536.	transit
537.	Public transit improvement / Immigration assistance
538.	Improvements desperately need to be made to public transit, and cutbacks in TTC service need to be addressed.

	<b>Transit - Other Important Issues</b>
539.	Dedicated and improved bicycle lane and safety. We can't easily fix the transit problem. It's easier to make other forms of transport excluding cars more safe and user friendly
540.	Affordable and frequent public transit throughout the city. Portland Oregon has free public transit in the downtown area. So do several other cities, including Buenos Aires. Let's consider this. / Neighbourhood councils are important because people need to take part in the democratic process. Because Toronto is so diverse, we cannot have policies of the "one size fits all" type. People in the old city of Toronto and people in the suburbs have different needs and these need to be addressed. No one should feel that their opinions are being ignored.
541.	Complete streets - pedestrian, transit, cyclists and cars / Progressive city that is inclusive and welcoming / Green Spaces - parks, community gardens, farmer's markets / Affordable Housing - not just for low-income for moderate income as well
542.	We need to expand our public transit system and ensure it is both affordable and accessible.
543.	Hand TTC vehicles and infrastructure over to Metrolinx. Toronto's public transit has been mismanaged for long enough, and no sign of improvement on the horizon.
544.	Public transit
545.	This city is wonderful at announcing great initiatives like WQueens quay redevelopment of the roads yet again nothing has happened and it was to start in OCT2010. / I want to see this city move forward with development but loose all the bureaucracy . Transit expansion is a must if we are to keep up with the growth in this city...
546.	Need to expand the TTC
547.	Maintenance of roads and parks / More bike lanes / Subway to Pearson airport / Better garbage collection, the city smells worse than ever on garbage day
548.	Co-ordination of transit routes and hiking/cycling trails / green spaces. / Getting rid of combined sewers. / Lake and river water quality.
549.	Expansion of TTC services in the city.
550.	More public transit to increase accessibility and convince more people to choose public transit over driving and contributing to traffic. Subway access to the Pearson airport is a key example of what is needed.
551.	transit
552.	public transit
553.	bullet trains
554.	Adopting the original Metrolinx plan. It's the only way to move our transit network forward.
555.	Funding the TTC
556.	Improving public transit for the whole city, improving bicycle infrastructure, continuing with the important work of the Tower Renewal initiative, continuing the important work of Waterfront Toronto,



	<b>Transit - Other Important Issues</b>
557.	Reducing traffic through promotion of better options such as transit, cycling, walking. Limiting car use in the city and properly accounting for the costs of non-resident use of infrastructure through tolls, etc.
558.	affordable mixed housing for everyone so not to create ghettos or have a ghost downtown / affordable public transit that actually works for all including those in the suburbs
559.	The TTC is falling apart. Numerous mechanical failures. Surly, overpaid staff. Skyrocketing ticket prices.
560.	improvement in TTC services
561.	Bicycle lanes / Subway expansion
562.	I hope Infrastructure - water, roads, transportation includes public transit
563.	Waste Diversion, Transit Expansion, Homelessness
564.	Traffic and transit!
565.	A Long term plan for transit in an urgent requirement - how will the transit system look in 20 years ? There needs to be a long term plan that every mayor intends to follow . mayor ripped up an existing plan that took years to develop. HIGHLIGHTS THAT TRANSIT NEEDS TO BE HANDED OVER TO THE PROVINCE BECAUSE MAYORS ARE TOO NARCISSISTIC TO DO WHAT'S RIGHT FOR THE REGION AND ONLY THINK ABOUT THE ELECTION CYCLES.
566.	Integrated transit with surrounding municipalities and cycling infrastructure. Congestion is ruining our city and its economy but people don't have appropriate alternatives.
567.	Getting a better transit system. It costs \$2.25 to use the subway in NYC. It's reliable, efficient and effective. We're not as big, yet we pay more for way less and we get treated like crap by its employees. Get rid of the collectors, bring on mobile phone-based fares and get with the 21st century already! If we want to be a world class city, we need better transit.
568.	Dealing with the horrible traffic that we have in this city. This can be approached by putting a lot more money into public transit, creating more bicycle lanes, etc.
569.	Wage cuts to ward councillors and political staff. / Removing corrupt infrastructure companies from city contracts. / Streamlining and improving public transit / Better care of city parks and recreational areas. / Improved notification for surveys / More community feedback requests / Better adjustment traffic flow systems / Improved road materials to reduce redundant repairs / Transport companies and heavy trucks to assist with costs of the road damage they create / limit trucks to specific roads and highways to reduce damage. / Revitalization of tourist attractions to create a world class destination opportunity / Invest in cash producing (traditionally private sector) ventures to provide regular income; sell hydro from solar panels, buy a coffee company, etc. / Encourage green resourcing and environmentally sustainable practices throughout city infrastructure system. / Stabilize rents! /



	<b>Transit - Other Important Issues</b>
570.	Improvement of public transit so that it becomes a viable choice for everyone, not just those who are willing to take long trips, or who can afford to live very close to the subways.
571.	Improvement of TTC
572.	<p>Finding ways to get Toronto creating alternative energy, being creative about how to source our energy needs (e.g. geothermal, air conditioning downtown with water from the lake, making partnerships with other levels of government to create incentives for property owners to generate solar power. / / Looking into policy regarding how much pollution our city generates -- finding ways to discourage driving cars, motorcycles with dirty 2-stroke engines, outlawing backpack blowers, etc. Supporting initiatives to move the transit system towards cleaner alternatives. I personally support toll roads and ANYTHING to discourage people from driving cars. Incentive programs to move towards smart cars, hybrids, electric vehicles. / / Continuing to Fund Pride. We are, internationally, a veritable bastion of queer culture. We are famous around the globe for our progressive stance on LGBT culture. 10 percent of the world, and of Torontonians, are queer. The LGBT scene in Toronto generates SO MUCH tourism. MANY Canadians move from other Canadian communities to Toronto because they are queer and we are a very queer friendly city. We should take advantage of this and continue to make some easy money!!!! / / The gap between what the richest Torontonians make and the poorest Torontonians make is too large. We need to find ways to narrow this gap. Too many Torontonians work 60+ hours a week and barely make ends meet, while many others work just as hard, and own cottages, multiple vehicles, etc. I just want everyone to feel comfortable and to be able to move past survival mode and actually enjoy our great city.</p>
573.	<p>I want Toronto to be a visionary city that is innovating ways to thrive, environmentally and socially. I want our leaders to consider long term outcomes when making decisions. / / I think transit, energy, and protecting and creating green spaces are going to be critically important as we face environmental challenges and climate change impacts ahead. I know it is not Ford's mandate, but I support moving towards reducing our traffic congestion and car-centered infrastructures by improving our public transit options- especially building light-rail and electric train options, reducing the use of diesel and fuel. / / I also believe that, given our ethnic and cultural diversity and federal funding cuts to settlement programs, we also need to give attention to how we fund integrating and supporting New Canadians. The more successfully we integrate newcomers, the more our city can socially and economically thrive. This means tracking and monitoring and supporting programs such as ESL and job training and certification processes (especially in light of anticipated further cuts to these sectors by Harper's government) to ensure that individuals and families are provided adequate supports.</p>
574.	Building a vibrant, livable city, with great social programs, libraries, recreation programs, first class transit, walkable communities, cyclist friendly streets, and environmental stewardship.

	<b>Transit - Other Important Issues</b>
575.	With regard to culture and sport, we need to focus on our local culture and sport, not try to bring in American teams. That would be a waste of taxpayer money. We need to be focussing on strengthening our current cultural community. Toronto should give up on ideas of privatizing social services. That never works. Keep things public which need to be public. Toronto needs to work better at environmental accountability - including environmentally friendly transit options.
576.	TTC
577.	Incentives for transit users, bicycle riders, people who walk to work or those that car pool. E.g. lower municipal taxes, increased bike lanes, increased HOV lanes. Rewards for people being green and making our city's air cleaner.
578.	I think the City needs to stop contracting out services like garbage pick up. I have absolutely no complaints regarding this and the individuals that service my neighbourhood are fabulous and do more than they are required to do. / I also believe that the city should not sell off any TCHC properties. Selling them off is a short term solution that will be negative in the long run when housing is so desperately needed, just like childcare. / / I am also not sure that more transit is needed, just fixing what there is would be a good start. I love taking the streetcars (buses make me nauseous and want to vomit), but someone needs to regulate them so they are regular and not sporadic like they are now.
579.	TTC should be more affordable, accessible and wider. This will ensure that more people will use it and discourage car use. It is better for the economy and the environment.
580.	efficient, entirely publicly funded public transit

	<b>Transit - Other Important Issues</b>
581.	<p>I believe it is in the cities best interest to invest in the Arts. Toronto is a great city in terms of small commercial galleries but if toronto would to invest in creating more large museums and gallery spaces like the ROM and AGO it would be mutually beneficial to many citizens of the city. / The success of large cities I believe is crucially dependant on their investment in arts and culture. New York and Paris are not such great tourist destinations because of their size or good metro systems (although very important) they are successful because these are great tourist attractions. Museums and galleries are large institutions that bring people into the city and the ROM and AGO are not enough to pull people to Toronto, people in general (and I am speaking as an well educated artist) DO NOT COME TO TORONTO TO SEE THE AGO- HOWEVER people DO GO TO NEW YORK for the MET, MOMA, GUGGENHEIM, THE MUSEUM OF NATURAL HISTORY AND: / Museum of Jewish Heritage – A Living Memorial to the Holocaust / The Skyscraper Museum / Museum of American Finance / Bodies...The Exhibition / Intrepid Sea, Air &amp; Space Museum / The Cloisters Museum and Gardens / Jewish Children's Museum / The Museum of Sex / Whitney Museum of American Art / Museum of the City of New York / New Museum / New York Hall of Science / Bronx Museum of the Arts / Brooklyn Children's Museum / New York Transit Museum / Noble Maritime Collection / Queens Museum of Art / Brooklyn Historical Society / Brooklyn Museum / Historic Richmond Town / Staten Island Children's Museum / Dyckman Farmhouse Museum / The Hispanic Society of America / El Museo del Barrio / The Malcolm X &amp; Dr. Betty Shabazz Memorial, Educational and Cultural Center / The New York City Police Museum / The Paley Center for Media / The Studio Museum in Harlem / Van Cortlandt House Museum / Weeksville Heritage Center / .. to name a few. / / Not only would this attract tourism, it would embrace a more social culture and provide JOBS. / Security guard jobs, clerk jobs, restaurant jobs, hotel jobs, transportation jobs, service jobs along with jobs for professional artists and artist/aspiring curator jobs for people like myself. /</p>
582.	public transportation: funding for light rapid transit expansion; more bicycle infrastructure / social programs: funding for community housing
583.	transit
584.	Transportation: improving transit, encouraging cycling and alternate modes, addressing gridlock / / Encouraging community-based events (street festivals, etc), so we form neighbourhoods and communities instead of being strangers living next to each other!
585.	TTC, liveability, housing, bylaw inspectors and enforcement, democracy.
586.	Building Sheppard subway in its entirety
587.	Affordable housing / Accessible and affordable public transit system / Bike and pedestrian path/ route improvements

	<b>Transit - Other Important Issues</b>
588.	Since moving to Toronto 4 years ago, and after having visited Toronto over the last decade, I am astounded at the LACK of progress in transportation for the city overall. Yes, certain gains have been made in street car renewal, but in 30 years no expansion has happened in subways, light rail, or implementation in designated no car roads where transit and pedestrian traffic would be the only methods (for example why not look at turning Queen Street through the core as a Street car / bus / bike only thoroughfare and make King with no street cars to alleviate backlogs of cars behind street cars and vice versa). Additional routes for mass transit for GO on the DVP through a designated mass transit lane would be a huge gain as well although I am not a user of the GO services. Housing quality in the city core outside of new condo towers is quite abysmal in my opinion. Major areas of old Toronto, contain buildings rented out by absentee landlords who live outside the city that they benefit financially from, but make the bare investments necessary to provide a liveable space.
589.	Transportation (esp. public transit) / Settlement services.
590.	Bike lanes, affordable transit (not subways), locally grown food served at government gatherings
591.	Effectiveness. The City needs to improve its ability to execute - to do things quickly and to high standards. Infrastructure projects - St Clair ROW, Dundas St. repairs - come immediately to mind, but there's likely a similar need behind the scenes on the policy front. Certainly, democracy and debate are messy and things aren't going to move as swiftly as in business, and they shouldn't. However, when the City does decide to do something, it's got to learn how to do it better, both in terms of final product and process. Other cities seem to be able to manage to execute better - why not Toronto?
592.	TTC
593.	Integrated transit plan /
594.	going back to the plan for lightrail and scrapping plans to extend subway. fix the existing subway first!
595.	Bike lanes - making sure there are bike lanes on all busy streets in the city (Queen street. , Bloor St.) / NOT hiking the TTC fair to anything higher than what it already is (\$3) / Daycares - keep daycares open that need to stay open
596.	Public Transit and Toronto Waterfront
597.	We need to stop moaning about how much tax we're paying and accept that necessary services aren't free -- those of us who can afford it have a RESPONSIBILITY to help fund things like transit, libraries, anti-bullying programs, school breakfast programs, affordable housing, etc., because in the end WE ALL BENEFIT!
598.	Transit funding and expansion
599.	Communication & SINCERE teamwork amongst GTA member cities AND our neighbouring cities. / / In the Canadian democratic Parliamentary system, the # of votes decides representatives - we do not vote on each issue, like in California's propositions for example. There is a good reason for this. The most populated groups cannot impose their will and work only to serve their own interests at the expense of

	<b>Transit - Other Important Issues</b>
	<p>their neighbours. Canada, and by extension Toronto, operates under a system that promises everyone a voice; and where compromise is negotiated to ensure that together, at no one's needless expense, we make life better for each other as a country and as a city. The official GTA city members, and the cities beyond the GTA borders which are home to thousands of commuters, seem to care very little for the city &amp; residents of Toronto proper and what was once Metropolitan Toronto. / / When someone says "Torontonians are cold &amp; rude. They don't say hello and they rush by without even looking at you. People in Toronto are not friendly. " My friends know my response to this. With a smile I always reply, "We are very friendly - we're just busy! And tired. With the exception of farmers &amp; oil workers, people who work in Toronto - especially those who commute hours a day from our neighbouring cities - put in more hours of work a week than anyone else in the country. / / English is becoming the language of global business so companies locating in Eastern Canada will put head offices in the Toronto &amp; Southern Ontario region, rather than Montreal, despite it's grandeur. Vancouver is surrounded by beauty where much focus is on a balanced, relaxed &amp; fun life. That is enviable, but not conducive to corporate &amp; banking culture. / / If you can manage to stop a person in Toronto long enough to get their attention, we will help you with directions or point you towards whatever it is you may need. But please do not prolong this encounter &amp; try to engage us in a friendly conversation - we are in a rush. Toronto is the economic centre of the country. So while you are here from Surrey, The Sault, or Moncton for a business meeting, a hockey game or a show, give us a smile, ask your question, say "thanks" and let us get to work. From our perspective it is rude of you to ignore our business-induced urgency in favour of your desire to have a spontaneous, social chat with a native. There are a plethora of tourism-based businesses all over the city whose mandate includes friendly banter - you know this and we know this. / / But it's too late. Once again we have been caught in your "I hate Toronto" Catch 22. You take pleasure in knowing you were right. Your detailed account is the evidence for an entire community until the experiment is run again. Our perceived abrupt departure from your amiable attempt at conversation confirms your thesis: People in Toronto are rude, cold and unfriendly. / / I am a resident of Toronto proper and am obviously very saddened by my fellow Canadians attitude towards me and the city I love so much. For my closest neighbours it is important to note that while they do not consider themselves Torontonians, every Canadian 300 kms away and further does. / / *Looking beyond their Oakville or North York property lines whose taxes they pay with money earned in Toronto. / *Accepting responsibility for the crowded transit systems and congested highways that are made so by their daly commute. / *Discussing tolls or other revenue-making ideas to maintain &amp; improve the deteriorating Toronto infrastructure which their use of the city greatly contributes to. / *Be considerate &amp; respectful of people who LIVE in the city - this is our home. / *We like neighbourhood parks &amp; access to green spaces in the city as much as everyone else. / *We like to exercise and that includes cycling. If you cycle in your</p>

	<b>Transit - Other Important Issues</b>
	<p>neighbourhood, the argument that my neighbourhood is downtown and you have to drive here to work every day is not a satisfactory reason to prohibit me from enjoying my community as much as you do yours. There are drivers &amp; cyclists who disobey traffic laws and both groups should be working together to get all bad drivers in line or off the street, regardless of the vehicle. Both groups should work together to make sure the roadways work for everyone using them - for example, bicycle lanes should not impede or cause undue stress to drivers; potholes and damaged pavement in bike lanes should be fixed so cyclists can stay in their lanes; traffic lights in urban &amp; suburban areas should not be weight-triggered - this forces cyclists to endanger themselves and others in order to cross an intersection; Remember that cyclists are human-powered, not gas-powered. In the same spirit of co-operation I have been talking about, drivers need to stop suggesting cyclists use only certain streets to circumvent motor vehicle traffic and keep main arterial roads for motor vehicle use only. In my opinion, that this idea is considered by many drivers to be a serious option only proves that we are still fighting &amp; not yet having the conversation to find solutions. / *Rather than creating more big splashy festivals to attract visitors, Toronto needs to re-structure the services those visitors use to access the festivals. No matter how amazing an event is, if getting to it is complicated or a bad experience, a potential annual visitor just became someone who may not return for 10 years, if ever. With global economic recovery precarious slow, people are more discerning about where they spend their vacation dollars. / *Canada is geographically larger than Europe with a healthy population and diverse cultures from coast to coast to coast. As the largest city in Canada, and the economic centre, we should be taking the lead in foreign &amp; domestic tourism. We tout ourselves as a world-class city, and we are almost there. We have the opportunity to elevate Toronto, &amp; Canada, to a first class destination. Forethought and expansion-based planning of all these systems means eventual co-operative projects with other cities and provinces, until we have independent municipally &amp;/or provincially operated sustainable, affordable, efficient &amp; integrated services &amp; infrastructure nationwide. / / Toronto needs to look to all the world-class cities, regions &amp; countries and determine which systems have been successful over the long term. Replicating those systems as exact as we can is next; even if it means a complete over-haul or temporary dismantling to the extent our laws, climate, geography &amp; time will allow. / / *Taxi service in Toronto is an embarrassment. There are so many things glaringly wrong with it I will refrain from going into detail. Bottom line is London has a world class cab service due to strict "character" qualifications and "The Knowledge" test which every driver must pass. This system should be replicated in Toronto. / / *Successful bicycle-sharing systems have been operating in Europe since 1974. Bixi arrived in Toronto this year with limited availability and an complicated 7 expensive pay structure. / / *Bicycle sharing systems in Europe work in co-operation with the rail systems. Go Transit &amp; Via Rail are already equipped to transport bicycles but I've heard no news of either partnering with Bixi, Autosshare or anyone else. Is the TTC equipped for bicycles? / / *Many of</p>

	<b>Transit - Other Important Issues</b>
	<p>Go Transit destinations's public transit systems offer discounted fares with presentation of your Go Transit ticket. Does the TTC have a comparable partnership with Go Transit or any other transportation system? / / *Autoshare systems should be invited to strengthen their tourism campaigns and encouraged to partner with other transportation systems and other communities. / / *Outdoor vendors and covered markets all over the world, in varied climates, attract huge numbers of visitors. The "a la cart" program to expand food vendor offerings is a great example of why Toronto is not a world class city yet. This pilot program, inadequate &amp; misguided has 6 participating vendors from an original 8. Only one has a street food cart price point, though no indication of portion size. Two carts offer a meal at \$5, one of which can be purchased in a number of restaurants close by for less. The remaining 3 vendors have no price point in there listing on the a la cart website. So many possibilities are being overlooked - taco stands, empanadas, boiled or roasted corn, If the hot dog is the only food product that can stand up to the scrutiny of the safe food legislation then it's time to sit down with Health Canada to test various foods, equipment &amp; cooking methods, then write some new legislation specific to outdoor carts - not trucks or restaurants. / / / Focusing our efforts on co-operative solutions to these issues &amp; others will benefit the entire region. Every community in Southern Ontario depends on Toronto for it's economic well-being. I believe every community needs autonomy for community-specific concerns; and I certainly am not in favour of the GTA expanding. Looking at economic &amp; practical integration of roadways and transportation, waste &amp; water management, etc... with an emphasis on GTA is crucial for the entire region. A portion of the money taken out of Toronto to neighbouring communities needs to be reinvested in Toronto so it can continue to accommodate residents, commuters and visitors. In turn, Toronto would have a responsibility to fund projects that significantly improve these systems making their use by surrounding communities an affordable, easy and practical option. / / My wish is that instead of our regional neighbours perpetuating the "I hate Toronto" sentiment while they enjoy all the wares &amp; opportunities Toronto has provided them with, perhaps a small "thank-you" in the form of co-operation would be more gracious, effective, and Canadian. Not only co-operation with Toronto; but co-operation amongst all the cities &amp; communities.</p>
600.	Affordable housing. There needs to be much more made available to the most vulnerable / Above-ground light rapid transit. We need this very badly Subways are too expensive.
601.	Safety on the streets and on the TTC
602.	Transit. There was nothing on the previous page about public (or private) transit.



	<b>Transit - Other Important Issues</b>
603.	I believe the city should focus on making the municipal government more trustworthy through interaction with the people of the government. You should be more hands on and in the streets finding out what will make the PEOPLE, feel better living in OUR city because after all YOU represent US. There must be cheaper ttc costs, more effective police officiating and more after-school programs. Instead of just shelling out dollars, perhaps we should focus on the efficiency, train cops better and give them the tools to be better officers, rather than churning out more officers per year. The same also goes for non-profit, youth benefiting programs.
604.	Expansion of the streetcar system, or a trolley bus system throughout the city.
605.	Street furniture, waterfront development, making sure we don't get an NFL team because it's a pointless and foolish idea. More pedestrian zones, extending subway service hours, easing up on street food barriers to open to make it easier to get different foods on the streets, actually treating us like people who live in the city of Toronto, and not just a bunch of wallets. We're not just taxpayers.
606.	transit
607.	affordable public transit / smaller classrooms / proper bike lanes all across city
608.	Transit and bike lanes.
609.	I think we need more bike lanes and safer ways for bikes to share the road with cars. A subway train to the airport would make this city world class. While I don't relish the thought of high taxes, I understand that they are necessary to pay for many of the services that make Toronto great. I think that condos and apartment building should be monitored more closely for their recycling/environmental practices.
610.	transit, garbage
611.	Subways. Traffic is terrible and the government should be ashamed of themselves for not implementing a gas tax to pay for public transit or a toll for entering the city from the suburbs.
612.	Better public transit
613.	Transit.
614.	public transit / social services / waste services / child care / poverty/affordable housing
615.	Affordable access to services, daycare, transit, good jobs.
616.	street vendors like on the program - East Street / reworking bicycle routes / controlling panhandlers / world class city - prove it
617.	moving the people- TRANSIT / Completing projects that are languishing and necessary- the west end pedestrian foot bridge, city hall, etc
618.	Services for families and individuals who are not necessarily "vulnerable" but require access to public services such as transit, child care, etc.
619.	public transit



	<b>Transit - Other Important Issues</b>
620.	Consistent and thought out development plan for new housing construction, particularly condos - and how the density in new areas are overburdening existing infrastructure without the requirement for developers to contribute to infrastructure improvement. The developer plans need to include more contributions to infrastructure, parks, transit and other services the new residents use.
621.	Low to no user fees for public recreational programs in parks and schools, e.g. swimming, summer camps, winter sports and cultural activities etc for children and adults. Full support and expansion of public libraries -they are the hub of our communities. Community gardens. Bike lanes throughout the city. Road tolls to reduce pollution and encourage the use of public transit. MUCH more affordable housing. Increased educational and social support for immigrants
622.	Transit
623.	We need a affordable and accountable Transit system. Toronto lacks connectivity.
624.	Toronto should be a city that is Public Transit, walking and cycling friendly!
625.	The city should consider building a world class race track up at Downsview Park. With Corporate Funding from the private sector. For every dollar spent on building it, one dollar would go into building subway stations that could show case the company's product. Imagine a Subway Station that would be called "Apple" or "RIM". We could host the first North American Electric Motorcycle Race. These bikes are fast. If a city like Austin Texas can build one, why are we sitting on a potential gold mine. Imagine the Indy and Formula 1. Imagine NASCAR and MotoGP. World events in our back yard. I can see it now, no more boring expensive walkways to the train, I see a walkway that brings your senses alive before you watch million dollar cars race for the day.
626.	transportation, particularly public transportation is the backbone of any great city. Our TTC is great, but it could be better and reach more people. If we could get more cars off the road by making transportation more appealing, we could improve air quality (cars idle in this city quite a bit sitting in traffic), increase ridership, and make transit more accessible to those with lower incomes on the outskirts of access to public transit.
627.	Child Care / TTC / Too many police services/money going towards police
628.	Affordable housing, transit planning, ensuring services are not cut, lobbying federal and provincial governments for city building initiatives and citizen engagement
629.	TTC. This is a poorly written survey.
630.	lack of public transit, failure to prioritize transit, the general ugliness and low urban design quality of the city, the need for better architecture, the need for more creativity with respect to city life, the lack of affordable housing, maintaining the urban tree canopy, enforcement of rental property building standards, preservation of historic buildings
631.	Focus on quality and affordable public transit
632.	Do not privatize garbage collection. Make it an essential service to prevent strikes. / Our roads are clogged with single car commuters. We need better transit all round.
633.	Homelessness, affordable housing, gridlock, and public transit

	<b>Transit - Other Important Issues</b>
634.	Public Transit
635.	Taxes need to be recognized as only one small part of the affordability picture. If we cut taxes, and the services (e.g., grants etc.) they pay for, then individual Torontonians will be left to try and replace those services by paying out of pocket. Many people will be unable to pay for formerly public services out of pocket. Without the bulk buying power and sharing efficiency of the City, the rest of us may be left paying a lot more for inferior "goods". Perhaps more significantly, we must remember that taxes and the things they pay for provide the essential "skeleton" for a healthy economy and the generation of individual income. Without vibrant public spaces, hop-on-hop-off public transit, children's / athletic programming, city-sponsored cultural events, immigrant assistance, and other publicly funded goods, homegrown storefront businesses will "starve", and it will become harder to attract job-creators from overseas.
636.	Infrastructure support is so important like having the subway to the airport and York University. Also, affordable housing with condo builds that are creating neighbourhoods. Our waterfront is a disaster. I want our Mayor to be interested in building a healthy livable city.
637.	Widely accessible, modern transit such as LRT as opposed to subways which will only serve a few.
638.	Transportation infrastructure - affordable and reliable public transit, improved cycling infrastructure
639.	public transit
640.	Affordable child care spaces, housing, transit
641.	Public Transportation and accessibility. All ends of the city need to be connected with an affordable form of rapid transit that can be doable. The ends of the city, i.e. East Toronto such as Port Union and Meadowvale, are not reached by the proposed subway. This needs to be fixed.
642.	Building affordable housing and low income housing, shelters, increasing the quality and quantity of social services for women and children, bridging the increasing gap between rich and poor, addressing the problem of pollution in the city with better transit services and more bike lanes.
643.	Increasing bike lanes and making Toronto more cyclist friendly. Improving the TTC and lowering the fares for students and seniors. Investing in the arts and music.

	<b>Transit - Other Important Issues</b>
644.	Every issue on the page before this. / No issues should be left out. The gap the City is dealing with in the budget is not because of these services. / Ford's agenda to stop the vehicle registration tax was a huge mistake. That was one of the few revenues the city had. Without revenue through raising taxes or other permits like vehicle registration tax, then the city will clearly not meet its budget. The people who are about to lose out on services are the city's most vulnerable people or people involved in community improvement through arts, environmental action, etc. / / I walk by several police officers a day who are monitoring traffic. It's ok for the Ford's to sign off on \$5 million a year for police at construction sites, but we couldn't have held onto 40+ TTC bus routes for the public benefit. Don't take away the things we need and spend money on things that aren't necessary to waste taxpayers \$. How can you get rid of FREE community input on various issues but will spend \$ on things that no one asked for!
645.	waste, transit, food, environmental systems
646.	I'd like to address to previous questionnaire. although I am very concerned with culture. What about city services such as garbage collection and the ttc? I would like to highlight those issues as well. cycling infrastructure? parks and urban forestry?
647.	traffic flow / TTC upkeep /
648.	Visitors first impressions and welcoming of visitors and business people. The state of our streets is appalling. The subway entrances (exterior) are often filthy. Transportation from the airport is confusing and expensive. Customer service is often indifferent if it is present at all compared to the US.
649.	How can TRANSIT not have been included or even mentioned thus far in a municipal survey ?
650.	Transit!!! Making Toronto a more bike, walk, transit friendly city. There is too much traffic, Toronto should encourage alternate forms of transportation.
651.	Mayor Ford's very bad subway and transit plan.
652.	De-concentration of rail with Eastern and Western transit hubs (at Rough Valley and at Queen & Roncesvalles). Concentrating every service on Union as a single junction for the city is unsustainable. / / / Scraping the diesel corridor from Union to Pearson. Modern cities build terminals with check-in services, like Paddington and Hong Kong station. There is no space for this at Union. A terminal with a direct high speed route to the airport should have been considered for St Claire West station. Before that, the Bloor-Danforth should have been extended all the way to the airport.
653.	subway to Steeles or beyond
654.	Transit
655.	I think that better and increased public transportation is the main challenge facing the city, but it is lost in a box with other issues, e.g. water. More subway lines, especially to the airport, York University -- the city will be totally gridlocked soon if little is done. While condominiums continue to go up near busy intersections, there appears to be no thought given as to whether the local subway station can accommodate all the new passengers, e.g. at Eglinton.

	<b>Transit - Other Important Issues</b>
656.	Housing, TTC
657.	Traffic gridlock and inefficient public transit system.
658.	The transportation system needs to serve the communities that need it and not simply those in the downtown area. Road tolls would also be an effective way to reduce traffic and encourage carpooling and the use of an adequate public transit system. The reduction in shelters and counselling services for women is a serious problem. When a women and her children are threatened with injury or death, she needs a place to go where she can be safe.
659.	The TTC is continuously claiming a financial shortfall and threatening to raise fares. As thousands (if not millions) of people rely on the service as a way of life, the City needs to initiate an audit or inquiry into where the money is really going. We can't allow a single organization to hold the city hostage due to poor accounting when so many (especially the vulnerable) citizens rely on it as part of their daily lives. I remember visiting Toronto years ago when the TTC fare was \$2. Then moving to Toronto and it becoming \$2.75, now it's at \$3 and looking to go up again....stop the insanity and start with the proper accounting!
660.	free transportation and better bicycle routes with dedicated and separated lanes
661.	This city needs affordable public transit that gets cars off the road. Bus lanes, streetcars, subways.
662.	Establishing and maintaining an urban forest at Downsview (former military airport) Park ultimately with 100+ year trees akin to Canada's Stanley Park.. Implementing a National Park at Rouge Valley. Exploring feasibility of connecting above hypothetical urban "gems" via across-metropolis expanded Sheppard subway line, west, and, east.
663.	Housing, transit
664.	Public transit
665.	Transit
666.	Expanding Transit / Expanding the reach and accessibility of cultural institutions
667.	Transit / Parks protection
668.	I think that safer cyclist routes are greatly needed in the city. / I also think that independent Canadian artists, including visual artists, musicians, and theatre artists, are not being supported as those creating and defining our city's culture. Without proper support we run the risk of turning into a city of spectacle, but not art or culture. The Theatre's in Toronto that are producing Canadian work are not being preserved.
669.	upgrade the TTC for better service.
670.	Upgrading transit systems, installing more close-circuit video cameras to prevent crime
671.	Multi-modal public transit that connects the entire region and that gets cars off the road

	<b>Transit - Other Important Issues</b>
672.	The condition of the roads in the downtown core is terrible. There are not enough bike lanes and too many cars. Getting around in this city is a daily hazard. The subway system is overcrowded and unreliable. Standing at a bus stop at the scheduled time is by no means a guarantee that the bus will come at all! City employees are overpaid and underworked.
673.	I think less cars - perhaps people could pay toll fees for certain roads to make driving less appealing, give incentive to take TTC. Also, more streetcars. Otherwise I think we've won the lottery to have a Canadian passport and live in the most thriving city in the world right now.
674.	Learning how to plan and consult to avoid mess ups such as the St Clair right of way. Now you are in my neighbourhood doing water work that could have been completed in conjunction with similar works several years ago. Why does the city not think things through and do it all in one shot instead of the piecemeal approach that constantly disrupts us? And don't say budget!
675.	Transit Right of Way
676.	The TTC keeps raising its fare, but the service doesn't get any better. This transportation service needs to be affordable and reliable. We have many residents that can only rely on public transportation, but can barely afford to take it. / Permits for teams to play recreational sports are extremely hard to obtain. The city inspects the grounds and holds the teams with permits responsible for any garbage or alcoholic beverage containers left on the grounds, yet they tend to not acknowledge that homeless, drunks and the many other colourful people who visit the parks are greatly contributing to the debris. / Residential street parking permits - For those who do not have parking at their residence, parking on a nearby street is the only option. It's often next to impossible to find a spot to park because visitors/tourists who don't want to pay for parking at the city Green P or meter parking on main streets, park in these coveted spots. I believe the permit parking area hours should be changed to either one hour parking only, unless the vehicle has a permit. Or Permit parking only from 4pm to 9am.
677.	Improving transit
678.	Ensuring that ALL members of the city have adequate access to housing, healthy food, affordable transport, secure streetspaces. We are a diverse population. We have diverse needs. These are on a spectrum. Do not pit us against each other. e.g. Do not pit the car owner like my neighbour against me - a non car owner who only uses public transit. Do not pit me a house owner against my friend who lives in subsidised housing. We all count. These are not binary decisions. We all count and we all have a right and a desire to participate. Do not pit the different areas of Toronto against each other.

	<b>Transit - Other Important Issues</b>
679.	pedestrian and bicycle friendly infrastructure needs major improvement; the TTC needs major help: specifically more right of way lanes for buses, light rail corridors in the suburbs and the eastern water front; play grounds need help, especially in poorer neighbourhoods; economically vulnerable groups needs help with the children, not police to harass them.
680.	City wide transit to reduce the need for cars
681.	Developing public transit further and ensuring that there is sufficient affordable housing in the downtown core.
682.	public health should be the number one priority. TTC is also important
683.	drinking water, privatization of services, garbage collection and recycling, disabled services, jobs, transit, Wheeltrans
684.	Transit and traffic
685.	A first class city has safe dedicated walking and bike trails, sports and exercise facilities for all ages, large areas of natural green space, more and more trees especially in all streets, shrubs and flower meadows, museums and art galleries, public transit for all, well funded public schooling for all, libraries, public health and well planned public housing Such a city needs policies and long term planning and stop relying on the unelected OMB as a thoughtless planning tool. Don't forget to build the originally planned bridge in Fort York. With any luck a lot of people will come to Toronto for the Pan Am games, as well as Torontonians visitors should be treated to a fine and interesting city with evidence of art, culture and architecture.
686.	Cut the Police budget - it is grossly disproportionate to other services. / Improved Transit for all of the city - not just one region / Arts and Culture are extremely important to the success of this city. Approve the \$25/capita increase that you already voted for. It's a drop in the bucket.
687.	TTC is way too expensive - efforts to make it more affordable should be considered.
688.	Public Transit improvements.
689.	Violence such as robberies and assaults. Harassment is also a big issue especially to women, because the police has not performed its task of protecting them. Every time I had someone harassing me police took hours to show up and never protected me the way they should (they simply gave "warnings" to the men harassing me), even though I have suffered an assault months ago. / The transit system is also not efficient in terms of communication. One example is the 29 Dufferin bus: many people get off at King street to take the street car and sometimes that stop is not in use and people must get off at Queen St to catch the King Street cars. However, we do not know about stops not being in use and only find it out once we get off at King and then need to take the bus back to Queen. That happened when I had a job interview, and luckily I left home 30 minutes earlier than necessary. There must be clear and efficient communication within TTC employees and transit units (buses, street cars, subway) and the public. The driver could have advised us periodically "Those who need to take the street car on king, please get off at queen". Simple, and efficient.

	<b>Transit - Other Important Issues</b>
690.	The lack of accessibility to city services is a problem. There should be functioning elevators at all TTC stations. Housing must be affordable for the most vulnerable. Low income housing must be properly maintained.
691.	poverty and housing. In particular the lack of availability of affordable housing for poor and moderate income people. There also need to be controls on slum landlords. Secondly a sustainable and affordable transit system is particularly important to the more marginalized communities as well as for the environment. Access to the waterfront with free availability of watersport activities, incl. swimming is very important. That requires controls to stop polluting the lake water. I also wish for a more reasonable way to handle bicycle traffic with separated bicycle lanes and exemptions for bicycles in traffic calming zones so they can roll through stop signs and ride on one-way streets the opposite directions where feasible. Overall I wish to protest the mayors choice to build a subway in lieu of honouring the previous transit agreements. I disagree with any cuts to services in favour of cutting land transfer taxes or vehicle registration taxes. In fact I would welcome a tax on vehicles entering the city core.
692.	Public, affordable, quality childcare / Public, accessible transit (lightrail , not expensive white elephant subways)
693.	TTC needs to be affordable. TTC need to stop idling time at stations. This wastes our money and pollutes our city.
694.	Improving infrastructure for cyclists; making public transit more affordable
695.	Effective, affordable public transit needs to be a priority if Toronto is going to function effectively and be a livable city in the next 10 -30 years.
696.	Public transit - more subways, streetcars, LRT Important Issues / / Are there any other important city-wide issues you think the City of Toronto should...
697.	Salary increases should not exceed inflation. Public transportation (TTC/bikes) should be increased, but the proposed subway should be cancelled and replaced by LRT. Reconsider how all services are delivered and find other means. Push back to province, or federal govt and use volunteers. Social programs should be delivered provincially. Downloading was an abomination and the old testament dictates the treatment for its perpetrators.
698.	We need a long term plan to increase the density of the city to a level of Paris, Berlin or London, in order to create a mixed-use network of neighbourhood's that are linked by transit.
699.	Access to services - affordable housing, childcare, parks/recreation, transit, infrastructure
700.	Equitable access to city services such as transit, libraries, cultural, recreational services.
701.	In present development criteria, there is no consideration for newly developed residential areas. Development always ourselves the needs of citizens in city centre. the public transportation system does not have enough facilities for disabled, not all stations have elevators or escalators. Service poor at night.



	<b>Transit - Other Important Issues</b>
702.	transportation, both public transit (TTC) and traffic congestion
703.	Transit, garbage, regional planning, libraries, water/sewer rates
704.	remove costly programs such as public or affordable housing - transfer to Provincial or Fed / remove provincial courts, city run jails, to Provincial or Feds / Remove TTC - amalgamate it with Provincial GO System / Sell-off Metro Zoo Land, CNE Land, Toronto Parking Authority property / re-organize essential services such as police, fire, ems and health dept, amalgamate EMS with health / Amalgamate permits and licensing of food, bars, and massage parlours under health dept
705.	Affordable housing - we must have a national programme paid for out of general taxation. Transit should receive stable long-term funding from the province as well as revenue from road tolls.
706.	We need more buses - it is very hard to go anywhere. Scarborough is very bad. You have to wait for the bus.
707.	Affordable housing / public transit / civic engagement: participation / Access to parks and recreation services / Access: equity issues
708.	Ensuring diversity and accessibility for everyone. More wheelchair friendly TTC subway stations and elevators in the subway stations to cut down on Wheeltrans reliance. Providing city wide full day kindergarten and thus helping single parents or working parents.
709.	Isolated, alienated suburbs; inadequate transit, road repair; racism and discrimination; daycare; welfare adequacy; market value assessments; inadequate tax base; equal access and quality education; ESL; immigrant settlement services
710.	Public transit / Accessible and responsible representation ensuring that corporations pay their fair share of taxes
711.	Funding of non-profits dedicated to helping lower income people, refugees, LGBT communities and other disenfranchised groups. / Getting more Federal funding for transit and have more light rail lines and subway stations for 416 commuters, not looking after only the drivers from 905.
712.	Providing more efficient transit service / Providing more jobs sot that less people especially young people can get off welfare
713.	Reduce the fare of public transportation. More public transportation. We do not want any more cuts.



	<b>Transit - Other Important Issues</b>
714.	<p>Firstly, Mayor Ford's policies are short sighted in every possible manner. The city faces a \$900 million 2011 budget gap , so cancelling the vehicle registration tax although it was good politics was very short sighted. With over 70% of the city's budget for EMS, Police, health services, fire, TTC. The city needed to expand its tax base to support these services. Secondly, cancelling the LRT plan was again short sighted , the LRT plan was affordable, prudent and fiscally responsible. It would have served less dense neighbourhoods in the outer suburbs in a great manner and would have connected several neighbourhoods to the city's core. The mayor again acting in his short sighted way, decided to cancel these projects. Thankfully the Eglinton line is still being built and going ahead. Also building the Sheppard line with private funds, that is very very funny. Who and how is this going to be paid for? Will it be paid by our tax dollars? by ridership fares, by selling land to developers at a discount? / / We are getting a lot less for these subways and they will be underutilized then we would have gotten if we kept the same LRT plan from the previous administration. Also, musings on bringing a football team to the city, please focus on the real issues at hand. Are you saying that buffalo, Cleveland, new Orleans are great cities because they have a football team - what spend a few hundred taxpayer dollars to have a team play fourteen games a year. / / defending the monies spent on having police offices at construction and sporting events. These services can and should be provided by lower cost services / / Libraries, privatization of essential services, maintaining support for priority neighbourhoods</p>
715.	<p>Accessibility for seniors in subways, more washrooms in subway stations / Affordable housing / Increase in social assistance / Special diet allowance</p>
716.	<p>Public transit affordability and quality service / Daycare subsidies / Public Health / Garbage/recycling / Public Libraries</p>
717.	<p>Refurbishing run down park facilities. Improved facilities equals more use, which equals safer parks. Sell all houses owned by Toronto Community Housing worth more than \$500k and use the proceeds to house low income families in clean affordable and well maintained apartments. Improving the TTC service, implementing a pay per distance system like Tokyo's</p>

	<b>Transit - Other Important Issues</b>
718.	City infrastructure must be a high consideration. For example, I find that there are a number of surface parking lots in the core of downtown Toronto. These lots take up a lot of space and I often consider why there is not more of a consideration (if not mandatory) to build parking lots that are multi-level. Reduces the foot print and frees up available space for small green parkettes which the downtown core also sorely requires. I see a number of unused/unrented buildings around St. Lawrence market (north of and east of). Why can't the city purchase these properties and put in green spaces for everyone's use and beautification of the city? I believe the segregated bike lanes should be a high priority to get people out of their cars and moving. Now that Bixi is in Toronto this should be a given that we need our cyclists to feel confident on the streets. Public Transit has to be a high priority, regardless of cost, to keep this city moving. Vehicle congestion simply cannot continue at current pace for Toronto to be the Canadian economic power house that it is.
719.	The costs of cancelling the Sheppard LRT line needs to be made public. Rumours have it costing as much as 50 million and if we are expecting a 750 million shortfall next year is it fiscally wise to cancel the LRT programs. Yes build more subway and do it with a P3 model. But if we extend Yonge as listed on the TTC site or start a Downtown Relief Line these would be more successful in finding P3 funding
720.	more bike lanes in the downtown core, more shelters for the homeless especially during extremes of weather, more preservation of historical buildings, less condos, fewer tax breaks for the upper class and more for the middle and lower classes, more services and affordable housing for seniors, more TTC routes and longer hours of service
721.	the TTC
722.	I think 400 series highways (Gardiner/QEW included) should be tolled on their off ramps leading into Toronto. When those living outside come into the city, they use massive amounts of our infrastructure, yet pay no taxes for it. We could use a system like the 407 does. When Torontonians use it, they wouldn't be billed, so they could still be used for cross town local traffic. ALL monies collected should be dedicated to building our public transit. We could fund subways everywhere with that kind of funding.

	<b>Transit - Other Important Issues</b>
723.	<p>1) Many large corporations owe millions in back taxes, yet to date no-one has had the guts to threaten them w/ jail time if these are not paid. If collected, there would be plenty of money in this city. 2) Union wages account for 50% of Toronto's budget. We need to privatize more services. 3) Licensing cyclists would also bring money as well as ensuring they obey the rules of the road. 4) When cyclists and pedestrians go against the lights, proceed when drivers have an advanced green or jay-walk/ride, they should be given tickets as they present a large danger to themselves and drivers 4) More enforcement for drivers who use cell phones as I see many who still do 5) More police presence is needed 6) Judges must give out stronger sentences as I've seen many police turn a blind eye to crime as they know the judges treat the justice system as a revolving door 7) TTC must curtail those who don't pay, must never again build a new subway without having stores as they bring revenue and should move to 24 hour, 7 day service 8) Use smaller buses on less busy routes as they will save money 9) Re-open the Planetarium as it would generate income, create jobs and ensure future generations stay interested in science .</p>
724.	<p>Sheppard subway start now and only to Downsview. underground trams along Eglinton, Finch, Don Mills, Don Mills subway to Scarborough Town be trams underground. / \$100,000 councillor salaries + benefits + office staff of 5? paid too high for very little esp. North York. / Health and safety of streets, China town filth / too many recesses or time off for councillors photo ops do not count. / sewers and water system years ago neglected. / restore night court for traffic summons / that the City will get any more transfer money - no one has taken Provincial or Municipal government seriously. / if that happens more transfer from Ottawa to Ont. to Toronto we'll know something was or now is in the works. June 4th</p>
725.	<p>When reviewing different departments for cost cuts, redundancy and duplication should be a priority not wages. Safety to employees and citizens need to be taken into account. There needs to be less management and more workers. I do agree that some unions have a stranglehold on wages being too high. I've notice that essential services are being blamed for having too high of wages. I have many friends in all employment fields of the city and have noticed that there is actually a large disparity between the yearly contract wage and the actual year end wages of some departments due to overtime. I know for a fact that the Toronto fire department does not collect overtime. I know of several people working for the TTC, city works, city staff, police and paramedics whom make far more money than the fire department because of overtime. This doesn't appear right. Also concerning traffic, far too many traffic lights are going up, some only less than 2 hundred feet apart. Most not synchronized so traffic can move smoothly causing people to race a beat the next light or run the red lights, Also out in the east end there is not one road east of Markham Road that extends from the 401 to Steeles Avenue causing massive congestion even though city planners have had numerous occasions to rectify this. city planners decided that putting in even more homes was a better idea.</p>

	<b>Transit - Other Important Issues</b>
726.	cancelling plans for diesel trains to Pearson airport and, instead, use electric trains through residential areas.
727.	Transportation please, above all else work towards cutting down congestion, improving public transit and getting those subways built! / / this improvement in transportation will help the economic, environmental and social bottom line, it is in the interest of the city to try and get as much from the federal and provincial governments as possible!
728.	Salt applications and snow removal on streets should be commenced before the roads become hazardous. Work on infrastructure such as city roads and water/sewage systems should be priorities. Put more public transit vehicles onto the TTC to reduce overcrowded conditions - raise fares as needed. Build the new subways!
729.	The Government put more money to TTC is waste. Private mass transit system can improve the waste, it is the competition. / Provide a high quality life to residents. it will reduce the hospital visit, and medical spending.
730.	Transit, affordable recreation
731.	TTC
732.	The TTC is the very lifeblood of the city. Fix it, make it an attractive option to sitting in traffic gridlock, and user revenues will cover the increased investment. Oh, and by the way, it IS a necessary service, just like police and fire protection. Transit strikes should be illegal.
733.	TTC as an essential service. / / Cleanliness of subway stations and sidewalks.
734.	Traffic, let sync lights, stop removing lanes etc what a mess at the bottom of Young Street we have just created also need more public transit Also why do patios officially close at 11 what joke lets have some fun and culture. Events like pride and cabaret bring fun and money in to the city. Oh can we stop closing the Gardner and DVP for runs and bike rides give me a break 100,000 of thousands use these now sit in traffic on city streets causing more damage for a few 100 runners send them up to Downsview or something where there is lots of room
735.	Progressive taxes (on larger income earners) should support better social services. Removing the annual vehicle fee did not make sense - those funds could be used to subsidize and support the TTC. TTC fares receive some of the lowest levels of government funding in the world - this needs to change.
736.	Better access to efficient transit for people not on the existing subway lines. Better biking infrastructure.
737.	Do not cut services, instead find other sources of revenue such as user fees, public-private partnerships. LRT should be promoted over subways and buses. Roads need to be better maintained and bike lanes should be better designed to meet the growing demand for biking in the city. The waterfront needs to continue to be enhanced in a systematic way and the mass sell of City owned lands and assets is not the way to go.

	<b>Transit - Other Important Issues</b>
738.	Public transit needs a HUGE boost - I think we should be building subways that reach to all corners of the city. We should also resurrect the idea of a Queen Street line subway. I realize this is an expensive proposition - but major cities ALL OVER the world have made these investments (London, Paris, New York, Toyko, Vienna) and they are critical to our future. There is also a justice issue here -- transit is used to a higher degree by women, people of colour, lower income / working people. Making transit easier to use, more effective / faster, more affordable -- higher quality and a point of pride -- is necessary to holding this city together on so many levels.
739.	making the city more sustainable in the way it: purchases goods and services, deals with trash, deals with water, intensifies along transit lines
740.	Transit - cars interfere with efficient movement of transit. Why should a street car with 60 people on board have to wait 5 minutes for a car with one person to make a left turn?
741.	The very important differences between the suburban sprawl around Toronto and the people who live in the urban core. Both sets of needs should be addressed. However, too often the needs of the outlying areas are considered above those living within the city. / / Also, bring back the LRT!
742.	Public transit, healthy communities
743.	stop spending \$250,000 on Dog Parks / we need road tolls to fund transit efficiencies and get people in suburbs out of their cars - into buses - in special bus lanes dedicated to people moving - this will improve air quality , congestion and keep cars out of the downtown / you must be aware of the lost productivity and the 80 minute commute for citizens of the GTA - some of the longest in the world!!!!
744.	I am one of the over 50% of Toronto's population that has immigrated to Canada and specifically selected Toronto as the place where I want to grow my career and raise a family. I want our leaders to have as much of a vision for, and commitment to our city, as I do. I am concerned that residential taxes are too low to properly support a growing city. Our infrastructure is old, and our transit is poor. Our residential taxes are some of the lowest in the world, yet our city services, including transit, police, culture and social services, are expected to meet ever increasing demand without additional support. Yes, these are expensive to maintain, but they are an investment towards a safe and prosperous future. I for one would be happy to pay more for them.
745.	HIV/AIDS - 1 in 160 people in Toronto are living with HIV / / Transit
746.	Bike lanes. The city needs sustainable transportation which are bike lanes. People use them all year round, not just in the city. Street parking needs to be given up for more bike lanes. The city should review their policies on bike lanes and review the effectiveness of bike systems in the Netherlands and Germany. The implementation of these new bike systems should be dealt with quickly and efficiently, rather than take several years. / / Also, the TTC is one of the worst transit systems for the city this scale. There are not enough buses, streetcars and worst of all, not barely enough subway lines. Fares are too high and employees are paid too high.

	<b>Transit - Other Important Issues</b>
747.	AFFORDABLE TRANSIT
748.	bus fair should be cheaper and also metro passes / and in the community offices the volunteers should get free tokens
749.	Transit, affordable housing, poverty, homelessness.
750.	The TTC needs an overhaul. Funding to cover new projects as well as new management or audits to eliminate waste. A healthy public transportation system is vital to the needs of the city.
751.	Traffic congestion, civic engagement, access and equity City Councillors should conduct bi-monthly town hall meetings somewhere in their wards to offer constituents the opportunity to question, comment on and suggest ideas to improve the running of our city. The City of Toronto needs to develop and maintain partnerships with other cities on issues of common interest such as mass transit, roads and infrastructure.
752.	long term planning to fix downtown transit issues
753.	Building a safe, comprehensive bike network (incl. finishing the West Junction path to Union Station). More subways and light rail (bring back the vehicle tax, find private partnerships to sponsor new subway and modernize the TTC by getting rid of ticket takers and have all fares paid electronically).
754.	Heritage - Toronto seems to be losing all it's historic buildings / Tourism - lost revenue due to the ugliness and congestion / Transportation - link Toronto with the Golden Horseshoe with high speed trains
755.	Transit
756.	The fact that public services in our City are necessary and vital ways and means to provide safety, security and to meet the needs of all residents and person who live, work and play in the City of Toronto. Transit needs to be a number one priority. Making car users pay for the services they receive and the congestion and environmental costs of their driving is essential. There also needs to be more attention paid to both the rights and the obligations of citizenship (not taxpayership, not car-driver-ship, citizenship). Transparent government with a regard for established, detailed facts and civility is essential. A \$1000 fine should be instituted for every instance of a public official using a term such as "lefty pinko," which degrades the discourse immeasurably, with more than ten fines resulting in forced resignation.
757.	indoor or maintained bike routes following subway routes to reduce traffic and transit all year round not just for the summer. Diveristy & Inclusion / Environment / Toronto's image on the global stage - global reputation & attractiveness
758.	Free bus services for seniors after the rush hour. Other countries do this.
759.	Public Transit
760.	Public transit expansion and improvement; planning for smart development and growth.

	<b>Transit - Other Important Issues</b>
761.	The city should consider congestion-based pricing on roads. The revenue from this should be dedicated directly toward transit instead of the general revenues. The city should also try to index property tax increases to the rate of inflation. In order to fund this, increases in user fees should be considered. Selling valuable assets like Toronto Hydro, waterfront real estate or Enwave should not be considered as a way to bridge the budget gap.
762.	Transit / / Creating a liveable, accessible city
763.	The city needs to take serious action against air pollution. Downtown Toronto has a smog problem in the summer, and this could be greatly alleviated if the government put in place more incentives for citizens to leave their cars at home. This would include greater investment in the TTC, perhaps funded by road tolls on major roads into the city. There are a lot of people who drive their cars into the downtown core everyday, but then they leave, leaving their smog for those of us who actually live down here.
764.	Expanding public transit and increasing service to outlying areas.
765.	Transportation - the transit system is used by the hard working poor - it should be affordable and comprehensive
766.	Increase safety and accessibility for bikes and pedestrian movement. Service delivery and modernization of the TTC. Bring credibility and accountability back to City Hall, enough with corruption. A different attitude from municipal leaders--it's not aan us or them fight, we are in this together. Let's strive for balance.
767.	More respect for cyclists, bike lanes, and pedestrians. Better funding and coverage for the TTC (no fare hikes, please). Fewer cars. More green space. No cuts to services (raise taxes if you have to). Respect city workers rights to good wages. The Leafs not sucking would be nice, too.
768.	Affordable and supportive housing / Public transit across the GTA / Bicycle lanes
769.	Bicycle lanes. More efficient and affordable public transit (TTC).
770.	Toronto is a notoriously bad city in which to be a cyclist. I strongly believe more needs to be done to encourage and accommodate urban cycling, not only because cyclists have a right to a fair, safe share of the road, but also because it's in the best interest of Torontonians from health, traffic congestion, and environmental standpoints. Furthermore, Toronto needs to further develop its public transportation. Our subway system is far less developed than those of comparably sized cities around the world, yet TTC fares are very high. More tax money and work needs to be put into the TTC and cycling infrastructure, rather than offering tax breaks to motorists, hiring superfluous police officers, and waging a pointless war on graffiti.
771.	Transit; youth poverty.
772.	Expanding public transit
773.	Public Transit
774.	Social well fare services



	<b>Transit - Other Important Issues</b>
775.	Holistic thinking, fact-based, long-term thinking... it's not an "issue" but rather an approach. For example, transit can be understood to address social inequality, climate change, grid-lock, lost \$ in congestion, social benefits (e.g. more time with family, get to know your fellow citizens through sharing a commute and not isolated in your vehicle), etc.
776.	Lack of appropriate public transit.
777.	Public transit
778.	Transit improvements to give everyone more equal access
779.	Easily accessible public transit and safe cycling are crucial to opening up this city to all of its inhabitants - not just those who live close to good transit or who can afford to drive a car.
780.	Providing good services at value for money is important. The City needs to look at developing efficiencies by reducing non-productive management positions in Toronto departments, agencies, boards and commissions. For example, look at why Toronto Public Library's managerial ranks earning over \$100,000 a year have swelled since amalgamation at the same time that unionized positions have been cut since amalgamation. Is that efficient or simply empire building? / / Toronto Police do a great job but end the paid duty for off-duty police officers. This is a waste of taxpayers money. / / The city should encourage citizens to buy City bonds at a respectable interest rate to fund future subway and rapid transit construction etc.
781.	long-term climate change planning, subway construction, alternatives to toll highways, wages and conditions that reflect the labour market for employees (including city council wages), privatization of city golf courses Fiscal health
782.	Public health, Increasing funding for Toronto Community Housing, Toronto Public Library, TTC
783.	Not selling off City owned assets like Waterfront property, historic sites like Casa Loma, TTC stations, Community Housing or any City/Taxpayer owned asset.
784.	keep the city clean, city is very filthy, litter everywhere. Transit infrastructure feeds into environment, affordable living, safety
785.	garbage collection, reliable transportation networks (streetcars and buses!!)
786.	TTC sucks. it needs fixing
787.	transit
788.	TTC
789.	Transit affordable, fast and reliable transit not just for some areas of the city but for all.
790.	City Councillors should conduct bi-monthly town hall meetings somewhere in their wards to offer constituents the opportunity to question, comment on and suggest ideas to improve the running of our city. The City of Toronto needs to develop and maintain partnerships with other cities on issues of common interest such as mass transit, roads and infrastructure.
791.	Services to new comers, libraries, Health services, recreation centres, TTC / public transit / bike lanes



	<b>Transit - Other Important Issues</b>
792.	PUBLIC TRANSIT
793.	Make transit more available to everyone. New streetcars that are accessible are a must. / Make the city safer for people who ride bikes. Safer bike lanes in the downtown core. / Make Toronto a world class city by following what Chicago did with their waterfront.
794.	Proper Transit Expansion, Public Health knowledge in schools
795.	Public transit specifically!! / / Toronto has one of the most under-funded and poor transit systems compared to other cities of its size and calibre. With more investments in public transit, more people would take the TTC.
796.	The city should strongly consider the impact of cutting taxes before actually cutting taxes so we don't have a repeat of this \$774 million disaster in 2012. The city - in it's quest to "respect tax-payer dollars" - should also stop and think before cancelling already budgeted transit plans and replacing them with far more expensive plans that will service fewer people.
797.	pay raises, stupidly calling the TTC an essential service, high rent
798.	If public transit is not grouped into infrastructure, then public transit
799.	Traffic congestion. We need subways but in the meantime we do need bike lanes, but lanes kept separate from cars if we wish to see less traffic in this city. How about doing what London does and charges \$\$ for cars to drive into the core of the city? That money could be spend advancing our transportation necessities and would also get people out of their cars and onto bikes or TTC
800.	The reality that people hate the TTC & will be riding bikes... It's not going to change, keep building on bike lanes & safety enforcement. I don't cycle EVER but I think it's incredibly important.
801.	Library services-branch accessibility in view of Accessibility for Ontarians; periodicals ought to be more Canadian or international in origin rather than American -lots of pop culture stuff is now online; location, consolidating branches close to each other into the most modern branch. i.e. Yorkville closes and books go to Toronto
802.	improve public health services, public libraries, pubic transit, emergency medical services, police services, increase affordable housing and recreational and community centres.
803.	Please please please increase the frequency of subway, streetcar and bus service during rush hour. I have to board the eastbound subway at Bathurst station every morning and very frequently am unable to even get into the car. A modern city cannot thrive if it's population cannot even get to work.
804.	transit and light rail, better bus services
805.	Providing funding for child care and public transit.
806.	Cultural activities that are not aligned with Sports: visual arts, libraries, theatre, music and street festivals. Parking and transportation around the city continue to grow as problems. The city could use more police enforcement of parking violations and attention to abuse of parking passes such as handicapped parking fraud.



	<b>Transit - Other Important Issues</b>
824.	Transit and the role of commuter vehicles. Scooters and motorcycles should have free parking, as well as the ability to filter traffic legally.
825.	public transit, libraries, parks
826.	Roadways and too many restrictive signs and traffic lights. The roads are super busy, the 401 is almost impossible to travel on most days of the week. I think we need to go back to the future and have business closed on Sundays to give the city a break and to allow road construction time to catch-up. Transit is also a priority and I support bus & subway expansion.
827.	TRANSIT
828.	Increasing the TTC subsidy. The TTC is the least subsidized system in north America and it shows. Services are constantly interrupted due to technical difficulties, there are no meaningful backups in place (shuttle buses do not have the same load as a subway), and coverage is insignificant. Constantly increasing the price for fares is not encouraging people to use the service. TTC monthly passes are also too expensive. They do not encourage people to purchase them as it offers no benefit to people who only travel to and from work Monday to Friday. This should be lowered to encourage people to buy them and use the TTC more often.
829.	I would hope that the City I live in and pay taxes to - happily, for the most part - acts responsibly as a democratic body, as a guardian of the public trust AND as an employer. Protect the vulnerable, help everyone to make a contribution, economically and otherwise. Build the public realm in a great city. Knock off the union busting. / / Bring back vehicle registration tax, and raise property taxes 5% so we would fill the gap and invest in roads, infrastructure and transit. / / Why have we spent \$3.0 M on unelected consultants who have a say in what items should be axed? It troubles me that Mayor Ford is paying others to figure out the budget, when this should be his job. / / This survey is biased and unprofessional and this whole public consultation is a shameful publicity stunt.
830.	The city's infrastructure is falling apart. It's embarrassing and it's crippling our city. Commutes are becoming more difficult. Cycling is becoming more dangerous. We need to invest in making our city something we can be proud of, improve transit and infrastructure, build more green spaces, including parks, and encourage green modes of transportations by providing a safe and accessible inter-city bike route through the downtown core (between King and Dundas)
831.	Reducing the police budget and improving social services and providing more jobs for youth, especially students and at-risk youth. Any professor of criminology will tell you more police officers does not equal less crime. Policing is 90% reactive and 10% proactive. With the average income of most officers at 80k, we could instead fund numerous jobs for youth who need the jobs to stay out of trouble and avoid drugs/gangs. / / Also we need more bike lanes and to reduce the amount of traffic in the city. Discourage people from driving to the city by increasing parking spaces near the ends of subway lines (i.e. Kipling and Islington)

	<b>Transit - Other Important Issues</b>
832.	The proposed expansion of diesel trains is of grave concern to me. It should be electrified now. I am also deeply concerned about the proposed shut down of the Hassle Free Clinic as I know this service has been invaluable at stemming the tide of HIV and other serious sexually transmitted infections among residents.
833.	Our public transit system needs to be greatly improved if we have any hope of decreasing gridlock and making the city more productive. Although subways are ideal they are extremely costly and take a very long time to create. Light rail and designated bus lanes are a cheaper step in the right direction. In cities like London and New York there is a cost to enter and/or exit the city. This has greatly decreased traffic; however, both of those cities have extensive subways and public transit options therefore negating the need for cars. In many areas of Toronto the lack of a car can double or triple transportation times, that is not acceptable.
834.	The need for immediate publicly funded rapid transit is perhaps the single most important issue facing the city.
835.	The TTC
836.	There should be a larger public transit system, specifically there should be subway lines to Pearson airport and to Square One in Mississauga. Even though subways are expensive they are worth it.
837.	don't privatize services. A healthy city means healthy people. Improve TTC to help reduce smog
838.	TTC prices- don't increase them. Increase police presence. Increase food banks. Remove 5c fee on bags.
839.	TTC, enough said
840.	Increase in taxes or introduction of tolls to pay for new/ improved public transit including LRT and subways, focus on the center of the city first.
841.	Too much traffic, poor public transit, discouragement of imaginative design
842.	Difficult to book Wheeltrans trips if rider does not have computer. Has to hold sometimes for an hour to book ride. Subsidy of computer for ODSP recipients.
843.	1) Rejuvenating the waterfront. 2) Building rapid transit including a train to the airport. 3) Build more bike paths.
844.	Long-range planning .... the waterfront, greenspaces, historical preservation, transit .. Making sure we are going to like the city that we leave to our children.
845.	road tolls - get it going. in the end, as long as the money earned is accountably funnelled into street development, road maintenance, and ttc services, I'm all for it
846.	As someone who has lived in a number of major cities this city fails with transportation I find. The subway system is ridiculous for the largest city in Canada! Montreal has a bigger subway system. The cost of the TTC is embarrassing- what with all the scandals they have had with their workers. The city needs a queen subway system, the growing population means it's time to grow up and get rid of the queen street car. there is no room for it. It's like we have rotary phones all over the city- they are archaic

	<b>Transit - Other Important Issues</b>
847.	Regional transit/transport planning, commuting from 416 to 905 (instead of the reverse)
848.	ttc; caring for vulnerable citizens: poor, mentally ill, elderly, youth; maintaining and expanding bike lanes/ accessibility/ attitudes towards cyclists; community programs for vulnerable citizens and neighbourhoods; maintaining green spaces and arts and cultural events: street festivals, Pride, Caribana, Contact, Luminato, etc.; maintaining recycling and composting, and expanding these programs until greater waste diversion rates are achieved; maintaining quality public housing (which is not happening yet); providing adequate ttc to underserved neighbourhoods that already have the population density to support it (Downsview/ Finch, as opposed to Sheppard)
849.	I value many things but the way things were worded on the previous page made me believe my opinions would be misconstrued. / I value transportation - but we need to discourage heavy automotive activity in the city and encourage bikes, skating and public transit. / I value health - but we need to reduce emphasis on band-aid medicare solutions and focus on environmental issues, access to organic fruits and vegetables and fitness.
850.	Privatizing public services. They belong to the public and it should not lose control over them. Also it is not right to take decent jobs and turn them into minimum wage ones so companies can make huge profits. Of course, if it does not work the public will have to pick up the tab anyway as they are absolutely necessary services. / / The wasting of millions of already spent or contracted transit and other contract, putting the city years behind improving services. The nit-picking over minor expenses in order to appeal to the baser elements of envy in people in order to save a very few dollars. / / Blaming the poor and unemployed for their situation, making it very hard to get any help, humiliating them and making it seem like the "taxpayers" are somehow better and worth people. This turns our society back into a dog-eat-dog, everyone for themselves. Most people who are well off today, who have jobs would find out very quickly if they lost them how it feels to be on the other side of it. / / We should be seeking solutions to have everyone prosper and look to a better future, not just those who are comfortable at the moment. Wasting people's energy on demeaning and efforts to merely survive do not say much about our society. This should not be about the rich getting richer at everyone else's expense though cutbacks and user fees to replace lost tax revenue.
851.	More recreational facilities for community use - parks, pools, arenas, sports fields. / Incentives and opportunities for a greener Toronto - bike lanes, incentives for green roofs, ongoing green bin program. / Improved public transit including a waterfront subway line and a fixed link subway or LRT to Pearson airport. / Pedestrian tunnel to the island airport.
852.	Improving public transportation, particularly bus routes. Also, community centres and parks need good upkeep.

	<b>Transit - Other Important Issues</b>
853.	PUBLIC TRANSIT / Sufficient funding for City Councillors to be able to work with their residents / LACK OF STAFFING TO DO INSPECTIONS AND IN CITY PLANNING
854.	Improved public transit / / Reducing the number of automobiles on city streets
855.	Improving transit across the GTA.
856.	Job creation is not a municipal concern. Having a transit system that allows the city to grow will bring more jobs into the city. There should be a toll for people living outside Toronto driving into the city.
857.	Our public transportation is a laughing matter. The city flows hundreds of millions into the system yet it still cost us \$2.75 a ride with countless delays throughout the day. In places like Seoul or Hong Kong, it will cost me a fraction of that price and hardly a single delay, yet they have 2-3 times more stations than we do. You can't have a healthy economy or environmentally friendly city if your public transportation is a disaster. / /
858.	Restore transit, remove cars from downtown, impose toll fees on roads, improve parks, restore waterfront to the public, restrict condo development
859.	TTC / Transit
860.	Public transportation and the TTC needs to be improved and expanded.
861.	Transportation, explore road tolls, explore "above-ground subway" e.g. Georgetown line
862.	cycling needs to be supported more. those who choose to support environmental and personal health by cycling regularly should be rewarded by better infrastructure rather than punished by the encroaching car-dominant mentality of the suburbs. / / we need more bike lanes and information campaigns to warn drivers about the risks of opening car doors on cyclists and not sharing the road in various other ways. / / the problem of air pollution in toronto needs to be addressed through improving conditions for cyclists, improving public transit systems, and encouraging car-pooling.
863.	Fair and affordable taxes should mean user-fees such as road tolls. I pay 80% of my bus trip, how much of a car trip is paid for by the user?
864.	Public transit, environmental stewardship including animal services
865.	High small business taxes hurt small businesses and move jobs to 905 when infrastructure (transit etc) is better suited for jobs in the 416 area
866.	Effective, efficient and reliable transit service.
867.	It takes forever to get around in this city. Better highway access and transit grid please!!!
868.	Transit
869.	I would just add that the quality of the City's infrastructure, transit and environment combine to be a major input on its ability to create a sound employment base. Government over regulation also impacts the same.



	<b>Transit - Other Important Issues</b>
870.	Toronto's property taxes are amongst the lowest in the GTA. Given that we also have some of the oldest infrastructure, this seems unrealistic. I would rather pay more in property taxes - or through new revenue streams such as congestion pricing - to ensure that we can adequately maintain the city services we have. I want to live in a city that has a vision for the future and is committed to ensuring Toronto's place as one of the world's most liveable cities. This means we need to continue to invest in public transit and public spaces, environmental stewardship, arts and culture. We also need to find a way to rein in spending on police. Crime is at an all time low and yet we continue to increase the amount of the City budget spent on police without any clear rationale. Crime prevention is always a better choice - and we do that through innovative cultural, sports and educational programs.
871.	shortage of transit services. gap between rich and poor
872.	Improving access to efficient public transit (i.e. not just regular bus routes) for areas of the city that are far from subway lines is very important. If you live far from a subway station and do not own a car, getting around Toronto can be very difficult.
873.	Transit (public, biking, etc.)
874.	Encourage usage of Public Transit downtown by taxing car drivers and implementing road tolls. / Focus on improving downtown transit - such as the King St and Queen St buses. Stop allowing car parking on both sides of street. / Implement a public transit system where the rider pays according to distance driven. / Clean the beaches and the water so people can swim anywhere on the lakeshore.
875.	Public Transit
876.	- A second expressway route into/out of downtown Toronto - like the DVP, but for the western side of Toronto, connecting Hwy 400 with downtown. The "Don Valley Parking Lot" needs to be alleviated. / - A subway along Queen street, from the Humber to the Be
877.	Improving TTC services and facilities
878.	Alternative means of transportation - i.e. bike lanes and all night TTC.
879.	Well-thought-out routes and appropriate schedules for public transportation especially to currently under-served and at risk neighbourhoods. / Major streets and intersections designed to accommodate pedestrians and cyclists safely. / Excellent design, architecturally and in other ways, of public spaces in particular but also private properties in order to provide feasts for the eye and heart. / Support for the myriad of public festivals and special events--these celebrations lift the spirits, bring in tourists, and promote a sense of living in a community. / Beautify the streets with an eye to year-round enjoyment--trees, flowers, benches, light standards, bricked paths, sculptures that speak to our common experience, historic plaques--all those small touches that say, "We live here, we value our life here, we enjoy our life here." / Clean, safe, affordable housing and social supports for the disadvantaged among us, especially those dealing with mental illness, addictions, poverty, and lack of training and education, all of which are barriers preventing them from being able to live fully productive and healthy lives.

	<b>Transit - Other Important Issues</b>
880.	Don't sell public housing, don't close Libraries, sustain TTC routes, if taxes are needed bring back the VRT. Certainly don't cut L / TT
881.	childcare, libraries, public transit and bicycle infrastructure
882.	TRANSIT.
883.	TRANSIT
884.	Transit is very important, it's embarrassing to know that a city like Toronto does not have a great expansive subway system/transportation that is reliable and affordable and current
885.	affordable housing / transit
886.	Bike Lanes / Arts Funding / Gay Rights / TTC funding
887.	Addressing the bed bug problem across the entire city, which will inevitably affect everyone as well as tourism in the city. / Keeping the TTC accessible for everyone. Keeping the fares as low as possible. Bringing back late evening bus services that were recently cut. The majority of TTC riders can't afford cars and care about the environment, taking away late evening buses is putting the safety of all TTC late evening bus riders at risk. As a woman, what am I to do if my bus stops running at 10:00 pm and I can't afford to take a cab home?
888.	I am concerned that far too many city employees -- city hall, police, fire, ttc and school board employees for that matter, -- all of whom are the back bone of the middle class, choose far too often (80% + in the case of police and fire) to live outside the city. By not living here, they behave differently when on the job. They necessarily don't have the "pride of ownership". This city is missing that and unless this city finds a way to get that segment of the population to live IN THE CITY, this city will slowly decline.
889.	alternative transportation infrastructure (see New York City low-cost, high payback bike and pedestrian infrastructure); better small park spaces; increased access to libraries; high quality transit
890.	access to public transit for people living in the inner suburbs
891.	Transit
892.	Transit. bike lanes. 5 cent bag tax
893.	accessible, affordable, reliable mass transit
894.	Extension of public transit throughout City with affordable fees. / Recreation access for lower income families / Renovation of outdated infrastructure - roads, sewers, storm water etc.
895.	We need long-term vision for a positive future, not just nay saying. Toronto has been surging over the last decade or so (major new streetcar lines, massive condo development, revitalization of old industrial areas, yonge-dundas, etc.). What are we going to do next to keep that going?
896.	When skateboarding became popular and businesses began complaining about riders on their property the city made an effort to create skate parks throughout Toronto to give them a legal place to practice. I feel the city should do the same for mountain biking and expand on what they have started in the Don Valley.



	<b>Transit - Other Important Issues</b>
897.	transportation, especially creating a balance so people can walk, bike, take public transit, or less frequently drive, safely and comfortably
898.	There is a cultural divide between downtown dwellers and suburban residents, and I would like to see City Hall move towards a more conciliatory, multi-faceted approach to issues that affect different regions differently (i.e. transit, land-transfer taxes, rental and public housing issues, policing and education)
899.	DAYCARE! The city should be more supportive of good daycares who wish to expand - the cost of expansion makes it impossible to do so. I live in a community whose best daycare has 350 on the waiting list yet an empty TDSB building sits next door. PROJECT COORDINATION! Could you ensure that when a street is ripped up, all relevant systems are updated at the same time? It is ridiculous to deal with water one year, gas the next, streetcar rails the following - surely we can do better?
900.	INFRASTRUCTURE UPDATING FOR WATER, HYDRO SERVICE; PUBLIC TRANSPORTATION WHICH IS EFFICIENT ALL ACROSS THE CITY - ST CLAIR W STREET CAR SYSTEM IS A PERFECT EXAMPLE (EVEN THO IT WAS NOT COMPLETED ON TIME, ETC) OF AN EFFICIENT AND EFFECTIVE WAY OF MOVING PEOPLE AND ALSO ALLOWING CARS THERE PIECE OF THE ROAD
901.	Accessible and affordable transit;
902.	Supports for new immigrant families and individuals; violence against women; the shelter system (we need more funding and more beds); youth programming; more funding for programs like Pathways to Education; Affordable and wheelchair accessible TTC
903.	[1]Desperate need for long-range and short-range planning coordination of infrastructure maintenance and repair projects to avoid unnecessary duplication of effort and endless repairs to streets and sidewalks. / [2] protected lanes and routes for cyclists.
904.	Transportation issues: public transit improvement and development, facilitation of cycling, incentives to less car use, esp. in city core. / Public housing. / Energy efficiency, conservation and green source. / Electoral reforms: updating of ward system including boundaries, proportional representation. / Preservation of public spaces --not selling off public lands, properties, and corporations such as Toronto Hydro, etc. / Preserve public input to city government, such as via various committees and working groups. /
905.	Create bike lanes; increase transit and keep cars out of downtown
906.	Transit Planning
907.	City- and region-wide transit using the LRT as the basic building block is very important. More important than more roads.
908.	Aging Subway system: The TTC is old, noisy, unreliable, always crowded and prone to frequent delays. It is also extremely dirty. This is a shame for our city. Other subway systems in large cities around the world are so much better. We should try to at least clean up our stations and subway cars.
909.	roads, rapid transit - subways no toll roads

	<b>Transit - Other Important Issues</b>
910.	- Keeping our water clean (lake); not privatizing our water / - TTC - it's dirty, run down and expensive / - Green energy - Toronto could be a leader - let's see more solar & wind energy!
911.	Building a vision for the city (e.g. parks, architecture, bike lanes, attractions etc.) and the protection and proper development of the waterfront through Waterfront Toronto. As well as a better transit plan that connects the entire city.
912.	stop the subway expansion
913.	Focusing more intently on the idling laws. Though idling for over one minute is illegal, those who violate this are rarely fined. I have never once seen or heard of a person being fined for violating this law. A big offender is the buses with the ttc. They need to get better fuel so that, especially in winter, shutting off the engine during break isn't going to drastically effect the service of the bus after their break is completed.
914.	Urban planning (so we have less car-dependent suburbs and more neighbourhoods that are connected to transit and you can work/play/live/shop in the same place)
915.	The traffic and extending the TTC
916.	Transit in Toronto is far behind relative to world standards for a metropolitan area such as the GTA. Also the wage rate of civil workers such as police officer is too high, and takes up too large of a percentage of city expenditure. Lastly, disproportionate enforcement of crime largely targeting black males and other visible minorities is highly racist; especially during vehicular stops.
917.	Don't "privatize" just for the sake of privatizing something. It was a mistake that Margaret Thatcher made in England in the 1980s, where they gave away infrastructure. If you think a service should be privatized, then you should really consider if the City should provide this service at all. / / Separately, if the TTC, Toronto Police, and Toronto Fire are "essential", then why isn't Toronto EMS? If I have a heart attack during a city strike, I don't feel reassured that I will be able to take a streetcar to the hospital.
918.	Increasing revenue instead of cutting services. For example, enforcement of noise and motor idling will add much revenue at the same time as encouraging a better environment. Greatly raising property taxes on government buildings, instead of homes and businesses. Road taxes to help pay for public transit.
919.	Public Transit, sustainability, privatization of services
920.	Improvement and upkeep of the public realm, including mandating pedestrian-scaled development, improving the quality of streetscapes and street furniture, burying utilities (e.g. hydro lines), adding and maintaining more greenery (i.e. trees that have a longer lifespan than 5 years), providing traffic priority to surface transit over single-occupancy vehicles.
921.	Cleaning up the waterfront (i.e.: Chicago has a great waterfront) / Burying the Gardiner (i.e.: Boston moved their highway underground, with beautiful parks above) / Clean parks for our children / Mental health assistance for our homeless / Clean transit, electrification, bike lanes /

	<b>Transit - Other Important Issues</b>
922.	Better coordination of existing transit services in the inner suburbs (improved schedules, buses waiting for connecting buses before leaving stops, more streamlined routes, less transfer points to cross major routes such as Eglinton, Finch, Sheppard, Lawrence, etc.). If we can't afford to add on to the existing system, surely it can be more rational and user friendly!
923.	Disability Access and compliance with the AODA. (Accessibility for Ontarians with Disabilities Act), need for affordable housing development, welfare rates too low for Toronto, cost of public transit too high for individuals.
924.	Congestion-free, efficient, safe transportation service either by subway, train, bus, streetcar, bikes, cars and pedestrians.
925.	The TTC is an embarrassment. The City should send a council over to Switzerland and Sweden to learn how to make public transportation clean, fast, free and safe. The city also needs to focus on renewable resource funding. The Toronto School Board has the right idea with putting solar panels on their schools. The City should do the same with its buildings.
926.	Public housing needs more funding and support, we need a plan for poor residents....Ontario Works needs to increase and TTC needs more funding and support (they are falling apart and need upgrades) ....TTC fares can not increase. More subsidized day care spots, more subsidized camp. spots, more youth programs, a serious plan to deal with gridlock with all parties at the table (drivers, cyclists, public transportation)
927.	We have a steadily aging population - we need affordable housing, community health programs, accessible transit, community programs
928.	transit, libraries, arts and culture, public spaces
929.	Social justice for minority groups--racial minorities, LGBTQ people, indigenous peoples. Declining quality of TDSB schooling. Lack of affordable housing. Transit issues--TTC and misguided diesel train expansion for GO service to Milton and train service to Pearson airport (trains should be electric).
930.	We need better light rail transit and also more usable Subway. In addition bus service should be strictly controlled with their arrival and departure times. Buses should not be allowed to leave from a station early as it means you as a rider have no idea when the next bus is coming.
931.	public transit / alternative energy initiatives / green job creation
932.	All the great cities in the world (New York, Paris, Tokyo, London) have a great subway system with tens of lines.
933.	Assimilation of various immigrant cultures into the cosmopolitan whole of Toronto / Addressing the transit needs and impact of exurbs and suburbs
934.	affordable and accessible transit for all is needed throughout Toronto. / Free and physically accessible pools and recreation facilities

	<b>Transit - Other Important Issues</b>
935.	The City needs to find an efficient and effective way to plan strategically for long-term growth in a way that can take advantage of best practices from other cities in areas like green technology, culture, transit, heritage, parks and social services. Toronto needs a strong vision that will override the preoccupations of those politicians who can't see past the next election date, and those developers who can't see past the next profitable project. The City seems to be moving away from public input via its many citizen boards, which I believe is a backwards step.
936.	Transit
937.	transit
938.	Metro links - building tracks for diesel trains
939.	Mr. Fords ridiculous subway plan will bankrupt this city and put us 40 years behind.
940.	The City needs to keep funding all the services it already provides. Our group is very concerned that privatization will not save money and that it will just siphon off profits to the companies that are contracted to provide services. We want to see parks, libraries, recreation centres, public housing, TTC and Wheeltrans maintained and improved. Many of us rely on daycare subsidies to be able to work and contribute to the tax base. We need the city to keep the city-run childcares and the daycare subsidies should be expanded. We are not happy with the increased privatization of our garbage and recycling collection. We really want more affordable and free summer day camps and children's programs provided by city workers at recreation centres. We depend on these services as mothers in low-income families. We also find the library children's programs to be very important to us for our children's growth. As we know the first six years are crucial to building healthy people. Invest in our children!
941.	Managing a growing city through RESPECT to all viewpoints (i.e., mutual respect for Pedestrians, Bike, Transit AND CAR. / Also, it would be refreshing to see a PROFESSIONAL council. I truly am infuriated with in-fighting, and name-calling, DISRESPECT OF COUNCIL to each other and to the leader, along with other ongoing childish behaviour. (Bashing the media, unions, etc.,) If I ever disrespected my boss, I would be fired and I'd never get a reference. That SHOULD MATTER.
942.	Transit, housing and social services
943.	Stop complaining about a lack of money at City Hall! If you are so short of cash why do you give your employees pay raises every year? Your work force should be taking pay and benefit cuts to help with the budget deficit. TTC ticket takers making six figures??? This should be a minimum wage job. It would be very easy to automate this function. You just gave the police a 12% pay raise. Get your own house in order first before you raise my taxes!!! Contract out various functions.
944.	expanding the subway routes and not allowing the TTC fare prices to increase anymore, MORE BIKE LANES
945.	The subway should run earlier on Sunday at least starting at 8am. / Don't sell off public housing and do not privatize it.

	<b>Transit - Other Important Issues</b>
946.	Updating the cities public transit system, a shared cost between the city, provincial and federal governments. An improvement of community relations between the public and Toronto Police Services. Pride week and events bring tax dollars to our city.
947.	Improve public transit by toll on cars entering city
948.	Shelve the plan to extend Sheppard subway line.
949.	Privatize garbage collection. Privatize the TTC. Remove bike lanes on streets and keep them in parks. Require bike owners to register and license their bikes to get their fair share of using public roads.
950.	Toronto Public Library - improved efficiency / TTC - needs better customer service and cleaner subways / Shifting social assistance back to the province
951.	Maintenance of high quality public infrastructure and improvement of the existing public transit system. Both work hand in hand in encouraging the development of a more productive city, with greater economic growth.
952.	building proper bike-lanes and expanding the bixi bike network to link with subway stations across the city. I recently visited Montreal and could not get over how easy it was to get around by using a combination of bixi bikes and the metro. It was so well planned out and user friendly I am confident if that came to Toronto biking could be an extension of the public transportation network. Note: bikes in Montreal are parked for a fee - just like cars. They can't be randomly tied to a tree or pole. There are frequently placed bike poles along city sidewalks that are fee collecting.
953.	establish food security; eliminate corporate advertising, i.e. billboards; prioritize non-vehicular traffic, i.e. pedestrians, bicycles; address the increasing difference between rich and poor; service & maintain public water fountains; plant and care for trees; promote public libraries. Do not spend billions on a subway line when alternatives are clearly more effective.
954.	The TTC. Building the city in a liveable way, to avoid the horrid, useless, inefficient and soul-sucking sprawl which persists outside the city core. The city is obsessed with this 'tax' nonsense without realising that we need government leadership on thee key issues, and that don't come free.

	<b>Transit - Other Important Issues</b>
955.	<p>Programs such as women's shelters and aid to the homeless are important areas that should be funded fully by the city. We need good public transportation now, especially in Scarborough. Above-ground rail is the way cities in Europe are going; it is cheaper and more efficient - probably also cheaper to maintain. We can't support so many cars on the road. I dream of the day I can depend on public transit to get around. We definitely don't want to go the way of privatizing services. As a college contract teacher, I know that it means no benefits, no sick pay, no pay for work outside the classroom and no respect from employers. Most importantly, students become customers, and as such, receive the least amount of service possible, in order to maintain profit. Contracting out and privatizing will create more homeless people. Many people in this situation can't live on what they make, and thus the need for food banks and homeless shelters. Also bring back citizen committees. We should thank these people who devote their free time to make our community better by offering their skill, expertise, and experience. How can you make decisions if you don't consult with the people who are impacted? This is how bureaucracies fail. This is how educational institutions fail when they become corporatized. The administration does not consult the teachers who are on the front lines and know the students' needs, but rather makes decisions arbitrarily according the bottom line needs of the institution and thus fails the people (students) they are there to serve. The same goes for the city - the purpose of the city is to provide the essential needs of all their citizens, especially the most vulnerable, from the homeless to the aged, and to people of modest income who need a reliable source of transit. /</p>
956.	<p>I have been concerned with the apparent desire to eliminate various volunteer committees. So much of what gets done in this city gets done by citizens/taxpayers who take an interest in their city. In fact, it alarms me that many of these positions are <i>*only*</i> done by volunteers, and if anything I feel that these people should get paid rather than us eliminating their input. / / I am also concerned by recent plans to repeal decisions made my previous councils. This is an enormous waste, because it wastes both time and also money that may have been spent at the preliminary stage of implementing these plans. / / Third, I am vehemently opposed to bringing an NFL team to Toronto. I am a major supporter of both culture and sports in Toronto, and am proud of how much there is to do in this city. We have a team in the CFL, and should be proud of our national football game. Bringing the NFL here would undermine this. / / Fourth, I would like to see better appreciation of the parts of the city west of the Humber, north of Eglinton, east of the Don. The city does not end downtown. This does not mean what you might think - this means respecting the heritage structures of Etobicoke, North York and Scarborough and not just erecting huge condo towers because the suburban/rural heritage isn't valuable. It means encouraging people all over Toronto to explore their city and to visit the Rouge or the Humber. It means that there should be plenty of Jane's Walks and Doors Open sites in these areas, rather than just a token few.</p>

	<b>Transit - Other Important Issues</b>
957.	We need to cut down on the policing budget. We need to stop short-sighted cutbacks that cost more in the long-run (i.e. delays to road repairs). Public transit needs a big investment. We can't turn our back on vulnerable people who have nowhere else to turn.
958.	Transportation (improvement of TTC); healthcare (cut waiting time)
959.	I believe the issue of Subway construction should be more fully discussed in public -- it will be hugely expensive, and I'm quite dismayed that past studies & decisions regarding GTA-wide transportation seem to have been largely dismissed by the Mayor. / Arts funding seems to be getting little notice with the Mayor & Council. / The current "graffiti clean-up" is extremely expensive for many property owners, and I'm not sure the financial issues have been properly thought through. Graffiti did not seem like a real problem until arbitrarily announced as an issue by the Mayor. As well I certainly do not want a bland, homogenous Toronto which this policy could potentially foment.
960.	Taxes are the price of civilization. If we want to live in a civil society we should stop the unproductive war on taxes and start paying willingly to bring about a fair deal for all Torontonians. Unnecessary tax cuts benefit only the wealthy while the rest of society sinks further into poverty. / Another issue: stop all the blather about the non-existent "war on cars." Toronto risks further environmental degradation if we don't do something to lessen our dependence on the automobile. And pie in the sky subways won't help. Only a sensible transit plan will do the job. We had one -- remember? / Finally, forget about unimportant issues like graffiti and deal with things that have made Toronto such a great city -- housing, public health, the environment, etc.
961.	-Wider public transit network (including better service for bus and streetcar routes) / - increasing bicycle safety with more bike lanes (perhaps to the left of where cars can parallel park, as Montreal does. / -Increase art projects for the city (includi
962.	Involvement in a GTA-wide comprehensive transit plan, incorporating public transit and car traffic.
963.	making cycling safer and more accessible throughout the GTA, making the TTC more effective and service oriented, dealing with the traffic congestion in the downtown
964.	transit infrastructure
965.	Yes, we should take a serious look at how The Netherlands gives separate rights-of-way to vehicles, bicycles and pedestrians. I'm tired of being run over by bikes and e-bikes that do not belong on the sidewalks. When I cycle, I fear for my life so I no longer ride a bike in Toronto. Ban bikes and e-bikes from the new street car bumpouts (e.g. on Roncesvalles). Does someone need to be killed by some sanctimonious person on a bike before we do the right thing? I was almost run over this week while I was standing on the bumpout waiting for a bus (even though there was plenty of room on the road). Pedestrians deserve a sidewalk free from bikes and e-bikes, cyclists deserve a safe and segregated right-of-way free from cars. Motorists deserve a roadway free from sanctimonious bike riders. / /



	<b>Transit - Other Important Issues</b>
966.	It generally takes far too long to get around the city, we need to find ways to make it faster, including construction of efficient and fast mass-transit services.
967.	quick and immediate Transportation to underserved corners of Toronto. Until we get very overdue but expensive subway systems throughout Toronto, some underserved areas need service now.
968.	The City has narrowed its transit plan to exclude significant and important portions of the City. While the Eglinton LRT will thankfully be built, with the Province paying for it, the Sheppard subway remains only an idea and all other forms of higher transit are off the radar screen. We need LRT to reach north Etobicoke and north Scarborough. We need a Downtown Relief Line to take the pressure off the Yonge and University lines. This lack of transit vision is a symptom of the lack of a broader vision for the City. Right now, the priorities are based on impulse and responding to the squeaky wheel as opposed to designing, promoting and achieving a vision for a broader urban agenda.
969.	Improving public transit in a cost effective (cost/passenger) manner.
970.	More rapid transit
971.	Accessible rapid public transport in all areas of the city so that the above goals can be achieved. If people can't get to work, school, appointments or recreation easily the city will not function efficiently. Adding more buses in or providing limited subway access while allowing private cars free reign will not allow this.
972.	Our streets are dirty. / Our subways are disgusting. / Our buses and street cars are unreliable. / WE HAVE BECOME A DIRTY CITY.
973.	stop sprawl on the periphery of the city, future development should be done with its amenability to be serviced by transit as a priority, electronic fare collection for transit, a lower short trip transit price.
974.	Implement extensive transit improvements now, using available funding, by selecting the best solution from the available options.
975.	1. Transit and mass transportation / 2. City staff too big to manage / /
976.	The waste of tax payers money on the TTC.....I live near the Don Mills line (25 bus) they run two to three buses in a row in the off hours e.g.. 9:30 pm there could be two to three buses one behind the other. I don't think they have a schedule to run to.
977.	Drastically improved public transit. / Streets and whole districts closed to cars. / Strict enforcement of traffic laws (not just speed-traps in relatively harmless locations for revenue purposes) /
978.	Transit, quality child care, homelessness, public housing, access to healthy food in under-served areas, newcomer services, recreation, culture, arts



	<b>Transit - Other Important Issues</b>
979.	Connecting to the rest of the world / --- Push for high speed trains to other cities from Ottawa to New York (possibly in conjunction with a ferry to Rochester) / --- A rail link to Pearson airport. / --- Minimum wage for cab drivers similar to waitstaff, ongoing expenses paid by commission portion of wages but never cut into minimum wage or tips, one time expenses can be charged to the employee. / Greater support for new residents / visitors to the city. / --- Neighbourhood centric tourist office/pavilion/displays. Smart phone applications. / --- Better advertisement of services that are offered and how they relate to complimentary services of other levels of government / Integration of primary response services (Public Health, Police, Fire Services, Paramedics) / --- Single dispatching service / --- Cross stream training / -- - Multiple service vehicles (Police officer and/or paramedic on fire truck / paramedic, social worker in a police cruiser) / --- Benefits are cost saving, most appropriate skills and response to each situation, greater safety for all involved
980.	Transit
981.	The City of Toronto should consider improving all city services rather than cuts. Affordable and valuable taxes are ones which are collected and spent well. Stop deleting revenue streams and begin thinking about improving services. Stop wasting our tax dollars on Consultants who are paid to tell us exactly what you want them too. Instead of privatizing city services, take some responsibility and institute real, and measurable accountability matrices and implement positive changes. Stop selling city assets to pay for city services. Instead, collect the appropriate taxes to support the growing city. Parks are an important part of the city. Eliminate the changes to the Eglinton Transit line so that we can afford a route to the airport. Stop bullying councillors to vote a certain way.
982.	keeping the city clean. the streets have become littered and the subway stations are in a horrendous state.
983.	comment re meeting basic needs of vulnerable people: yes this is very important, but who is defined as vulnerable? taxes are so high and services so low in places like Rexdale, lots of people move to Mississauga and Brampton - seniors have a hard time paying all their bills and taxes and staying in their homes - while others exploit the social welfare system and regard any and all homeowners and property taxpayers as the 'wealthy' / / comment re sport and culture: why do taxpayers in areas where it takes 90 minutes to get downtown subsidize events for people who can easily access them because they live close to downtown or the subway? / / transit is important, but instead of just improving it constantly for those who already have quick subway access, subway access needs to be made available to more residents and areas in the city
984.	Improving transit effectively and encouraging Torontonians to leave the car at home
985.	Transit, bike lanes, police/fire/ambulance

	<b>Transit - Other Important Issues</b>
986.	Our transit system is completely inadequate. We need light rail to be built right now rather than subway extensions that will take a long time to build and which are also costlier than subways. We need road tolls to pay for transit. We need more affordable housing, more pedestrian areas, more cycling lanes. We need tax policies that encourage developers to build apartment buildings downtown so that people of modest means can also live downtown, not only people who can afford to build condos.
987.	connection to an integrated effective public transit system across the GTA
988.	Improve budgets for essential 911 (Police fire ambulance) -Fill back log of hiring / Improve roads / Get on with improving subways - not LRT and Bike lanes
989.	Public Transit
990.	transit, a connected network of dedicated bike routes, managing traffic
991.	Seamless and accessible public transit across the GTA
992.	I voted for Rob Ford only because I think public transit needs improving. It has been neglected for too long. LRTs would be a mistake - only subways will do. However, I did not vote for property tax freezes, toll roads, or service cuts!!! Why were property taxes frozen? Toronto is the largest city in Canada - it has to offer services. You can't forget about the vulnerable people.
993.	Develop new subway lines / services; review the big picture to plan for development of multiunit residential housing across the downtown Toronto; reduce union services
994.	Toronto should be more accessible to bicycles, should restrict the use of automobiles, and invest in light rail transit
995.	-noise of Go trains, / -too many red light signals at minor intersections
996.	Affordable housing being developed outside of the city, far away from public transit resulting in traffic congestion (410, 427, 400, 404), pollution, loss of productivity, lower quality of life, higher expenses (fuel prices, or 407 toll fees).
997.	Overpaid police, especially on road construction assignments. Understaffed urban forestry services. Too few and poorly designed bicycle and pedestrian paths. Declining TTC service and maintenance. Too much auto traffic, especially single-occupant. Ugly utility poles and wires. Smog. Smelly sewage treatment plant. Road closures for Heart Rides and Marathons. Graffiti.
998.	Road pricing, congestion taxes, zone-based ttc fare pricing, parking taxes.

	<b>Transit - Other Important Issues</b>
999.	We need to stop worrying about our own wallets and start thinking about building a good city for our children. This means NOT CALLING CITIZENS TAXPAYERS. They are called citizens or people or members of our community or Torontonians, etc because there is no such thing as an individual when it comes to taxes. We pay together so that we may live together. End of story. To invest in the future, we have to hold our nose and start investing in our city from a functional stand point. Firstly, we MUST implement real mass transit that's affordable and fast (i.e. LRVs instead of subways). We need to get moving on road repairs that are already majorly backlogged. We need to stop giving permits freely to condo developers so that an already strained system is strained further. We need to convince people that driving their own car everywhere isn't the only option (you can walk, take transit, car pool, ride a bicycle, etc.). These things all cost money and we all need to buckle down through these hard times and bear through it as a team.
1000.	Public transit - I don't think that this is adequately covered under the general "infrastructure" item on the previous page. / Policing costs - a big enough issue in themselves that these are also not adequately covered by the catch-alls re taxes or safety and security.
1001.	Transit / Congestion / Bike Lanes / Maintaining our civil service
1002.	Sustainable, environmentally sound and accessible public transit. Light rail should be the way forward. Also the war on cars is not over... they will be gone by 2050 get with it.
1003.	TTC Services to the suburbs And outlying parts of the city where less affluent people live. / Scrap the idea of a Subway until we can afford it
1004.	transit
1005.	Transit is a disaster. There needs to be more infrastructure, not just expensive subways. The city needs bike lanes that actually connect with one another. Toronto Community housing needs to be improved, with shorter waiting lists and better service. There needs to be more public housing, not privatization. The police budget is completely out of control, especially given that crime is going down and other essential city services are facing cuts just so that Toronto police can be the highest paid in the country.
1006.	Our public transit is expensive and inefficient, especially when compared to other international municipalities nearing our population. More needs to be done to increase service and freeze fees. I honestly do not know how this can be accomplished, not knowing the logistics or economics behind the TTC but I do know that this is a key issue for most Torontonians and affects all aspects of our city, including employment, education, tourism, and culture/sport. Our system is archaic. Moreover, bike lanes in their current state are often dangerous for cyclists, motorists, and pedestrians. More infrastructure is required to ensure that this environmentally and economically friendly form of transit is as safe and accessible as possible throughout the city, not simply in short bursts along small number of roads.
1007.	Public Transit, Fiscal Responsibility

	<b>Transit - Other Important Issues</b>
1008.	public transit should be everywhere and affordable.
1009.	Public transit and moving away from car-centric urban planning should be our top priority. People are too self-centred and selfish to move in this direction on their own. The government needs to push them in this direction with road tolls and other revenue streams that feed directly into enhancing the public transportation coverage and quality.
1010.	Food security; affordable housing; public, affordable daycare; connected, separated network of bicycle lanes on major streets should be a major priority; increased funding for public libraries; increased funding for Toronto Public Health to combat bedbug problem; access to health and mental health services for vulnerable populations; creation of pedestrian- and bike-friendly zones; a freeze on transit fares; access to affordable recreation services.
1011.	Transit. Need to ensure middle suburbs are connected to where jobs are, shopping and recreation / Arts and Culture is crucial for prosperity. Don't think of this as a "frill"
1012.	Infrastructure advancement in the city is deadlocked because everything is too expensive. Transit choices relevant today should have been made 80 years ago. / We need serious forward-thinking, innovative, chance-taking leadership; not low-brow, knee-jerk publicity stunts.
1013.	Creating density in the city to promote economic development, vibrant neighbourhoods and transit viability.
1014.	Snow removal, swimming pools, public health, parks, restaurant licensing, garbage removal, road maintenance, welfare and social assistance, day care operation and licensing, fire safety, building codes, water and beach safety, grants for community-based events and programs, facade improvement programs in commercial areas, managing courts for provincial offenses, long-term care facilities for seniors, public libraries, TTC, affordable housing, law enforcement
1015.	All Emergency services should not be able to strike. Having an efficient transit system across the city. More subways and light rail needed.
1016.	Toronto should be making major advances to reduce the carbon footprint of transportation within the city through encouraging a decrease in automobile use and an increase in above ground public transit, bicycle use, and pedestrian-friendly streets. Creation of more car-free precincts, especially during summer months, roads dedicated to transit and bicycle use, and reduction of vehicular use for small packet deliveries in the core are some appropriate steps, as would be an increase in parking fees, more bicycle racks, and dedicated bicycle lanes separate by physical barriers from automobile traffic, like many other major cities in Canada and Europe,
1017.	improving transit system
1018.	Isolation of people living in inner-suburbs without access to decent public transit /

	<b>Transit - Other Important Issues</b>
1019.	Stop spending money putting up plants in low income developments when nearby houses can't afford such luxuries [Lawrence - Allen Expressway] / / Make Toronto a Union-Free Zone - allow businesses to open & operate at lower cost - they will thrive & be happy to pay city taxes / / Lower drastically cost of TTC - encourage people to want to work in Toronto / / Abolish the foolish \$.05 charge per bag - on an international scale it makes Toronto look small minded, not world class. / / Upload cost of public long care facilities - they are really the same area as health care - same for home visits - these costs are growing with the aging population / / Enforce deportation orders - these people are a drain on resources / Eliminate fraud from welfare & subsidized housing / Privatize unionized labour work - unless they are willing to work for the same rate as they would get in private industry /
1020.	Increased TTC, more streetcars/LRT; better cycling infrastructure/bike lanes; more parks and community spaces (continued support for the excellent work of the Waterfront agency)
1021.	Efficient, affordable transit. Reduced traffic congestion downtown.
1022.	1.) / Public voting on ALL issues via / through Internet and Surveys, like this one. This Public data should influence 49% of the vote, with Councillors having the remaining 51%. / 2.) / For User Fees, as an example, families with the lowest income bracket / status for the combined family household net earnings, on the prior year federal income tax, could get a reduction in fees. These families could be granted a 50% reduction in user fees during the current year. This needs to be re-evaluated each year, from June of current year to May of following year. / 3.) / To reduce taxes, continue the outsourcing of services, like garbage, making some essential, such as TTC. Union control exceeds that of the general tax-paying public, unless public voting on all issues, as mentioned in #1 above is implemented. / 4.) / On a personal note, I moved to the city, Etobicoke, from Whitby, one year ago. So far, great, EXCEPT, the run-around I am getting from 311, Transportation, and Municipal Licensing, related to a changed landscape-grade issue of city-owned property adjacent to ours causing major water run-off issues flooding my basement. EITHER 311, OR THESE BY-LAW DEPARTMENTS SHOULD TAKE THESE CONCERNS SERIOUSLY, or we could save tax dollars by dismantling all of them.
1023.	Better Transit should be #1. No matter how you get the money other than jacking the cost for the user prohibitively. Safety and Security should be the next concern. All residents should have pride in the Life Safety systems their city has. A continued level of service in the three main areas (Police, Fire and EMS)in a must! People want to live in and visit cities with a great living atmosphere that promotes getting out and feeling secure.
1024.	Importance of arts and cultural funding / community Discussion over transport - TTC, cycling...etc

	<b>Transit - Other Important Issues</b>
1025.	TTC is supposedly scent-free, yet all their vehicles have CLOTH seats that must be regularly sanitized with smelly, fake-citrusy chemicals. Now that warmer weather has come, the A/C is also scented! How does this fit with a scent-free policy. One in 100 people is sensitive to all these artificial scents. STOP POISONING US!!!
1026.	TTC is in desperate need of upgrading. I was on a subway that I paid my full fare for, and there was nowhere to sit, there were so many of us standing that when the doors opened people started to spill out a little bit, that's crazy considering we pay 3\$ every time we get on a bus or subway, there should be ample seating or at least safe places to stand and hold on. / I think they should very seriously consider giving possibly MORE funding to parades and parties like Pride and Scotia caribana . these festivals bring hundreds of thousand and in some cases millions of dollars to the city's revenue through visitors staying in hotels, renting cars, making local purchases, etc. These festivals contribute to the funds that are used to manage the entire city. they also bring attention to smaller vendor. when small and medium businesses in Toronto make money, they spend those funds back into our community. All of this means jobs and tax revenue. it's a win win
1027.	Transportation, both public transit (TTC) and traffic congestion.
1028.	lack of transit coordination with Mississauga, Vaughan, Markham, Pickering
1029.	The city should be lobbying the provincial and federal governments for assistance in funding support for the TTC (other countries support their major cities infrastructure) and for creating some better transit structure between our international airport (Pearson) and the downtown city core. The city should support the continued maintenance of the streetcar system in Toronto (environmentally and economically superior to buses) and maintenance upgrades to the TTC in general (it's highly needed and extremely well-used -- even over-crowded -- and getting more and more run-down).
1030.	For me, the fact that large sections of the city are extremely car dependent, is a major issue. We need to end single-use zoning, and increase funding for public transit wherever possible.
1031.	Public transit. 407 should make toronto more money. finish Allen road to lakeshore. cover up Allen road with parks, using private-public partnerships. air quality.
1032.	Cancel the magical Sheppard subway extension and focus that money on a Downtown Relief Line. This will help bring in additional revenue and may help move people from their cars and take transit.
1033.	As the population changes in make-up and density the infrastructure needs to adapt. Certain routes and roads in the city (King Street, Dufferin Street) are becoming almost impassable during peak travel times. Simply adding more buses/streetcars is not improving the congestion. Alternate routes or different transportation modes need to be considered.
1034.	get on line with a working transit system, LRT or subway system.
1035.	TTC

	<b>Transit - Other Important Issues</b>
1036.	Safety in the City of Toronto, crime rate is still high in my opinion. Public transit needs to be improved in a shorter period of time. Not 10 years.
1037.	1. keeping the waterfront clean and accessible / 2. taking good care of all existing green spaces and adding more in mini-locations wherever possible / 3. focusing on mass transit, not making life easier for people driving cars - set up an alternate-days tax system for cars that cross into the city from the 905 area (odd/even licenses, as instituted in London in the UK some years ago). People who live in the 905 but work in Toronto should pay their fair share of the city's cost for maintaining roads and other infrastructure. / 4. make sure that every city contract and purchase is tendered in a transparent, public process - no more private deals!!
1038.	Arts and Culture, as it stands separate from sport and should not be included in the same category. I also find it shocking that transit is not listed as a separate issue, as it is without question the most important issue that will affect the city going forward in terms of growth and prosperity.
1039.	1. Education and support of parents regarding their responsibility in maintaining their children's health and education for both girls and boys. / 2. Parking at terminal TTC stops should be free to encourage public transportation. / 3. The Queen St (Longbranch) Streetcar needs to stop short turning if riders are to be encouraged to use it. / 4. Get rid of plastic water bottles. (There are much less plastic bags floating up around the shoreline since the campaign against plastic bags was initiated.) /
1040.	Yes better public transit, affordable housing, daycare for families with young children. /
1041.	Integrated transit strategy.
1042.	In order to maintain a liveable city that is attractive both to live in and for people to visit, we require a vibrant, healthy city. This includes public transit, community services for those less fortunate, arts and culture, vibrant affordable community centres that give children access to swimming, sports and arts activities and a strong, healthy public library and education system. These are the things that keep me here. I am willing to pay taxes, even high taxes for these essentials.
1043.	Reducing red tape for businesses. Standardizing by-laws for all of Toronto. Increasing TTC service and rapid-transit lines... rapid transit lines to relieve the Yonge line. Creating a better Toronto to live in. Integrating the suburbs into Toronto.
1044.	Inadequate transit infrastructure for a city this size, need short term and long term solutions including restricting car traffic by imposing tolls, reinstating the vehicle tax, gas taxes, light rail transit etc
1045.	-Make the Waterfront Revitalization project a reality as scheduled and without any budget cuts / / -Expend our subway system. There's nothing wrong in taxing non-Torontonians by using smart Tolls technology that would bill non-Torontonians registered lic
1046.	Development of transit alternatives



	<b>Transit - Other Important Issues</b>
1047.	Planning cannot be conducted as an exercise in politics or political slogans or ideological imperatives - it must reflect the wisdom of experts and those who will be effected by the plans - whether in transit, area development or other planning issues.
1048.	Seniors: / We met with 15 Cantonese seniors at our Seniors Program on June 6th. They are very passionate about the needs of seniors. Some of the top needs included need for more seniors public housing and better maintenance including more air conditioning, of existing units. They do not want this service to be privatized. / Seniors also want more frequent and reliable TTC service, with a reduced fare for seniors and a possible seniors' day pass for a reduced fare as they have in Vancouver. Seniors do not want any parts of the TTC to be privatized. They are concerned about maintenance and the potential loss of routes that are considered not as busy. / Other top needs for the city included city run childcare and childcare subsidies, well maintained parks and recreation centres with free programs, libraries, and more long term care spaces. A number of the seniors commented that waiting lists are too long for long term care. / This group wants the city to invest in making Toronto more livable. They want public housing and TTC to be uploaded to the Ontario Government and the Federal Government to provide the two per cent revenue from the gas tax to cities. They want property taxes frozen for seniors, but accept that these taxes should be raised for other Toronto residents. / / /
1049.	Maintaining parks and trees, public housing to be repaired, support of food banks, public transit supported, library services supported
1050.	Transit - The TTC is mismanaged and 20 years behind the times!
1051.	Transit should be affordable and accessible, greater reduction in fares especially for seniors and children should be imposed, and bike lanes should be offered on more of the city's streets.
1052.	Improving Public Transit - coverage, reliability.
1053.	intelligent transit that will serve the largest numbers of residents



	<b>Transit - Other Important Issues</b>
1054.	1) I am very concerned with the disassembly of many citizen councils. Participants on these councils are individuals educated on the issues of the council they partake in. Eliminating these councils also eliminates a very well informed source for decision-makers which will result in biased decision-making. / / 2) Eliminating the 5 cent plastic bag fee. This was a great policy implemented by past Council. It resulted in a drastic reduction in use of plastic bags and to eliminate this policy would impact both the environment (one-use products) and the retailers revenue. / / 3) Motorists vs. cyclists. It's unfortunate that this has become a two-sided debate as it clearly also impacts pedestrians and public transit riders. City council needs to derive a solution that will bring harmony to all sides rather than pitting one against the other. Toronto is a large city and can accommodate everyone with a little understanding. I am in favour of bike lanes separated by cement barriers. It provides cyclists with a greater sense of safety and identifies a clear lane that motorists will not mistake for a car lane. I am in favour of having them on side streets, however, it is counterproductive to remove bike lanes that are already in place (i.e. Jarvis). / / 4) Affordable housing: we need to have more affordable housing mixed in with more gentrified neighbourhoods. This will allow lower income families to be influenced by families of a higher socio-economic status. / /
1055.	Consider road tolls to pay for transit and road infrastructure. / Ensure services are not cut or contracted out to the private sector. / Adequate childcare options. / Community centres and recreation programs.
1056.	More bicycle routes
1057.	child care / transit
1058.	Providing Affordable housing, Provide affordable shelter to the homeless, Congestion on the roads, provide seniors city assistance and rebates, make the TTC effective service by providing more buses and extending the subway line, keeping the conservatories, greenhouses and parks continue to belong to the city. provide social assistance for the vulnerable and more money for infrastructure.
1059.	1.keeping the city looking good-parks grass cut, garbage and graffiti cleaned up, / 2.improving the flow of traffic-better timed lights, less stop signs, get rid of bike lanes that are not well used / 3.get rid of street cars and replace with buses / 4.long term underground subway to the airport / 5.more parks-especially along the lake / 6.improve sports and fitness facilities / 6.

	<b>Transit - Other Important Issues</b>
1060.	The proposed cuts to public services would greatly impact services to many vital public services, such as Toronto's public libraries, transit, and many other services vital to the health and education of everyone in the city. In drafting the city's budget, it is vitally important that we do not forget the public services which many in the city rely upon on a daily basis. Tax cuts do not help people as much as public services. I would much rather see the poor, undereducated and disenfranchised of this city receive the help they deserve as citizens of this country, than have a few extra dollars in my pocket. I would rather have a convenient and functional public transit system than a few more dollars to my name. / / As we are often reminded, these are hard times for many. Those most affected by these hard times are the people who rely on city services every day. We would do well to remember that.
1061.	Transit.
1062.	Transit/bike paths
1063.	Traffic volume in residential areas are extremely heavy due to out-of-town workers 'cutting through' our suburbs to reach their jobs downtown. Dangerous, aggressive drivers especially along routes leading off 401 e.g.. Bayview Ave., Leslie St.
1064.	Implementing a realistic transit plan along Sheppard and along Finch / Increasing available on-street bike lanes across Toronto
1065.	improvements to public transit are vital to the future of the city!
1066.	More subways. Better roads. Zone fares for TTC
1067.	I am quite fearful and wary of the upcoming cuts to social services. They are what make our city what it is: shelters, affordable transit, free recreation centres, etc.
1068.	I don't feel that my views are captured by rating (e.g.) the 'issue' of "fair and affordable taxation" on a scale of 1-100. For one thing, fairness and affordability are distinct concepts, that to some extent must be traded off: I favour 'less affordable' taxes if the resources are used to offset poverty (more fairness). Likewise, I think it is urgent that Toronto develop better mass transit and cycling infrastructure, but with this survey I can only rate the importance of infrastructure and 'the environment.' I worry that by signalling I care about infrastructure, this will be taken as a sign that I favour more roads for cars.
1069.	Transit, transit, transit. More streetcars, a unified transit plan, downtown relief line.

	<b>Transit - Other Important Issues</b>
1070.	An effective plan to provide bike lanes or bike roads for cyclists, who need protection and support on the road. If bike lanes are being eliminated, they need to be replaced with an alternative. We need a bike route that safely cuts through the city, hopefully minimizing interactions with cars and the products of their exhaust pipes. / / Rent in the city is unbelievably high in comparison to other cities in Canada. / / We need more community gardens and local urban agriculture programs - one at every community center and library at least. We also need to be more active in planting urban trees and making sure they are set up in a way that is viable for them to live (not in tiny concrete boxes which do not allow them to grow, not with pavement covering the ground beneath up to a few inches from the trunk... this is just a waste of money since these trees are destined to never thrive). More incentives should be available to encourage green roofs on public property. Every community center and public library should have one. / / We need support for our public library, which offers support to students, families, newcomers, homeless people, etc. It is an invaluable community resource and must be maintained properly. It supports education, job searching, business development and personal development. / / We need a better transit strategy. Toronto is a huge city and needs more efficient and quick transport such as subways or elevated light rail. The TTC also needs to provide better value for the money spent by its riders. We should adapt a more forgiving transfer system in which a transfer is good within 1.5 - 2 hours of travel after issued, anywhere in the city. The City of Vancouver has this system and it is MUCH better. It shows more respect for users of public transit (ex. I should be able to stop on my way home to complete a small errand without having to pay an expensive fair a second time). / / Poverty in Toronto is unfortunate and rampant. We need a way of supporting the homeless population without interaction with the police and while respecting these people's human rights. Food banks should be funded more so that they can increase the amount of food they give each person and provide more nutritious, quality meals.
1071.	Policing - needs to be reviewed by an outside auditor and the TTC
1072.	Alternative energy sources, Improved transit, cost of living.
1073.	Failing to expand public transit service while failing to make the city more accessible to bicycles is a losing combination.
1074.	Long-term transit planning for all regions / Cycling safety / Reducing vehicle traffic and emissions / Support for homeless populations / Support for newcomers / Support for low-income families /
1075.	Creating a better transit system that serves all Torontonians, not just those living on the Bloor/Danforth, Yonge and Sheppard lines. Keeping libraries open to keep Torontonians literate, engaged and knowledgeable on issues.
1076.	Developing an integrated waterfront, ensuring that new condo developments are served by high-capacity transit, ensuring that city services remain publicly delivered

	<b>Transit - Other Important Issues</b>
1077.	Build more mixed use communities in the downtown core. Which means combining residential condo buildings with commercial buildings. Do not allow any more massive residential condo projects such as the City Place Lakeshore development which could end up turning into a ghetto one day once the buildings age. Mixed use communities have much more sustainability in the long run. / / Basically continue to increase density in the downtown core while improving public transit. Put a stop to suburban sprawl.
1078.	CLEANLYNESS OF SUBWAY AND STREET CARS
1079.	Keep things in perspective: POLICE-FIRE-EMS-TTC-NURSES-TEACHERS are the main semi professional / jobs in this City. The rest you can privatize and let the doctors and lawyers figure everything else out.
1080.	Transit is extremely important to this city and we are on the right track finally....
1081.	1. Minimize inner city traffic by having non-Torontonians pay a tax (purchase a permit) to bring their car into the core - a sticker inside windshield indicates said info. Those who live within the core automatically get one. The money raised by this goes directly to roads and/or public transit. / / 2. "At Risk" neighbourhoods need to continue being invested in. Minimizing crime and youth being idle requires a sense of pride in community. Miller's important work on this file NEEDS to be continued if the new mayor is interested in safer streets. Local communities concerned should be actively engaged and be meaningfully participating at all levels of any such investment.
1082.	We need more well maintained public transit - street cars, buses and subways that are environmentally sustainable. There should be a restriction of usage of cars especially during hot humid weather. Affordable housing and supports for vulnerable people. People with mental health issues should have an assigned personal support worker/ case manager to assist with daily living.
1083.	Sustainable, affordable city-wide public transit is needed IMMEDIATELY; Cycling infrastructure including safe lanes and motorist education; Affordable housing; Police accountability, particularly for the crimes committed against citizens last year; Overall sustainable, long-term planning for the city.
1084.	Food security, accessible public transit, community organizing, streamlining rules and regulations for permits, gatherings, food, etc.
1085.	Garbage Transfer Depot Stations, Toronto Land Transfer Tax, Condo Development Surcharges, Building Permits, Municipal Licensing and Control Standards, Engineering Departments, Five Different City Halls, Government Leasing Space, Public Holdings, Historical Land sell-off.
1086.	reorganization of TTC service - improve reliability, get rid of union, decrease fares, more bus, subway and streetcar routes; / GO, TTC and all suburb transit should be all better organized and be just one transit system. Look at all the modern European cities, Stockholm for example.

	<b>Transit - Other Important Issues</b>
1087.	I would love to see roads blocked by lovely planted trees (Think Ryerson south of Elm). I don't think it is very important to have a car in the city. The subway, walking, and cycling are far superior ways to travel. If we had more pedestrian events (Kensington etc) we would have less smog from the cars idling, and more clean air to enjoy. We would also start to bring in more tourism as everyone wants to enjoy life - and not in the middle of gridlock and horns.
1088.	transit / urban forestry / air pollution / cycling routes
1089.	Improved transit for under-served areas in Scarborough and Jane-Finch.
1090.	Urban centre road safety and education. Cyclist should be safe and so should pedestrians. Car drivers and cyclists don't respect TTC stops. Cyclists don't know road rules and use the sidewalk because the cars drive dangerously. Car drivers and cyclists aren't clear on how to share the road. Educating them would be fantastic. Warnings for dangerous cyclist behaviour and tickets for cars that drive past TTC stops would be great.
1091.	Increase library funding. Do not close branches down. Increase budget to buy more books. / Keep ttc cost down.
1092.	NOT raising the TTC fare
1093.	Public Transit
1094.	lower TTC fares
1095.	better subway and mass transport ; health issues
1096.	How to increase a revenue source for the city to broach the deficit without having to raise property taxes for people that already live in the city and are overtaxed (if you want to foster a vibrant downtown and keep it somewhat liveable unlike American cities). I.e. investigate road tolls on the Gardiner, DVP, etc. This could help pay for aging infrastructure and as long as there are alternatives provided for commuting may help with the increasing congestion during rush hours. This simultaneously has to be counterbalanced by assistance from the private sector/other levels of government to invest further in these other alternatives for travel such as rail lines/TTC expansion.
1097.	Transit expansion is the most important.
1098.	Poverty is a city-wide issue. Making life better for Torontonians living in poverty will result in a better quality of life for all of us, as improving the quality of life of those living in poverty would entail improving public transit, increasing the supply of affordable housing, and increasing the minimum wage in Toronto. All of these initiatives will result in a healthier city with a larger tax base.
1099.	Transit / Housing
1100.	no snow clearing on sidewalks of residential streets that do not have bus stops
1101.	public transit
1102.	Commuting, poor public transit.
1103.	Availability of transit for all, not just the advantaged
1104.	Sustainable TTC Funding and expansion
1105.	subway expansion /
1106.	Effective and efficient transit

	<b>Transit - Other Important Issues</b>
1107.	Transit plan with realistic goals and funding mechanisms; visual environment; urban design; places and streets for people (not cars); vision
1108.	ensuring that quick reliable transit is available to all corners of the city
1109.	Expansion of transit with surface routes, not subways
1110.	Forget the Sheppard subway line and build LRTs all over the city! The population of Toronto is going to continue to increase and the roads can't get any wider meaning that there is a limit to the number of cars they can hold. Eventually, people will HAVE to take public transit to get around quickly.
1111.	Improve public transit
1112.	Transit, density and responsible development.
1113.	transit / affordable housing / environmental awareness
1114.	Improve and invest in public transportation. Built a rapid transit system more affordable and efficient than a underground subway system. Improve transportation and the environment by restricting the number of cars downtown favouring public transportation over cars. Restore the car tax to help with our municipal finances. Increase efficiency in the spending by using wisely the cities money and not decreasing the city's income. Promote the use of bicycles and alternative ways of transportation. Keep alive environmental programs, housing, social assistance and immigrant support organizations. Creating an anti-corruption team to make sure money is wisely invested.
1115.	environment, transportation including roads and decent TTC service and bike lanes. / I support surcharges on people coming into the city (either higher TTC costs - think Europe system) / and tolls for 905s coming in. No tolls for people passing through to elsewhere / help homeless, etc get jobs, care, etc.
1116.	What other ways are there to make Toronto attractive to locals and to visitors without the simple knee-jerk, "let's slash taxes and services so it's a great place to do business." Do we race to the bottom (which we'll never find) or set ourselves apart by doing things better, being more livable, investing in transit (and private is great if managed with riders at top of mind!), parks, streetscapes, arts. When people say what they love about great cities around the world, the one thing you never, ever hear is, "Oh, their mayor really respects taxpayers!"
1117.	Expanding the TTC and increasing service. Maintaining the arts as a vital part of the fabric of the city.
1118.	Increased bus network - create demand and appetite for buses that are low cost. Make it attractive and easy for people to take the bus. Today it's not attractive as bus routes are too infrequent
1119.	Bicycling infrastructure using seamless dedicated lanes across the city and on north south routes also
1120.	I want car-less days during the week when people would be encouraged to take transit, or ride a bike. / ttc is no longer the "better way". we need more buses, streetcars, trains and subways so more people can / leave their cars at home or a "go" parking lot.

	<b>Transit - Other Important Issues</b>
1121.	No, however, I find that grouping public transit and infrastructure does not provide the opportunity to express the importance of these two key issues.
1122.	Transit, transit, transit... / Ensuring programs continue in at risk neighbourhoods - sports, creative arts, police "reach out" programs / Enforcing environmental standards - parkland protection and management, building standards, etc.
1123.	Using more renewable energy sources- supporting the provincial government to implement wind turbines along the lake, stopping the cost increase for ttc riders, creating more green spaces and promoting green roofs/resident balconies, creating more jobs for university graduates that are career focused!!!, Also trimming trees along roads that need it immediately- 1029 king street. west trees have a lot of dead branches that could harm someone in strong winds! - increase employment for such services!
1124.	Mass transit that is accessible and affordable and works well enough that people will want to leave their cars at home. It is unfair to link transportation and roads in the same category in this survey. When I say I think transportation is important I am forced to vote for building more roads which is not what I want the city to do.
1125.	TTC
1126.	investment in and management of the urban forest, ravine and park system; planning and management of roads and sidewalks to accommodate private vehicles, commercial vehicles, transit, bicycles and pedestrians; sustainable revenue streams beyond property taxes.
1127.	Keeping TTC well funded, affordable, and providing a service that's comfortable and convenient. A transit system is the lifeblood of a world class city, a great way to move people around with limited environmental impact. The city and province should be funding our system, and making it a viable option for people over driving their cars /
1128.	Alternative transit such as cycling.
1129.	In the previous survey screen, 'transportation' was lumped together with infrastructure and roads. Public transportation, in my opinion, should be a separate issue and has a high priority. Currently, I find public transportation outrageously expensive, especially since the transfer system is not time-based. For example, if one has to run errands on their way somewhere, based on the current fare system, they would have to pay a fare each time they exited and re-entered a TTC fare paid zone, which could make a one-way trip up to \$6 or more. Having a time-based transfer system would allow a transit user to do errands within a reasonable amount of time, along their one-way trip, which would keep the cost of their trip \$3. / I believe in a public transportation system, as opposed to private and I believe that tax dollars should be spent on transportation systems to make them better, to get more single-occupancy vehicles off the roads. Furthermore, I believe that road tolling is appropriate as a revenue source for improving public transportation infrastructure. As an occasional driver, I am much more happy to pay a road toll into a public system than have it go to a private entity, as with the 407.



	<b>Transit - Other Important Issues</b>
1130.	Supporting Arts and Culture to reinforce Toronto as a world destination. Beautiful cities include urban art and graffiti. Traffic congestion causes bad air, car commuters to inner downtown should be taxed as in London UK. More bike lanes and no increase to transit to encourage alternatives to car travel.
1131.	CHILDREN'S SERVICES, TTC,
1132.	– Building bus rapid transit in suburbs and re-distributing road space in the suburbs for cycling and transit right-of-ways. / / – Building subways where they are truly needed; specifically, a downtown relief line, and not a Sheppard line (giant waste of money).
1133.	The city of Toronto should consider the fact that nearly every employee is over-paid for their work and that privatization of a majority of these services could drastically reduce costs to the city. Its fairly clear that Unions are in control and calling the shots in this city. The city and its taxpayers are currently at the mercy of their outrageous (and far above market-rate) salary and benefits demands. Not to mention, an exorbitant amount of services and workers are redundant (i.e. two toll collectors in a TTC booth getting paid \$20+ an hour for a job a machine could do, thanks for wasting my tax money).
1134.	Transit
1135.	Transit...More subways! Streetcars are slow and unreliable. / Look at and copy the New York Subway systems...their metro card is genius (better than transfers). / Their trains are dependable. / / Why don't people like taking the Toronto transit? / Sometimes (most the time) it's faster to drive. It's unreliable. It doesn't have air conditioning across all units. You can't use credit card/debit to pay for fare. In the winter, the shelters are laughable (better suited for California). And... Streetcars suck. / / I'm happy Ford is removing this stupid Light Rail idea and adding more subways...more! More!
1136.	Reducing traffic congestion by restoring and raising vehicle license taxes; proper maintenance of arterial roads and introduction of road tolls; encouraging and supporting cyclists and pedestrians by improving safety; eliminating use of toxic pesticides on city property; considering subsidy programs for urban gardening and alternative fuel use; closing Yonge St. south of College to Front to vehicular traffic from June 1 through Labour Day; modernization of TTC via introduction of 'smart cards' and pro-rated fares based upon distance travelled; serious effort to reduce noise pollution with strict bylaws governing construction; elimination of leaf blowers and gas-powered lawn equipment; total shutdown of Downsview airport and redevelopment of Downsview Park as National Urban Park founded on the principles of renewable energy and accessible public green space.



	<b>Transit - Other Important Issues</b>
1137.	assets such as the Rosedale works dept, and many "P" parking garages should be sold for development and the funds used to retire debt. / great improvement to make the streets more world class, such as recent improvements to Bloor/Yorkville area, will serve Toronto's quest to become more world competitive; however, much more needs to be done. One longstanding blight are all the beggars hitting on pedestrians, many of them guests of our city. What a terrible impression it leaves. / And a balanced transportation mix is critical for success, and that means improvement of all modes, and that included the automobile. The travesty of St Clair Ave should never be repeated.
1138.	Public transit corridors that put streetcars first along streets such as Queen St, so that commuters can rely on them to get to work on time. / Air quality and water quality are highly important. Too many kids have asthma and there are too many pollutants going in to our lake and waterways, which are affecting our drinking water and recreation. / Please stop so many cars commuting into the city from suburbs and beyond.
1139.	Many of the issues listed on the previous page are interconnected. Investing in public transit, for instance, not only promotes "culture and sport", but also economical growth by creating new "hubs", and support for lower income households.
1140.	The City of Toronto would benefit from additional subway routes or the extension to Allen Road. If new subway lines were added the City would be so accessible that I would seriously consider selling my car and relying on public transit. As of right now, if I want to travel anywhere outside of the subway line, I wont even consider it. Further, if Allen Road was lengthened to connect to the Gardiner Expressway, I truly believe that our traffic problems would not be as serious as they are now. / / Thanks for your consideration.
1141.	Dealing with climate change / TTC and bicycle infrastructure and service / Environmental programs
1142.	Political reform of unwieldy council. Banning helicopters over the city (other than ambulance!), really, aren't the Compass cameras enough?. No more St. Clair Ave. type experiments (that one failed miserably).
1143.	Coordinating a transportation network that expands transit greatly and eases road congestion, likely through congestion charges.
1144.	The TTC needs to improve services and provide a link directly to the airport.
1145.	transit - need more buses and a subway that works
1146.	Expansion of Transit and keeping transit costs low for the users.
1147.	Economically speaking investing in public transport is the best bet for Toronto's future. We have some of the longest commutes in the world and this is due to the glacial rate that the TTC is growing at. Less time spent commuting means more time working, which means a more productive city.

	<b>Transit - Other Important Issues</b>
1148.	Traffic congestion coming downtown. There should be a fee charged to those who drive into the city. This will not only cut down on traffic, but it will also reduce our carbon footprint thus reducing smog alerts during the summer. This will directly relate to public health. However, the only way this will work is if public transit improves making it more easily available to those living outside the current TTC routes.
1149.	public health- ensuring that the citizens of Toronto have access to all the provincially mandated Public Health services. / public transportation- affordable, accessible public transit / recreation-low cost recreational programming for all ages / library services- please do not close our libraries / child care- affordable ,regulated child care / housing-safe, affordable housing for those in need / city plan- follow the plan
1150.	Better public transit. The TTC should be more reliable.
1151.	Develop good subway system like Paris, France, and low income housing.
1152.	public transit / adequate federal and provincial transfer payments / waterfront renewal / urban design for pedestrians and bikes
1153.	Better Public Transit within the city and to other parts of the province. Incentives for people not to drive such as toll roads, car registration fess and emission charges. Safe and extensive bike routes throughout the city. The only way to relieve congestion is if less people drive.
1154.	Large scale transportation initiatives. Ex. Creating subway lines that run where people currently live, not hoping that people will move to them.
1155.	Expanding public transit. Maintaining emergency services at required levels.
1156.	Transit
1157.	Over haul the TTC from the top down. It's just too well known how ill run that entire organization is. I'm tired of paying for a bloated service that refuses to modernize. It's an archaic self-important and self-serving entity. / The police services is next. As perhaps the most expensive single city service it needs to be totally reviewed. It's over staffed and over budgeted.
1158.	public transit / public housing
1159.	The city should reconsider light rail transit, since it is turning out that 'subways to nowhere' are extremely expensive. / / It may be necessary to have road tolls to fund transit improvements
1160.	improving transit options
1161.	Housing/ Transit
1162.	Not building another subway!! Stick to LRT instead.
1163.	Affordable, effective, efficient and expanded transit. / Elimination of transit unions so things become affordable again. / Social programs that target at-risk youth so they are less inclined to turn to crime. /
1164.	- Efficient, modern, progressive public transit /
1165.	Transit and cycling infrastructure.

	<b>Transit - Other Important Issues</b>
1166.	Public transportation should be universally available for all people. This should be achieved by taxing the commuters using roads to come into the city. Automobile culture is not paying their fair share for the use of roads. People's ability to drive through the city need not be hindered, but they should pay for the use of roads, as citizens now pay for the TTC. American motorists pays tolls on their roads, why don't Canadian motorists pay tolls on our roads? This in equality is not only unfair but leads to the massive amount of gridlock in the downtown core and the degradation of our public transit system.
1167.	Where possible, harmonize services that blend across Toronto/suburban lines, such as simplifying GO/TTC transit use for customers (combined single ticket/pass option), standardizing snow removal regulations, etc.
1168.	Your survey questions are leading and open to widely differing interpretation. Affordable, reliable and far-reaching public transit is key to a healthy city long term. The use of cars in the downtown core should be discouraged, preferably with a toll system like London's (in the UK).
1169.	better transit
1170.	Transit
1171.	Please ban bicycle rides during rush hours, they are putting everyone in danger. Also, please remove the street cars, they are blocking two lanes every time they stop, they slow traffic and causing hundreds of car to pollute the air. / Maybe electric buses like San-Francisco would be a good solution. / / In addition, I see too many police cars with speed traps trying to generate money instead of patrolling and keeping the City safe.
1172.	Subway expansion, specifically the Downtown Relief Line NOT Sheppard!
1173.	as a resident in the city I want all the services mentioned in the earlier questions. The issue is there is not enough city revenue. To fund the city properly we should either raise property taxes which are low and add road taxes to fund transit properly like for example they have done in London. The fear is that this will chase away business but that isn't the experience of what has happened in other cities. Many cities charge road taxes in one form or another. The USA does it all the time, just fly in from Newark and check how much the bridges cost. The critical element is we don't want to lose services so we need to raise more money. We want all of the services we have plus more, its the sign of the value we place on the city. Don't lose services raise more money.
1174.	Transit expansion has to happen NOW...not 10 years from now. With the Pan-Am games coming in 2015, nothing has been done to meet the needs of all the visitors to our fine City. If we keep privatizing and cutting services, we certainly won't shine, will we?
1175.	Community health services, integration of newcomers, employment opportunities for young people, transit.
1176.	transportation... road backups and public transit / planned urban development .... currently seems to have no streetscape vision

	<b>Transit - Other Important Issues</b>
1177.	Affordable housing, public transit, civic engagement and participation, access to parks and recreation services, access to childcare, access and equity issues
1178.	Affordable, rapid transit for all communities in Toronto
1179.	make public transit more affordable
1180.	Child care, transit, social programs, high taxes, high rent
1181.	Dedicated bike lanes (separated by physical barriers from automobile traffic). Dedicated transit lanes (buses, streetcars, subways). Expanding the transit network into economically disadvantaged neighbourhoods
1182.	Transit / traffic gridlock
1183.	The movement of traffic in Toronto is ridiculous. Much improvement could be made to improving the number of advanced green traffic lights, and providing left-turn lanes to reduce the number of cars on the streets that are simply impeding others. / / The bikes lanes are a nice feature of the city for safety of bicycle commuters and people who only bike on weekends, however it seems ridiculous that they have been placed on major corridors such as Jarvis street. They should be on the secondary side streets -- on the Harbord Streets; not the Bloor streets of the city. I both drive and bike within the city, and I can tell you biking down Jarvis street at 40km/h, while being passed by trucks and cars easily going 80km/h, while dodging stopped taxis and delivery trucks (that are stopped in the bike lane) is an "interesting" experience. ...The money for those bike lanes would have been better spent on a centre turning lane for cars. / / By the same token, I'm very glad to see that Bixi bikes have moved into the city, and I hope the city continues to support them. / / The TTC is a disaster. You want to increase ridership? Increase the service hours, frequency of pickups, and security of the riders. Cutting funding of the TTC and reducing their services is a slippery slope.
1184.	too many people on the gardner expressway and DVP. Transportation congested, fix Bloor Street once and for all! Get more people biking, make bike friendly paths so we can get them to stop driving ..expand the TTC subway system
1185.	when considering infrastructure, take into account creating more bike lanes, better accessibility to subways for the disabled. it's a disgrace that you cannot access public transit if your mobility is impaired.
1186.	We need light rapid transit throughout the whole city. I do not want to waste money on a subway when people already have had their bus lines cut. / Electric trains are needed from the START going through Toronto to the Georgetown Corridor and the airport., not after diesel!
1187.	Housing, Transit, Child Care
1188.	I am worried about the increasing encroachment of developers and development on our public lands. Protect our parks! I am also worried about the continued viability of our library system. But the most urgent issue that needs to be taken care of I feel is modernizing and expanding our public transit system. I fully support the introduction of road tolls to pay for this endeavour.
1189.	public transit funding and infrastructure

	<b>Transit - Other Important Issues</b>
1190.	focus on public transit, not private cars - the slider question was too general
1191.	Avoiding boondoggles like the Sheppard Subway. / Air quality - pollution is affecting our health. / Transportation - we need better flow, which can come from improving transit an making it a better option over driving.
1192.	TRANSIT
1193.	The City needs an city-wide, multi modal transportation system, in particular improved rapid public transit options to all areas outside the downtown and a city-wide network of interconnected bike lanes that facilitate travel by bike for commuting purposes.
1194.	Amalgamation has been disastrous for the City, because services contracted out to providers make them crisscross the city, wasting fuel, time and increasing gg emissions. / Heritage buildings and communities are being abandoned, despite their overall superior design, environmentally and aesthetically. My street has seen houses, with ecofriendly features like solar south facing windows, and plantings, demolished so that bigger houses, requiring air conditioning, and filling property to lot lines, are built. These houses do not take advantage of site based planning, and are hideous, with virtually no aesthetically sensitive features. / The City's anti-idling bylaw is completely ignored, with no signage or attempt to enforcement, resulting in unnecessary pollution, more greenhouse gas emissions, rising health care costs, etc. / Buses on major routes should be electric; these are more cost effective, quieter, and more eco-friendly. / Perhaps the City should sue the federal government for damages incurred as a result of the underfunding of emission limiting projects, like electric buses, etc.
1195.	Bridging the divide between the suburbs and downtown, and respecting both in their own right. The rhetoric about "pinky" leftos needs to stop. it is divisive and not constructive for the city in any way, shape or form. / / Professionalism from our public representatives and a respect for due process, transparency and accountability in government. / / Safety and fairness on our streets for everyone, including pedestrians, cyclists, and transit users. My day to day experience suggests motorists are doing a worse and worse job of "sharing the road", perhaps because they feel their "right" to the road is being challenged. We need education to promote more civilized behaviour on our streets - and safe infrastructure that provides people with options for how to get around, without a car and without feeling like they are risking their lives. / / Please recognize that less than half of people downtown drive a car to work. We have a right to get from A to B safely, too. Please also recognize that most people use a multiple modes of travel so pigeon-holing them according to one mode is not representative.
1196.	Having a well thought out transit plan that connects people in the city as well as those in the suburbs. One day I hope that in my life time there will be a waterfront plan that is actually implemented and it opens up the waterfront for more than just condo development but provide recreation, culture and services for Torontonians and visitors - see Chicago.

	<b>Transit - Other Important Issues</b>
1197.	Regional transit
1198.	public transit
1199.	Upgrade transit, integrate it with airport
1200.	Better available public transit.
1201.	I see on the news spending money on bike lanes and fitting the buses with bike racks. I think that is good, but I also think that the people who use them should pay for them. When I was a kid and had a bike I had to buy a license plate every year for it. Why not have the same for anyone using bikes in Toronto. Fair is fair, we have to have one on the cars, and also how about a tire tax on bikes tires to help pay for maintenance of the bike lanes( painting the lines and signs etc.).I'm sorry to say that prostitution is here to stay, why not set up a mini style Las Vegas on center island?, with casinos and legalize and control the trades there? / TTC has a lot management waist, when I worked in the shops I seen how they use to try and hide management that had no specific job. TTC has great potential to offer therer service and make money also, there shop and body and paint could be making money buy bidding on other transit buses and vehicles to maintain and paint. Not all the transit systems in the GTA have the man power and equipment to do the job. I could go on and on ,but my 2 fingers are getting sore.
1202.	Better co-ordination of repairs. For example, Roncesvalles road has been ripped up numerous times for different things (streetcar tracks then sidewalk improvement). Could these not be done together? / / Also, exceptionally poor planning by city. For example, ripped up St. Clair street for streetcar and then had to be redone because it wasn't wide enough to accommodate fire trucks. Also, rumour has it that new TTC subway cars do not fit in all the tunnels. Lack of urban planning makes our waterfront look horrendous - a huge concrete wall of condos. / / There are so many condos being built on Yonge Street and yet subway service from Sheppard to Union is at capacity during rush hour and traffic on the roads is ranked as the worst in North America.
1203.	affordable and accessible transit, including expanding transit services to include more downtown transit options for commuters other than one subway line that goes to the downtown core
1204.	Separate the infrastructure issues - your question/rating is too broad. Instead of investing in roads, we should be investing in expanding public transport & support for pedestrians and cyclists to take cars off the road. In particular, we should break the monopoly on airport transportation by creating a subway to Pearson.
1205.	Using money for the people and not privatizing things. Improving community centres, library services, TTC!
1206.	Keeping child care affordable / Opening Hospital beds to more patients / Revamping the TTC ticketing system. It sucks!

	<b>Transit - Other Important Issues</b>
1207.	Investment in the TTC and alternative transportation initiatives such as bike lanes and multi use trails, especially with the upcoming 2015 Pan American Games. Need to build affordable and sustainable infrastructure. Better consultation on construction products so that the same roadway is not being ripped up every year because the first year they forgot to do the gas lines, second year they put the gas lines in but not fibre optics, etc. / / Need to allocate Toronto Police for policing initiatives and not pay them so much overtime to guard manholes and construction sites when those jobs can be done by private security companies or construction companies themselves.
1208.	Transit, Cycling, Food Security and Health
1209.	The poor decision making at City Hall and the poor oversight. Nonsense like the Union Station deal, the chaos caused by the Bloor Street "improvements", the St. Clair LRT, the Spadina LRT, the Harbourfront LRT, and the Sheppard Subway, illustrate a consistent pattern of spending large amounts to make life worse for residents and not being able to follow a schedule. The ridiculous Recreation cuts a while back where we lost the services, but kept nearly all the costs, only the useful part-timers who actually did useful work were cut. The ridiculous cut of Sunday library service the busiest day of the week, a while back is another ridiculous decision, that also appears to have violated contracts, illustrates a pattern of punishing the taxpayer, instead of making well thought out cuts. If the cut had been to end library service from 9AM-12:30PM Monday-Friday, that would have made much more sense, since that is when the libraries are not heavily used. Then there was that propane explosion place which seems to have been tolerated. City Staff seems geared to generating a lot of paper and wasting a lot of money instead of making sensible choices and all the politicians seem to be part of the problem. Stop building new stuff and instead do proper maintenance of what we have. There should be no new TTC LRTs, subways or anything else like that. The Yonge line is packed already, there is no need to spend billions to make it worse. /



	<b>Transit - Other Important Issues</b>
1210.	<p>Too much needless spending / Potential missed revenue from various departments / Major first class attractions in Toronto needed to strengthen tourism. / / The City of Toronto misses many opportunities for making up new revenue. / / 1: Big fines for polluters from cigarette butts to large household items, or people that swear on public transit or in government buildings, put out adds warning people for the next 1 to 3 months that there will be a new no tolerance polluting/ swearing fine starting at let's say 1000.00 to 10,000.00, and enforce it vigorously. Respect your fellow Torontonians. It's not about freedom it's about decency and respect for your fellow human Elders and children. Let's keep good standards and let's not lag further behind. / / 2: People from out of Canada or Province when stopped for a traffic infraction or other fine it should be played up front via a credit card or debit card. I hear that we in the province of Ontario are owed 10,000,000.00 in missed fine of people out of Canada or province. / / 3: I'm all for recycling, however it's rumoured by many people, we recycle but in the end it all ends up in the same place. If this is true then we all have been had and we and the city are wasting time and money separating garbage and recycles if it all dos end up in the same place. / / 4: When fixing or adding new roads or sidewalks make them permeable so that the rain can seep threw to the soil allowing the water to be filtered naturally, alleviating the water treatment plants of extra water treatment less work ours wasted materials time and money. / / 5: Communication between city departments." I often see" shortly after newly built or paved roads, are ripped open a few months or about a year later for further modifications mostly to install pipes, I'm not talking miner reapers I'm talking about large projects that were clearly planed and not just a broken water main. It's like the city doesn't like to see the roads looking like new, I guess it a make work program for those poor contractor. more money from the tax payer wasted. / / /</p>
1211.	<p>The transit system in Toronto is disappointing. Getting from the east end to downtown is a hassle as there are overcrowded subways and buses during the whole commute plus a lot of frequent stops. There should be an Express train directly from Kennedy - Yonge - St. George - Kipling or Kennedy station directly downtown. It would definitely help those traveling from further distances to interchange and connect easily to stops that are frequently used.</p>
1212.	gridlock and public transit
1213.	Drop-ins / Affordable TTC for persons with disabilities
1214.	<p>"Inclusionary zoning" that requires developers to make a certain percentage of private developments more affordable based on the average income of city residents and allowing that space to be significantly larger so that it could comfortably accommodate more than 2 people, which would drastically reduce the amount of growing families moving to the suburbs. This would also impact greatly on transit and economic development, as it would take more cars off the road but place more emphasis (and revenue) on public transit expansion. It would also diversify the economy of the City.</p>
1215.	Transit



	<b>Transit - Other Important Issues</b>
1216.	I am very concerned with property taxes being raised, as well as the efficiency of the TTC. It seems that we are paying more and more for the TTC but we are receiving the same (or less than) service, which unfortunately isn't very good. We need more affordable housing and help for the vulnerable in our society.
1217.	Do not lose sight of what this city represents for Canada. This is the face of our country to the rest of the world, and we need to REALLY be world-class. Not just talk about it. That includes social programmes like public housing and public transit that can compare with other large cities around the world - and we don't .
1218.	Increased TTC services, services for mentally and physically disabled children.
1219.	Too many cars. Better transit. Reward car pooling more? Tolls to discourage unnecessary cars driving during business hours. I don't know but it takes too long long to get anywhere. It's frustrating, and exhausting and kills productivity like nothing else I can think of...
1220.	1)provide services to new immigrants and their children e.g. more ESL classes, / 2) parks and recreation programs not accessible to new comers, not enough free spaces and programs for low-income families, long line and busy phone lines at registration dates for city' s park and recreation programs. (frustrations) / 3) rent is too high, housing prices are way too high. / 4)TTC fare and gas prices are too high / 5) emergency room waiting time is too long (Hours) / 6)universities graduates aren't finding any jobs they studied / 7)new comers aren't getting any jobs, always low-income jobs / 8)more free legal clinics / 9)more after-hour walk -in clinics / 10) more library drop-off boxes placed at the curbside of a road/ set up a kiss-and -drop off and pick up-box service for library materials at each street corners. More accessible for people who are trapped at home (e.g. new mothers with lots of chores and responsibilities, / 11) more services for mentally ill
1221.	Transit maintenance and especially expansion which has been seriously neglected for over a decade. With the continuing growth in population, gridlock will worsen and the associated costs to the economy will increase .
1222.	Public Transit. I can't believe that wasn't one of the options listed above.
1223.	TTC needs complete overhaul and support from the City and Province. As well as more streetcar lines, increasing fares without increasing service BY WAY OF BETTER TICKETING SYSTEMS (i.e. 90 minutes or 2 hour transfers) will not reduce drastically the revenues but will provide a far superior service, and be an act of good faith to the people of Toronto who try not to drive everywhere. Also, why on earth did the mayor cut taxes when we have a budget deficit looming? short sighted and pandering to voters, a total lack of leadership.
1224.	Public Transit - reliability, safety, and customer service
1225.	Priority neighbourhood programming focus; / fast, accessible TTC; / integrated bike lanes network

	<b>Transit - Other Important Issues</b>
1226.	Environmental issues (i.e. industrial, nuclear plants, lowering pollution levels, etc) public safety and health issue preparedness / Slow down development (condos/housing) manage roads/traffic -- too many people on the roads/transit / Improve/revitalize areas of the city that need it (i.e. Keele & Eglinton, lakeshore, etc...)
1227.	improving GO Transit within Toronto (increased frequency of trains and buses to better serve Toronto residents, better integration and connectivity with TTC services, fare integration so a GO user pays only \$1 to transfer to the TTC, new routes such as rail service along CPR Dupont-Summerhill-Agincourt)
1228.	Cultural services; Environment including parks, trees and wildlife; Water; Garbage; Transit; Fires; Medical services; Housing
1229.	improving our subway system, increasing corporate tax on big companies and banks in order to create a fair taxation program, changing our voting system from existing to proportional representation
1230.	Literacy - reading, writing, finance, computers and information finding / Health and wellbeing of residents / Public transit
1231.	improved pubic transit is critical
1232.	Services are in dire need in the inner suburban highrise neighbourhoods. Immigration and settlement issues, including poverty, under-employment, language classes, are key issues for Toronto, even though they are supposed to be federal issues. They are critical to Toronto's future. One of the most important things Toronto can do is to provide free or highly subsidized and easy to access recreational, cultural and educational programming where newcomers can integrate into mainstream society, and Toronto's comfortable classes can get to know what it's like to live on a bus line.
1233.	Scarborough Rapid Transit on Sheppard, Subway or Rail but there must be something not a dream wish list.
1234.	providing fair and accessible education and access to information in the form of libraries and school programs. making transit more accessible for people of different abilities and accessibility issues.
1235.	Transit
1236.	Gridlock and traffic congestion is costing our city billions in lost productivity, on top of losing an untold number of businesses that would otherwise choose Toronto as their home base. / / Meanwhile, hard-working new immigrants and lower-income families who are mainly concentrated in the inner suburbs and "priority neighbourhoods" are denied a fair chance to make a living and realize the Canadian dream thanks to inadequate public transit, dilapidated public space, TCHC properties in disrepair, and restrictive zoning that prevents a thriving entrepreneurial/small business culture. / / Most importantly, when the people of the city only see themselves as taxpayers who seek to minimize their contribution to their community, as opposed to citizens who seek to maximize their contribution, it dooms Toronto to being a perennial runner-up, wannabe alpha city, never fully achieving its full potential. This has a negative impact on attracting tourists, new business and jobs, and most of all Torontonians.

	<b>Transit - Other Important Issues</b>
1237.	Transit frequency / Accessibility to trash cans (and build up of litter) / More recreation programs (especially aquatics) /
1238.	TRANSPORTATION! On the last list there was nothing about improving transportation and creating MORE alternatives to JUST the TTC. The buses are barely on time and crowded, streetcars are prone to getting stuck in the snow, the subway breaks down or there's an emergency every week, creating delays and inconveniencing the people of Toronto. If you want to make Torontonians happier, improve the TTC and create more transportation option, i.e. shared taxis, minibuses etc. Even a city like Istanbul, in Turkey, has more than 5 different ways to get to one place. Toronto is way behind and has so much potential. Oh yeah, and maybe it would help to finish some UNFINISHED subway lines like the one dangling on Sheppard!
1239.	Public transit needs to be fixed. It is too expensive and does not service enough people. It needs to grow. it is the only way to drive Toronto forward. It is the future.
1240.	Public transit. The TTC is out of control. The current city of Toronto plans won't fix the issue.
1241.	Public transit!
1242.	Improving customer service on the TTC. The fare is far too high for the low level of customer service provided.
1243.	Public Transit, Housing, parks & recreation,
1244.	Toronto needs more bicycle lanes, an extensive LRT network funded by a downtown zone car toll, and more public resources for the poor.
1245.	community group support, public transit
1246.	Transit
1247.	more extensive transit availability and quality of services
1248.	TTC funding really has to be subsidized provincially and federally as well as locally. Our infrastructure is crumbling faster than it is being repaired. We do not have anywhere near the amount of affordable housing we desperately need
1249.	Promoting alternative energy, expanding on green space, emphasis on mixed income communities, pushing cycling through out the city, efficient and accessible ttc plan.
1250.	public transit, green spaces/roofs, safe and healthy subsidized housing and food programs, job skills training
1251.	Out-patient programs and support for mental and physical health / Social assistance programs that allow people to pay rent and eat healthily-restore diet supplement, Strong public transit system that is environmental, using electric trains and not diesel fuel
1252.	I already provided my top 3 issues in the first question, these remain the same. Specifically public transit (quality, accessibility, affordability) and addressing important environmental issues should be considered by the City. The City should also consider increasing property taxes and reinstating the vehicle registration tax to fund all the City services that are in need of funding.
1253.	Public transit
1254.	global warming, smog, toxics, poverty, transit

	<b>Transit - Other Important Issues</b>
1255.	Continue to look at expanding public transit in the outer suburbs then city wide
1256.	Why are the subway trains still making ear damaging noisy screeches every station every train it is deafening !
1257.	Public transportation. Toronto (and the Province) have a horrible history of changing their minds with respect to transit and cancelling plans. The result is that nothing ever gets built. I think it may be too late as the City has already cancelled yet another transit plan (a funded one, no less) and replaced it with an incredibly short-sighted and unrealistic "plan," but I felt it necessary to include this feedback here. / / Heritage: Better protection of our built and natural heritage - city wide. Heritage is not just in downtown, it is all over the city and should be respected and protected.
1258.	TTC
1259.	The city should put tolls on the DVP and Gardiner. This was users of this would have pay... just like users of the TTC have to pay.
1260.	Culture and sport should be separate. / Really putting the drug strategy into operation - and funding it. / proper public transit - and a well thought out plan. We had one once. / much more public housing - and that housing in better repair. / The city infrastructure - it is old and wearing out . / Making Toronto more livable and friendly - for the residents as well as for tourists. This means developing and applying architectural standards; developing parks. Developing the waterfront and Downsview park. Toronto is not "on the map" as it should be. I fear that it's time may have passed. / More pedestrian friendly streets, down town in particular. / take Scarborough back from the automobile. Develop safer, more comfortable neighbourhoods. That means doing something about the extra-wide streets without trees or places to sit and relax. The excess of strip malls, etc. Paraphrasing Gertrude Stein about Oakland I believe ... "There is no there ." / Get rid of the Gardner - or most of it / Is this enough?
1261.	LRT system to take cars off the road. Too many large vehicles with 1 passenger.
1262.	Building rapid transit (LRTs Busways, maybe subway (if we can afford them)
1263.	ttc
1264.	Forget trying to be a world-class City; if we focus on being a city that balances services between the haves and have nots; places emphasis on culture and the arts; takes care of those in need in new and creative ways; works with the private sector in creative not divisive ways; pays heed to the environment; then it will naturally become the world leader it was at one time. / / Reduce cars, increase public transit - that does not equate to focusing on subways. / / If taxes have to rise to maintain services, so be it; we pay less taxes than our suburban cousins; I have heard this stated time and time again at the public sessions. / / Increase revenue rather than cut programs. / / Bring back the car tax that was repealed; double the amount to \$120
1265.	Accessibility for people with disabilities / support for community development for communities to help another / affordable PUBLIC transit / what makes our City "liveable" is not only roads and infrastructure, but strong communities, public space, arts and culture

	<b>Transit - Other Important Issues</b>
1266.	-Public transit / -Supporting and encouraging youth and newcomers / -Investing in 'greening' the city -environmental consciousness / -Maintaining and building on Toronto's reputation as a world-class, welcoming city vs. a cost-cutting conservative place to
1267.	ensure funding and quality of public resources like libraries, transit, community centres
1268.	Public Transit
1269.	Toronto housing need revamping. It is costing the city too much money. A different approach and model is needed. / / Reduce waste at City Hall and improve efficiency, quality and transparency. / Reduce office budgets and discretionary funds to the councillors. / / / Street cleaners are not doing an adequate job on cleaning the streets. I seen a car with a vacuum hose go by many times. / and still see a lot of street litter not vacuumed. Why is this? I think there is no follow up and control over workers that work for the government. Also the best time to clean the street is at night where there are less traffic. / / Improve the economy of Toronto with various means such as encouraging small businesses, tourism with city events, or be a bigger voice to lobby more funds and support for the Toronto / / No increase in taxes. Please improve efficiency and quality and increase workload as most businesses have to. / / TTC need to employ different levels of staff for work that require less experience i.e. TTC booth workers should not be done byt drivers and earn the same pay. Reduce waste and improve service but not cut in infrastructure. / / Reduce police budget but also look at a different model so the police does not spend time in bad policing. Police needs to work on real crime, not in traffic direction, and small offences. They should look at efficiency and increase workload just like the rest in this economy. / / Restrict migration or refugees to the city that do not have already have work setup. / / License pet owners to discourage pet abandonment /
1270.	The importance of public transit and education for the people
1271.	Transit.
1272.	Essential Services - Why is TTC Essential and yet I believe EMS is not?
1273.	Stop building anything that blocks the waterfront. We need the air/breeze that comes off the water particularly in the hotter months to keep the city livable. Reduce the number of cars by implementing a road toll during week days. Improve transit and to this end every person at every level of municipal government should take the TTC to and from work for a true understanding of what is required to create a properly functioning TTC and where improvements are needed.
1274.	The Public Transport known as the TTC couldn't be any worse. The buses are well built, but the subway lacks quality. For a city well known as Toronto, one would expect a better and faster subway service! Take example with Montreal public transport service or even better, France subway service! How about a 24hr subway like New York? Sounds good to know that I should not have to worry about taking an expensive cab after my night shift at work.

	<b>Transit - Other Important Issues</b>
1275.	Transit. Provision of services by public employees. Bike lanes and infrastructure. Clean parks. Programs for children and youth. How to get more support from other levels of government for our transit, for public housing, for childcare subsidies and facilities.
1276.	Improving transit throughout the city, and offering better alternatives than just cars. Allow for more opportunities for people to walk, bike and take TTC. Realize that in doing that, the drivers will have a better experience too.
1277.	lower ttc fares / more frequent ttc service / later subway times
1278.	Public transit / Bike lanes
1279.	Extending public transit and providing bicycle lanes, maintaining and improving the public housing supply, maintaining quality public services provided by existing workers and not privatizing to save money, which inevitably leads to reduced services and compromised safety
1280.	transit
1281.	Inquiry into the actions of the Toronto Police at the G20 summit, housing for the poor, services for new immigrants and low-income adults, public space and advertising, public transit
1282.	I am very concerned about the City's current plans to reduce public transit service - either by cutting existing routes or by changing future infrastructure plans. / Overall, my biggest concern is that the policy seems to be cut services AND cut taxes. Because of the deficit AND because of the need for infrastructure improvements and expansions, this is the time to maintain or increase existing taxes and implement new taxes, such as road congestion fees.
1283.	Public transit
1284.	improved cycling infrastructure, revised and clearer cycling laws, improved transit options, congestion charging and road tolls should be considered
1285.	Ensuring the residents of Toronto receive first class essential such as Police, Fire, EMS and Transit. Toronto should be leaders in these departments. This means not only to meet the needs of residents but to be a place that other major cities model themselves after.
1286.	Given its massive ridership, the state of the TTC is deplorable. Frequent delays, inadequate coverage and poor allocation of resources make "riding the rocket" inconvenient, unpleasant and, worst of all, expensive! Privatization has failed everywhere it has been tried, yet city administration has not been much better. We must find a new solution!
1287.	Consider the fact that bike lanes and paths often end at dangerous intersections with no clear route to take. Also, do not scrap the TTC light rail plan. We need more public transportation. The TTC is not functional-it is difficult to get around, and is NOT accessible at most stations to people that can't walk (including handicapped and toddlers/infants, as well as the injured).
1288.	The inability of transit, as it exists in this city, to meet the needs of most folks in the GTA is an incredibly pressing issue. The TTC is, for many, both inaccessible and unaffordable



	<b>Transit - Other Important Issues</b>
1289.	Do not waste money on the Sheppard subway line. Cut staff and benefits for all civil workers.
1290.	Not cutting library hours. / / Having formal citizens' groups on city projects like the TTC, instead of the informal ones created by city councillors now. Rob Ford ran on governmental transparency, but so far the citizens' groups which provided a two-way link between citizens and government have been disbanded. In their place are informal citizens' groups, which is a waste of governmental resources. Since these groups continue on an ad-hoc basis, the knowledge and minutes of those meetings are not being formally captured and therefore are less than fully utilized. councillors and Citizens' time and resources are being wasted if they are ineffectually and informally meeting, when formal meetings would be more effective and serve the same purpose without loss of time and knowledge. Please reinstate the community information groups.
1291.	Every issue on the page before this. / No issues should be left out. The gap the City is dealing with in the budget is not because of these services. / Fords agenda to stop the vehicle registration tax was a huge mistake. That was one of the few revenues the city had. Without revenue through raising taxes or other permits like vehicle registration tax, then the city will clearly not meet it's budget. The people who are about to loose out on services are the city's most vulnerable people or people involved in community improvement through arts, environmental action, etc. / / I walk by several police officers a day who are monitoring traffic. It's ok for the Ford's to sign off on \$5 million a year for police at constructions sites, but we couldn't have held onto 40+ TTC bus routes for the public benefit. Don't take away the things we need and spend money on things that aren't necessary to waste taxpayers \$. How can you get rid of FREE community input on various issues but will spend \$ on things that no one asked for! / / Do not cheat the people of Toronto. Everything you have listed throughout this survey is of importance to many if not all of the people who live, work and enjoy this city. Do not take these things away. This is not the mayor we signed up for. This is not want people wanted/want/deserve. This is not a city full of gravy, this is a city that is amazing and has so much potential.
1292.	Realistic and timely transit improvements and expansion (Streetcars, Light rail, Accessible buses, Separate bicycle lanes) are critical to the overall health of our ever-growing city. If we don't invest in more efficient, higher density means of transportation then Toronto will slowly die.
1293.	PROVIDING AN EFFICIENT AND AFFORDABLE TRANSIT SYSTEM.
1294.	Public transit is vital to the city's future. Service cuts and fare increases (which should be a last resort) will not address the capital and operating needs of the TTC. The city must lobby the provincial and federal governments to provide funding as is the case in other jurisdictions.
1295.	Expanding the services offered by the TTC and promoting other sustainable transit options like car-sharing, bicycling, etc.

	<b>Transit - Other Important Issues</b>
1296.	- Cutting down the carbon footprint / - Keep the "naming rights" to the city/public (parks Canada, subway stations etc.) / - Going as green as possible
1297.	Toronto should revamp it's signage both on street level and in the TTC. This would help tourists and the visually impaired get around more easily. It would create a friendlier, more inclusive and navigable city. Clear signs help everyone, not just people who can't read from far.
1298.	Traffic congestion, pollution, lack of public transit, lack of funding for public services, underfunding of public housing, lack of vision regarding waterfront, fundiction for cultural and arts programs.
1299.	reasonable transit and environmental policies.
1300.	TTC
1301.	TTC costs
1302.	Transportation is vital for the health of Toronto. An examination of commute times will balance the use of cars with public transit expansion and cycling. Understanding the cost of traffic congestion will motivate innovation and unify our citizenry (aka taxpayer).

**Do you have any other comments on how the City should fund services?**

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	<b>Transit - Financial Advice</b>
1.	If we want to compete with New York, London and Paris, then we need to invest in transit, the waterfront and our parks. People don't visit Paris because it's balanced its budget, people visit to see the great museums and parks. / /
2.	reduce costs in each department. Eliminate some departments. 0% wage increases for all. Reduce budget for police, fire and TTC and keep the same service. yes, its possible . Cut the fat.
3.	MANY motorists from 905 use Toronto roads and TTC daily. They should be made to contribute to the expense of maintaining and developing these systems. / It is not acceptable that city property owners take the burden in their taxes.
4.	Road tolls and other charges on things that cost the city. Make developers pay their fair share for roads, schools and public transit. Drivers need to pay more for road repairs.
5.	take a look at public transit in other countries whereby they pay for the distance traveled. This helps save commuters money and limit urban sprawl. / / Allow commercial use of public space i.e. parks, and charge them for the license. Allow more business to be set up by the waterfront. / / Put toll fees on cars coming into downtown Toronto from the suburbs. / /



	<b>Transit - Financial Advice</b>
6.	Review of user fees for certain activities such as community special interest group picnics in parks, access to public gardens and heritage buildings and fees for libraries.. Review use of Wheeltrans system to ensure that buses are filled. For example consider carrying elderly people (over 75) as well as disabled at low fee. Currently the buses run with very few occupants because it is restricted to disabled. Consider higher user fees for houses with multiple green and blue bins as this is a sign of multiple occupancy, Higher fines for people who neglect their properties or leave vacant .In addition higher tax rate or shut down for individuals using homes as rooming houses or multiple occupancy. Also severe penalties or expropriation of properties convicted of grow houses or labs. Discontinue sidewalk clearing / Consider contracting out trucks running around picking up dead animals etc to maximize efficiency.
7.	I would be willing to pay more in property taxes but not to pay for asinine decisions by Rob Ford (i.e. payouts to companies for cancelling contracts - investments in the most expensive and least efficient form of public transit (subways))
8.	The city should find ways to increase the quality of all essential services such as the TTC, Police, Fire, EMS, Roads, etc while decreasing the cost. Decreasing the cost of the service should not result in a decrease in quality.
9.	Congestion charging in downtown core. Zone TTC fares so longer trips are more expensive. Raise taxes on new developments
10.	The TTC and welfare payments should be funded by the province, not by the city. But if the city has to pay for these services, the cost should be covered by property and business taxes. User fees should be reduced or eliminated whenever possible.
11.	Just more accessibility, for the disabled on the TTC, (I.E) more elevators. And more security to protect our seniors!!!
12.	Why do we let people from 905 use our city, roads and infrastructure for free? Toronto would be fine without Richmond Hill, but not the other way around. We should put in massive user fees for morons who live outside the city of Toronto but are a daily burden to our services. On top of that why are we extending transit further and further out? It makes it impossible for the people of Toronto to get on their subway when it is full of jackasses who bought homes in Whitby and get dropped on at the subway every morning. By the time the subway gets to Broadview it is full and so are the 3 following trains
13.	The city should crush the unions, cut out all the perks enjoyed by city employees, open all contracts to competitive tender, enforce budgets by punishing managers that allow massive overruns, and make improved transit + traffic relief the number 1 spending priority.
14.	get rid of the TTC street car. What happened to the electric bus. Hire a good accountant he or she will find the money you lost. The TTC found how many millions in the closet ?? /

	<b>Transit - Financial Advice</b>
15.	Stop the scare tactics. Get down to work on just providing the services- instead of wasting time, money and energy pandering to the rich who can afford to pay for what they want. / Let us all pay according to our ability. / Restore the vehicle registration tax (I am happy to pay for the privilege of driving a car) / Use parking fees & vehicle registration tax to pay for public transit
16.	I'm already paying right property taxes more then the average. Why should I pay for police and TTC getting more pay and not for more work? There should be a hold on cost of living raises. Why should the public sector be sheltered from the recession when the private sector is suffering so much? Taxes will have to go up its the only way to pay for this. / / I'm not saying that the public sector should fire everyone or that everyone working in the public sector is lazy, I just feel that the public sector needs to take in consideration the economy we are living in right now and stop hiding behind the unions.
17.	1) Dramatically reduce the paid duty for \$45+/hour police officers guarding a hole in the ground and replace with much lower paid individuals who'd love to have the job. 2) Be honest with people that services can't be provided with no increases ever in property taxes or user fees, if only to take into account inflation never mind improvement. They need to look on taxes and user fees as the "common area fees" that everyone pays to live anywhere and we ALL pay a share. 3) Have a much longer term vision (10+ years) of where the city is going with transportation, the environment, development, etc. combined with funding requirements. I rarely see any long term strategy on anything (the mess of the TTC comes to mind), just the immediacy of the next election.

	<b>Transit - Financial Advice</b>
18.	<p>Public housing should NOT be built or administered by the City of Toronto. The millions that are wasted to build a SINGLE UNIT of a residence are outrageous; developers would bankrupt themselves if they spent the ludicrous amounts on construction that the City of Toronto Public Housing has spent. Additionally, the worst maintained apartments in the city are under the operational control of city management. Public housing is a 'motherhood issue'-----but don't be afraid to expose the failure of the current model and move forward to try to contract out for reasonable efficiency AND better service to the tenants!! They may be squawking, but they JUST DON'T understand. Don't be bullied by the media attention they get---do the right thing and explain to the taxpaying public. Maintain your ground!! / TTC: Why are we so antiquated when it comes to administering fare revenue compared to other REAL world-class cities?? Why do we pay people in booths both exorbitant union wages AND pensions to be selling us TTC fares? Why do we spend so much on printing tickets and tokens? We should move to a refillable (magnetized) card system dispensed by MACHINES. We should also move to a pay-as-you-use fee. Why should one subway stop ride cost the same as a trip from Scarborough to downtown? A card system would also help ensure the SECURITY of bus drivers-----there should be NO MONEY at all on buses!! This is a security risk for the bus drivers and it is also a security risk for TTC revenue; it is not necessary in this day and age that so many (employee) hands touch the revenue. An automated card system would ameliorate the operation of the TTC in many ways. / Another thought regarding the TTC: I was on a subway car last week. There was coffee all over the floor rendering one whole side of the car slippery and dangerous. It made me think: In this day and age of cell phone use, every subway car and every bus should have a number, posted visibly inside and outside the subway car/bus. There should be a phone number (like 911, but unique to the TTC) where TTC users can phone in safety, security, maintenance deficiencies, vandalism, what have you AND cell phones should work in the subway!!!! Come on Toronto, cell phones work in every 'first class' city I have ever travelled in! Providing the TTC users with the immediate opportunity to report problems would enhance the service and efficiency and safety of TTC operations. / Administering the courts: "No shows" at traffic court get away with a lot. There should be stiff penalties for abusing the court's time. Additionally, while court translators should be CERTIFIED translators, the COST to hire a translator should be borne by the user, NOT the city, as it currently is!!!! I happen to know that if a defendant does not show up for court when a translator has been appointed, the city will pay for the translator EACH time the translator shows up, without penalty to a no-show defendant, who may be delinquent multiple times for the same charge! Additionally, the judges will NEGOTIATE down the fines based on defendants' hardship stories which are largely unsubstantiated. There should be no negotiation for fines, based on posted rates.</p>

	<b>Transit - Financial Advice</b>
19.	I think that the city should focus on a stratified system where the people who are more able to pay, pay more. Students, seniors, and those under 30, all residents with unstable or small incomes, would be subsidized by the (presumably) more established and stable income of the middle generation. \$120 is a lot for a metropass right out of university when you work part time at Indigo and have to pay \$700 for a basement apartment. The city should be striving to make things just a little bit easier for their residents, not harder or more stressful.
20.	Maintaining and improving our city requires an investment, and I think that if people see improvements in services and a service attitude they will be content to pay for it - it's when you have the combination of increasing costs and deteriorating City services that people get unhappy! We have a wonderful public library system that should serve as a model for other city services: great service, clean and modern and friendly, and open to all without user fees. When the end result is that great, it's easy to feel like it's worth it. By contrast, when you're paying ever increasing fares on the TTC and dealing with service disruptions, filthy stations and (some) rude staff, the combination is really unappealing. / / With social housing I wonder if there are opportunities for more mixed-income developments, where the housing is pleasant, and people may pay market rents or receive subsidies depending on their income. I grew up in one of these in another province, and it meant that the housing itself was nicer than what you see here. In addition, whether my parent was working or not, we didn't have to move, it just affected how much was paid in rent. / / With childcare, I don't understand why there are a limited number of subsidized spots, leading to a long waitlist. In BC, any spot in an approved daycare (institutional or home care) can be a subsidized spot - it seems to me this would remove some strain on city services.
21.	Engage the provincial and federal governments for funding public transit.
22.	When we want people to increase their use of services (i.e. more TTC riders is good for everyone), increased user fees are a crazy idea.
23.	Gas tax like Vancouver has to pay for transit. Bring back the car registration fee. Licence bicycles to pay for bike lanes.
24.	Toronto is a downtown metropolitan area. It should have fantastic public services for those in need, greatly improved public transit and accommodation of alternative means of transport (i.e. walking/biking/etc. as opposed to driving), and should encourage and enforce environmental standards.
25.	Look to cut the bloated TTC. Wheel Trans is a disgrace, the vehicles alone are \$300,000 and three times more than any other comparable operation. Contract that out too, there is no need to pay that driver \$26 /hr. / / Get rid of TTC collectors, move to automated fare collection, provide roving customer service attendants. / / Begin contracting out certain bus routes to provide a cost benchmark for TTC union negotiations. / / Consider smart asset sales. Consider other user fees and perhaps offering HOT (high occupancy toll) lanes on the Gardiner or DVP. / / Consider a hotel tax.

	<b>Transit - Financial Advice</b>
26.	When considering funding of new/existing services, make sure we are using the most efficient methods possible. If spending more on the service today means that down the line, it will provide a better, more efficient service, it stands to reason that the service will cost less in the future, thereby making it a wise investment. Many services could be more automated. More automated pay stations on the TTC would mean fewer lines, fewer employees and lower costs. At low usage times on the subway, consider using fewer subway cars rather than increasing the wait times between trains. A 3 car train vs. a 6 car train would save on employees, electricity, maintenance, ' / and possibly allow the TTC to run smaller trains more frequently, thereby making the service more efficient. / Paying for or setting up court dates for tickets for example could be more automated, allowing the service to be provided more efficiently. / Crack down on illegal parking during rush hour, creating clogs in traffic. /
27.	The city should LOWER the cost of transit to users and funding for our public transportation system should come from other areas.
28.	Allow private buses to charge fares, and to run lines that TTC doesn't run. Privatize Public Transit.
29.	Cut salaries and expenses of city employees and contracted employees and employers. They should be paid in line with average wages of the individuals who live in the city. / / Cut police weaponry - especially individual constable guns and clubs - rarely used / Cut police vehicles and uniform expenditures / Do not offer the police unionized legal protection / / Cut the red tape at court houses and the police make-work / money projects / / Court houses and police services are a HUGE WASTE OF MONEY AND TIME and offer nothing to the community at all except fear-mongering, and intimidation / / do not accept charitable donations for places like the AGO or the ROM or any sports facilities to improve otherwise fine buildings to be revamped at a huge cost to the city. / / Do not redesign or install NEW TTC information screens or bus stops before you improve service - that is like putting lipstick on a pig. / /stop the spiral of cost of living in this city. Cost of living is directly tied to overpaid elected officials, police, and construction workers. / / Force rich athletes, models, musicians and artists to give up half of their earnings to infrastructure and keep them from promoting unhealthy or unsustainable lifestyles - punish luxury brands and designers for being so self-important and indulgent. / /
30.	Less police, and the subway (not surface transit) should go to Metrolinx. The police and TTC as they currently stand take up too much revenue.

	<b>Transit - Financial Advice</b>
31.	I think the public sector is out of control once you take into consideration benefits. Toronto needs to pressure other forms of government to change mediation/arbitration rules with the public sector. Increased accountability throughout the sector would also be key. / The only form of services I really care about are TTC (which needs vast improvements), garbage collection (which is fine when there are no strikes but costs too much), and police (which I think is doing a fine job but again is costing too much - NO EXTRA FUNDING REQUIRED FOR MORE POLICE FORD - CRIME RATES ARE GOING DOWN) / I also think we need to look into the noise-bi law's that govern when construction can take place. It is currently 7 am. which I think is an hour or two too early. But it also ends too early. Ideally I would like to see construction be able to take place 7 days a week, from roughly 8:30am - 9pm...hopefully the extra hours would allow projects to be completed faster and at less cost
32.	Uploading Ontario works, ODSP, police and other emergency services, public health and transit to the province.
33.	Make the province take back all the services in dumped on cities in the 1990s under the Mike Harris regime. The province and/or federal government should be responsible for environment, policing, healthcare, housing, public transit, roads, and infrastructure.
34.	lobbying higher levels of government for more funding, cooperating with other cities on transit strategies etc. & using shared interests to advocate for higher funding from province/country.
35.	I think some unions are WAY too powerful, like the TTC's for example. That tends to strangle services for money and quality of service. / / to bring an NFL team to Toronto will inevitably cost the city money. We're wasting time even discussing it. / / I think there are WAY too many vehicles in the city. I believe in toll zones similar to London UK. The attitude of 'war' between drivers and EVERYBODY else needs to end. We're all just people. If the city's transit was one tenth the quality of most European cities, people would be happy to park their cars and ride into town. / / I'm not going to write a novel but once again I think that Rob Ford stands in the way of everything this city needs. I hope this kind of correspondence helps.
36.	Use impact on the environment and health to determine whether to introduce or increase user fees. People who are composting and recycling should pay less than those who produce more garbage. Same with water, transit and recreation programs that improve one's health -- reward those who improve the health of our environment and society.

	<b>Transit - Financial Advice</b>
37.	Powers of taxation have been granted to the City by the province that other city's don't have, use them, don't kill tax revenue streams to justify Blatant Social Agendas. The flack I get from Tax Payers of this Province From Other Regions over the cancelling of of revenue streams and the begging for Provincial Funds to support our city's lower tax's is a major embarasment.ie, Major Pain In The Ass. / Don't cut services to the most at risk people of the city for a few % points on tax's, a few hundred bucks wont help me.ie. Priority Neighbourhoods, The Poor, The Elderly, People who follow an 'Alternate Lifestyle`. / Killing a Cheap Transit option, that Toronto wasn't paying for, for a Champagne and Caviar Subway System is where I have to say things are run just like a children's cartoon show. Kills any prospects for getting permanent Provincial/Federal Annual Operating Payments, it would be Political Suicide for any Politician to support this now. / .
38.	The TTC is absolutely necessary. The stations are filthy and the messages in the subway cars are garbled.
39.	Efforts must be continued to get the provincial government to upload services like social assistance, and to get both senior levels of government to contribute more toward public transit and social housing.



	<b>Transit - Financial Advice</b>
40.	<p>Stopping the gravy train and cutting taxes are two completely different things. I'm all for reducing waste &amp; finding efficiencies- i.e. stopping the gravy train. However, I'm also HUGELY in favour of investing in our city (which hasn't been properly done in decades) and if that means paying a paltry \$240/yr- or \$0.66 per day- for a 10% increase in property taxes to have better transit &amp; roads I say bring it on. This also includes the investments necessary to lift our disadvantaged and disenfranchised up into the realm of the productive and tax-paying. / / It is incumbent upon our political leadership to explain the benefits and the investment costs that are required to keep Toronto productive &amp; competitive, therefore ensuring our high quality of life. / / The survey spoke at every turn about user fees. Perhaps it's time we made the major utilities pay user fees to have their destruction of the city's roads &amp; sidewalks properly repaired, since they seem unable to do it themselves. The state of repair of our roads &amp; sidewalks is truly a disgrace. No sooner does a City- funded BIA complete sidewalk beautification improvements than Toronto Hydro or some other utility digs it up &amp; patches it with unsightly &amp; uneven (unsafe) asphalt. / / I also believe it is also incumbent upon the province to re-assume the costs it downloaded to the city. Toronto attracts Ontarians from all over the province who are seeking a better life. It shouldn't be left to the citizens of Toronto to fully support them if they can't support themselves. Many thousands of non-Torontonians also commute into the city &amp; use our roads &amp; transit on a daily basis, and we pay to subsidize them via road maintenance and transit costs. Since I'm not a big fan of congestion charges (at least until transit has reached a level of excellence) I think that the province should be involved in levelling this playing field. / / Lastly, I think the province should grant the City even more latitude than it recently has to pursue alternate forms of financing for big-ticket projects (bonds, etc), much like cities such as Chicago enjoy. / / Thanks for the opportunity to participate.</p>
41.	<p>Market Value Assessment as it stands now is unfair to many older residents/property owners as Toronto prices are very high. Income taxation makes more sense; the Personal Vehicle Registration tax implied that a person who owned a vehicle could afford to run and maintain it; surely that person could afford \$5 / month to pay for road and transit improvements. But a person who bought their house for \$18,000 in 1950, does not necessarily have the income today for a \$650,000 house which his property is now valued.</p>
42.	<p>Work cooperatively with the provincial and federal governments to ensure increased funding for public transit. Transfer all social assistance/welfare costs to the provincial or federal government so that it can be supported more equitably from income taxes, not property taxes in Toronto.</p>



	<b>Transit - Financial Advice</b>
43.	Toronto is the largest city in Canada and draws huge numbers of tourists worldwide. We contribute an enormous amount of federal taxes and Toronto should actively pursue the funding for operating and capital investment from the Federal Government. Presently the federal government does not adequately support is largest number of tax payers for essential services such as Police, Transit, and Public health.
44.	Keep essential services - FIX TTC it's a disgrace
45.	Continue to work hard at making the provincial and federal governments contribute money to things like public transit development.
46.	Toronto has low taxes compared to other GTA cities. We should not be afraid to raise property taxes minimally, while also looking at budgetary efficiencies without resorting to reducing services and privatizing services - especially transit and garbage.
47.	Public Private Partnerships should be utilized in development of new capital projects, i.e. subways or LRT.
48.	FUND ARTS AND CULTURE PLEASE. Also the TTC - Toronto is not a conservative city - it is progressive, multicultural and interested in innovation. Don't send us back to the dark ages with a slash and burn approach to cutting services, okay?
49.	property taxes in toronto are proportionately lower than neighbouring municipalities and should be increased in order to improve services (especially ttc) and expand services (especially city planning and the ttc)
50.	Transit should be a priority for a successful city in the future.
51.	I am happy to pay taxes to live in a city that provides a high level of services that are accessible and affordable. Lowering costs is not as important top me as is social services, libraries, parks, transit.
52.	1) Previous attempts to holding property tax increases below inflation have resulted in serious increases in future costs as maintenance was reduced to costly items like transit infrastructure, sewers, bridges etc. It is a lose/lose proposition. 2) Outsourcing without sufficient monitoring of the contract drastically reduces services, just ask the folks in the old city of York, whose quality of garbage collection significantly improved when moved to city workers - I no longer have skipped collections or garbage cans thrown all over.
53.	Toll booths on the highways coming into the city. Zones on the TTC. The farther you travel, the more wear and tear on the infrastructure, the more you should pay. Simple.
54.	The city should instigate road tolls. Also if it's within it's power, a 1¢ gas tax. Parking and gas tax should go towards public transit and cycle lanes and pedestrian services.
55.	Services that were downloaded onto the City by the Provincial Government under Mike Harris should be taken off the City's books once again. / / A stable transit funding framework with the Province and the Federal Government needs to be negotiated. / / The Toronto Police Services budget should be capped as a percentage of the City's overall operating budget. / / Toll the Gardiner and the Don Valley Parkway to pay for Transit improvements.

	<b>Transit - Financial Advice</b>
56.	TTC fees (particularly for metropass holders) should not increase. Service, which was never great, has been steadily declining. Increased bus routes and more frequent service need to be funded through tax/tourism dollars. If Toronto were a more inviting tourist destination, sales of higher-priced TTC cash fares or 3-4 day passes (as available in other comparable cities) could fund better service, which would lead to higher-volume usage.
57.	I think there's a false dichotomy between service quality and cost. If I am buying gold, then it's very obvious I will have more gold if I pay more. If I am staying at a hotel, being slightly more complicated than gold, I do not necessarily have a better time if I pay more, but in general that is true. With a city, which has entire organizations bigger and more complicated than a hotel as its organs, there is so much opportunity to simply do things better - less cost, better service. This is my belief, anyway. / / As an example, the TTC is cancerous organ. Public transit is an excellent service. But the TTC is full of angry drivers, sleeping janitors, and overpaid chair-sitters. Why should the city spend more on it? They shouldn't, it's not worth the money. Should the city demand better service, like drivers that explain to you how to get where you're going instead of relying on a robot? YES. How can these idle demands be achieved though? Well, I'll tell you: only hire drivers who like people and driving busses for a large portion of the day, every day, and if they don't, hold them to a high standard of not being angry at everyone for something they didn't cause. Don't let janitors sleep during shifts - force them to clean stuff. If janitors sleep 10% of the time, fire 10% of them and make the other 90% stay awake. Don't pay chair-sitters extra money just because they have been chair-sitting for 20 years. I, having no experience as a TTC chair sitter, am as good at them as sitting on chairs. I understand that there may be a union here. Well, the union represents the same angry, sleepy, overpaid people, so do something about it. / / I understand that the TTC might be an outlier, but I doubt it. / / I experience the angry drivers regularly. My brother worked as a janitor for the TTC one summer and supplied the data on sleeping and lazy janitors. The wage of the ticket-collectors is the only thing I've heard through doubtful means, but I'm sure it's common knowledge whether I'm right or wrong about them. 2 points out of 3 remain if I am wrong about them.
58.	The city needs to start looking at privatization, advertising, and more modern ways of funding,. Also, the city is going to and should massively raise property taxes in order to be in line with other cities, and then get the level of service everyone is complaining about not having. As well, the city needs to get more money from the Province, but good luck with that. I also heard a metropass for life for free now... it's those kind of stupid things that are draining money from funding real things.

	<b>Transit - Financial Advice</b>
59.	funding programs to limit resource and energy consumption etc. old toilet replacement and ban on old lightbulbs / capital investments in infrastructure that will lower operating costs/ costs over long term ex. fixing aging sewer lines, public transit improvements / road tolls, increased parking fees during weekday work hours to increase transit use therefore making it make more money / significantly increase fines and penalties for heritage building arson and demolition by neglect, using this money to increase heritage funding and funding for property owners trying to restore heritage properties / increased fines for city vandalism, running red lights, parking in handicapped spaces and other social "ills" to pay for increased social programs / increased programs and job opportunities for youth will reduce crime and money that will have to be spent on policing- increase music studio and art classes for at-risk youth / increased clarity for developers in official plans and secondary plans and try to process development applications faster / increase outdoor water use charges in the summer to decreased amount of people "watering their driveways" and encourage rain barrel use and water-efficient planting / Negotiate fair contracts for union jobs, deal with TTC customer service issues and have stronger penalties/disciplinary measures for callous or inappropriate behaviour by public servants/employees / municipal finance issues can only really be solved by getting a fair share back from the province and feds- continue campaign for percentage of the sales tax
60.	The city has to make sure that what it offers and what gets built (especially roads and public transit) is of good quality. I find that things fall apart here much faster than anywhere I have lived in Europe. And there are cold countries there as well. This tells me we are looking for a cheap way out and spend a lot more money afterwards. For the TTC I would suggest a fare system based on distance traveled. This works well in most other cities. An overall road usage fee might have to get implemented as well for the downtown core. It works well in London, Stuttgart and many other cities and reduces gridlock. Now these cities obviously have good public transit which Toronto neglected for decades.
61.	In this survey there was no box for funds raised from the private sector. I think instead of only being able to choose raising higher property taxes and opening up to outside contractors we should also be soliciting the private sector to funding transit, parks, roads etc. It is part of being a good citizen and giving back to your community. All major cities rely on both private and public funds.
62.	Get rid of the TTC union, get rid of the Police union, privatize and outsource your Plant services

	<b>Transit - Financial Advice</b>
63.	<p>People who insist on driving cars into the city could be made to pay a surcharge; congestion charges could apply for car travel into Toronto during rush hours; tolls on highways; increase in gas tax. This revenue would pay for road infrastructure repair and public transit improvement. I do drive a car sometimes and I think I should pay for the privilege. / / Public transit should be a free service. It actually COSTS the commission money every time a rider puts fare in the collection box. The cost of producing and managing all the fare media (tokens, tickets etc) and managing all the infrastructure around the collection is more than they collect (i.e. all the barriers to keep paying people on one side and others on the other.) / There are two entire buildings dedicated to counting fare media! Imagine the cost of maintaining these buildings? If the City is looking to find more money for public transit...trim some of the wasted MILLIONS on go nowhere projects that are likely to make management appear that they are earning their 6 figure incomes. It is true that millions of dollars are absolutely squandered at The Commission. It costs to move the fare media around the city and those people are often mugged. Collectors would not be needed anymore. Drivers would be safer not having to collect and argue with riders. There would be resultant positive effects of a free public transit for local business, significantly lower pollution levels, ease of getting around, increased tourism etc. / Once you clean up spending waste at management level within TTC and eliminate the cost of fare collection, I suspect that the funding needed may not be as much as it is now estimated to be.</p>
64.	<p>I am happy with the current funding of city services. While I know there is only one tax payer, I do think public transit, courts and immigration services should be PROVINCIAL responsibilities since they have benefits beyond Toronto. I do not support the contracting out of city run services and do not believe this will make them better-run or less expensive. I do not support cuts to services and am happy to pay more property taxes to enjoy good city services.</p>
65.	<p>The city should look at innovative ways to fund things like transit. For instance, could they not sell more advertising on the TTC? Millions of people take the subway every day. I, for one, wouldn't mind looking at an entire station full of advertising if it meant getting to work on time and in reasonable comfort. Would companies be willing to sponsor an entire station, or a whole subway car (or train).</p>
66.	<p>1) Since it wasn't anywhere on this survey, the city needs to fund the creation of more (and connected) on-road bike networks. It's a way to reduce traffic, ease congestion and improve our environment. / 2) If I could, my #1 choice for how the TTC should expand would be for more LRTs, NOT more subways --- especially ones that are going to be "built" by companies, etc. LRTs are more affordable than subways, and will impact more people.</p>

	<b>Transit - Financial Advice</b>
67.	If we upload the TTC so it is under provincial authority it would cost much less to the city and be run more efficiently. Toronto needs a regional transit plan. Metrolinx should be the authority for all regional public transit and should be above the authority of politics. With each change of administration we get new transit plans that never come into action. Transit plans take ten years to complete fully. Thus, each large scale plan will likely see a change in administration on the municipal or provincial or federal level. If any new administration changes their policy towards transportation then we can lose part of the development costs, which are large. Make a plan and stick with it so Torontonians can see results. Reducing transit commute times will improve our economy drastically and increased public transportation will improve our environment.
68.	Please prioritize city services that the majority of citizens actually use like transit, garbage, roads, community centres, libraries, pools, arenas, parks and daycare while eliminating funding to rarely used services (311), special interest projects (city run theatres) and superfluous luxuries (zoo). Please stop making excuses for overspending on your political allies (police) while attacking other departments. I'm pleased you're eager to set the cities finances in order, but cost saving initiatives should be applied across the board. If the rest of us are getting by with less (rightfully so, in this economy), so should your political friends. I'm pleased you scrapped the a la carte street food program and hope you'll extend the same philosophy to other areas, allowing the community and motivated individuals to make their city better on their own (i.e., Dufferin Grove Park), drawing support from government only when needed. Give people the tools to do things themselves, the way they want and you'll have happier, more engaged communities.
69.	Find creative ways of making revenue!!! Invest in cultural programs which attract tourists, have the TTC return its gift store with new, funky merchandise that can attract tourist dollars. Reduce police services since the city is quite safe already and does not need an increase in policing.
70.	how about a car tax so that car drivers pay their fair share for roads, infrastructure, police, health care costs, and so that they will improve transit options to make them more desirable, in turn helping get people out of their car? / increased user fees to encourage responsible environmental use (i.e., increased user fees for garbage) / tolls for driving into the city / taxing - charging more/enforcing for the display of billboards
71.	I support user fees when it makes sense -- i.e., not when it comes to low-income neighbourhoods or support for jobs, homeless, youth, etc. I work full-time and I wouldn't mind paying a little bit more to go to the pool, or for a library card, or for the TTC -- as long as we can maintain or increase the greatness of our city. The LAST thing I want for Toronto is to scale back what we offer residents and visitors.

	<b>Transit - Financial Advice</b>
72.	Break the Unions' monopoly on delivering city services. Let the union submit a competitive bid on providing services and take care of their own hiring and firing. Make them make the case for organized labour. Don't negotiate the city down. Really examine and understand how the city governs. A TTC driver should not make \$60,000.00/year as a starting salary.
73.	Toll on Gardiner; DVP; 401, Yong St ; Bay Street within the city area. / Have multi-level car parks at Islington, Kipling and Kennedy / Make Car park at subway stations free with monthly pass / Have more Bixi locations / Automated Transit similar to sky train in Vancouver, BC
74.	A completely objective third party investigation company needs to be brought in to do forensic accounting and find out where all the money is going and outline and identify every dollar. Every expense should have a receipt and be justifiable if not the Councillor is responsible for paying that mis spent money back to the public coffer with their own money. It's as simple as , you take something that doesn't belong to you and so you have to give it back. Also, we should look at other world class countries an emulate the amazing and innovative things that are working for them. If downtown Manhattan can bring in a mayor and civic planner from Europe and then turn a few major downtown streets into bike only roads with traffic barriers to protect cyclists from motor vehicles then so can we. There are a lot more people in Downtown New York than Downtown Toronto and that's one way they dealt with congestion and environmental assessment scores all at once. Also, looking at London and emulating a tax for driving into the downtown core. The TTC runs very frequently and from a lot of directions to be able to bring people into and out of the core. There shouldn't be much vehicle traffic other than Emergency Vehicles, Taxis, and the occasional motorist. If we put a toll on coming into the core it creates a deterrent for driving in, as well as provides an extra source of money to fill the city coffers. And improves our environmental scores by reducing motor vehicle usage. The city should also stop cutting social programs and funding from events which stimulate the economy. I don't really care what anyone's personal feelings are on the Pride parade because it brings in a TON of money. The Tourism industry in Toronto is still not what it was pre-SARS, A lot of local and global business depend on these festivities as a major source of revenue. It also puts our city on the world stage. Because of the Pride parade we throw every year we were able to out bid New York, San Francisco, Amsterdam, and Sydney to name a few for World Pride. Which will be another massive infusion of cash to this city. It also allowed for us to have a successful bid for the PanAm games. Another massive event this city can't really afford to miss out on. It's really poor business sense. The facts and figures are there. This city needs more money so we should do what is right in front of us to get it. Just do the math. Don't bring personal emotions into it. How many of us get to walk in to work wearing our emotions and personal beliefs on our sleeves for everyone to see. That's right we all suck it up, leave it at the door and get the job done. / / Thank you

	<b>Transit - Financial Advice</b>
75.	lets get out of debt and have a big Toronto is number one party. Make it a one day event that would include all other party days, that would include gay pride day, canada day ,carabana, chin picnic and all others etc. I think people will pay more for services but in one lump some no nickel and dimes every 6 months. example instead of raising ttc fares 25cents raise them a dollar and put a freeze on raising them for 3 years or more, if people know this they will pay for it.
76.	The city should market municipal bonds so that Torontonians can invest in their own community and we can tackle the infrastructure deficit. / Also, someone needs to deal with overly-greedy public unions so that bus drivers make a more realistic wage compared to their skill requirements (\$18 or so, max) and thus transit-centric development is not so cost-prohibitive.
77.	Technology should be looked at to increase efficiencies. i.e. automating the TTC to reduce staff.
78.	Why does the City not look at selling or leasing Union Station, subway stations and other property we know the private sector would manage much better ?
79.	The police do not need an 11.5% pay increase or paid-duty guarding construction sites. Not when services are being cut to people who genuinely need them. / / The TTC relies too heavily on user fees to the point where the fares are completely unaffordable to those on a limited income. The service needs more investment/funding from the public sector, much like in other cities across North America. / / Contracting out garbage services is nothing but union-busting. It would be cheaper to keep it in the city's control in the long run. Better a city union than bowing to the pressures and demands of a private, for-profit company. / / There needs to be more affordable housing and improvements made to TCHC buildings. The conditions in many buildings are awful, full of bedbugs and needing repairs. People are evicted due to "oversights" or complete lack of involvement of city staff, "just doing their jobs" or because of the reasons they need public housing in the first place (addiction, mental health, age/dementia). Treating TCHC residents with a little dignity would go so far. / /
80.	The City should enhance services on the TTC and raise revenue by encouraging greater ridership, not by increasing per-person user fees.
81.	Lobby the federal government to allow the city of Toronto to have a 1% municipal tax to maintain services or to support transit. This means that money spent in Toronto STAYS in Toronto.



	<b>Transit - Financial Advice</b>
82.	The city should not change plans simply because they were designed by a previous administration. If the money has been invested into a good plan, it should go ahead. / I personally believe that the city should lobby to have EMS uploaded back to the provincial jurisdiction. / I don't know of anyone who has organic waste collection in a condo/apt building even though this was supposedly being rolled out two years ago. This should be available to everyone. There should also be a recycling deposit on all beverage containers, not just alcoholic beverage containers. / The city needs to make more accommodations for cyclists to improve the air and reduce congestion on the roads. This includes more bike lanes, preferential traffic lights for cyclists, and convenient and covered racks for locking. There is no enforcement of existing bike lanes which have essentially become drop-off zones for deliveries and pick up of passengers and taxi customers. Helmet use should be mandatory, but that's probably a provincial matter. / Finally, I believe strongly in a congestion charge for anyone driving into the city. This way all the people who live elsewhere and use the city's infrastructure can contribute to maintaining it as well as improving GO and TTC alternatives to driving.
83.	The City also ought to pressure the federal government to support public transit to the same degree that the American federal government does.
84.	When and if a service is contracted out, the contract should allow for the city to oversee the quality of the service provided. If the quality is poor the city should be allowed to revoke the contract without unfavourable financial penalties. Sell more advertising space in the TTC to make more revenue to improve service. Instead of having police paid to oversee construction or parades by simply standing there, hire traffic wardens at a lower cost or crossing guards, who actually do their work instead of being paid to drink coffee and use their cellphones.
85.	You need to get more imaginative -- there are wealthy companies in the city -- why not engage them in some branding and funding? For example, if, let's say, Rogers, lays out money for the TTC, they can have some branding rights (Rogers station if they so wish), and they can put in a kiosk in the station -- same with Tim Hortons-- if they pay a significant amount to TTC infrastructure, we can build a Tim Hortons Subway line. This model works successfully in Tokyo -- subway lines carry the name of large department stores and so on. I am quite disgusted by this survey, which pre-supposes that tax hikes and user fees are the ONLY options out there. And that if you don't select either a tax hike or a fee, you must either "not know" or "not care". It's time for some creative funding solutions. Also, WHY does the cost for services go up every year? If you are going to say that, you need to explain WHY. How does a library get more expensive to maintain every year?



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86.	We are under taxed given the need for maintenance of infrastructure and building of transit and we pay less tax than the suburbs. Despite charges that there is waste, I think the City is efficient. Indirectly, everybody benefits from all services - including those we don't use ourselves - in raising the general standard of the city. The biggest waste of our funds is arbitrary planning by politicians without regard to the findings and advice of planners.
87.	User-pay system applied to car drivers: taxes, road tolls. Add 2 cents tax per litre of gas and transfer money to build and finance public transit and cultural investment. Currently transit riders pay real costs of public transportation and every taxpayer subsidizes car drivers. This is disrespectful to taxpayers.
88.	Contract out the garbage services, and TTC or any transit that is not contracted out, and get rid of any transit special constable for good
89.	Bring back the VRT in some form. Drivers cost the city more than people who only use the TTC, walk and bike.
90.	The areas that the Provincial and Federal governments are responsible for or partially responsible for should be providing the City of Toronto with more capital. Toronto is a large city and people move here from other parts of the country, move here from other countries. The tax payers should not have to pay to house, feed, pay etc these people. This should be the Federal government. / Toronto being the capital of Ontario, should look like it. The roads, sidewalks etc, and the transit (transit should also be supported by Federal government) should be founded more by the Ont. government.
91.	Create additional 'user fees' for discretionary activities to underwrite infrastructure (e.g., city centre road toll to underwrite road / transit maintenance, as in London, UK); look for opportunities for income generation in order to support / underwrite maintenance of facilities (e.g., pool and / or arena rentals to private groups).
92.	There is a definite need to look into public/private partnerships, including renting space in the TTC stations for franchises like Tim Hortons.
93.	The city should Eliminate some, such as pet licences, lower policing, lower traffic and parking and focus instead on improving transit and bicycle lanes. Parking tickets should not be a form of tax subsidy
94.	invest in transit and stop the debacle that the Sheppard extension is going to be. Taxes, in general, are good things as long as they are used effectively and efficiently which, for the most part, they already are.
95.	There is a city-sponsored metal palm tree at the end of my street, but we can't keep transit from getting more expensive every year. This makes no sense to me. I pay more in taxes and fees every year, but have nothing tangible to show for it. This is disheartening enough for me, I can only imagine how those that are struggling to get by feel about it.
96.	salaries of TTC workers should be cut: example : collector of tickets should receive 10.00 / hour. ALL TTC workers have inflated salaries. Review everything, eliminate Unions, contract out non essential services

	<b>Transit - Financial Advice</b>
97.	am very worried that the recent police agreement will now lead to same level of pay increases for all staff, including fire, TTC etc. / Pay rate increases should be kept to standard rates of increase, which right now should be more in the range of 1.5 to 2% per year. Property tax rate increases should be in the same ranges...Missed the boat on that this year!
98.	Kill tax "cuts". All they do is bankrupt a city. Make sure that taxes are distributed equitably. For example, car drivers receive massive subsidies in terms of road repair and subway building (subways, especially along Eglinton east are a subsidy). These funds come from all Torontonians yet end up reducing the taxes only for car drivers! (I should know... I see all my income taxes go right out the door and not provide me with ONE iota of service).
99.	It is not necessarily a bad thing if the city seeks to fund public transit, and potentially other hard infrastructure, through private financing, but ONLY if the city is extremely cautious in ensuring that it does not bear all of the risks and stands to benefit significantly from any gains.
100.	More funding for TTC need Lightrail transit, more bicycle exclusive streets / Improve the state of the public schools and the quality of education / More funding for long-term and chronic healthcare to support families caring for loved ones at home
101.	Stop wasting money burying the Eglinton LRT east of Laird (i.e. distributing the provinces money across more projects reduces direct city costs - less bus purchases, less maintenance costs to the city, the city doesn't have to pay for Finch West 'enhanced' bus service itself)
102.	People complain about property taxes in Toronto, but they're not that high. The city should make sure that services are cost-effective, but cutting services and contracting-out are terrible ideas. Privatization of key services (transit, garbage, etc.) simply never works. Property taxes are the best way to fairly distribute the cost across residents of Toronto.
103.	Vehicle Registration tax should not have been rescinded. Property Tax and TTC Fare increases are a necessity. The property tax freeze for 2011 is folly. It costs more to fix a broken city than to maintain it.
104.	Toronto should cut its overstaffed fire department by 50%, cut police services by 25%, call for partners to propose designs and develop TTC sites with their money, cut 2 staff from every library shift, get out of all services that would be better managed and likely less costly if run by private industry, reduce manager levels to private sector levels (Toronto has 20% too many managers at least) and make social services efficient.
105.	Let private companies put their names on bus and subway stations, and pay for the upkeep of each station. / / Allow computer companies to put their computers in public schools, and provide upgrades for them.

	<b>Transit - Financial Advice</b>
106.	the city should really focus on increasing the efficiency of it's worker. / it's a common knowledge that workers who work for the government tends to have it easy and have no personal stake in their job because their job security is guaranteed despite of their performance. / I think this is the most crucial thing and the first thing that the city needs to focus on: improving efficiency. Because this is a solution that do not require a significant increase in taxes or user fees. If the city is incapable of doing this then maybe contracting out is the solution. / take the TTC for example: the user fee had increase by 25cents each year in the past few years but we saw no improvements in the service. maybe city should take the time to look at how inefficient the workers are and change the whole culture. Otherwise, contract it out!!!
107.	Hotel Tax (Hotel rooms are taxed when patron stays at the hotel and pays a one-time tax billed at check out). Vehicle Registration Tax (revenue to be used exclusively for Transit Investment, Road Maint etc). Build a downtown Casino and use a portion of Tax Revenues. In some rare cases utilize Private Public Partnerships (except essential tax payer services like Transit, Garbage, Police, Fire etc.)
108.	Create toll use system (just like London England) for use of inner city roads, use tolls to build transit infrastructure and provide free parking to commuters outside of toll area. / Traffic, TTC, road-works infrastructure issues are all solved in one fell swoop.
109.	The real issue that makes people get upset is when the staff providing the services is earning more money than the people who pay the taxes to provide these services. Especially when disclosed salaries shows that the staff is earning way more money than they really need. This is due to the power of the unions. I think people are realizing this so they are objecting to higher taxes not because they believe the services are less important but they realize the money is going to high salaries instead of services. Workers need to paid but not to the point that they are living in a state of luxury compared to the average worker. People also get upset when they see government workers so protected by unions that they don't feel the need to work. In the private sector you get fired and your salary is based on your performance but if you get protected by a union you decide not to work and keep getting salary increases. Example is when there was a youtube video of a transit worker sleeping at a job or taking breaks and saying the union will protect me. Things like this undermines the credibility of paying taxes for services because you feel that your money is simply going to paycheques instead of services.
110.	City should rely on user fees for finite and exclusive services. Property taxes should be used for core City services. Employment and Social services, Child care and Pubic Housing should be funded by the Province. TTC should be funded by a mix of user fees, federal and provincial funds. Non core services should be reduced.
111.	Sell off assets such as Toronto Zoo and Exhibition Place. Keep the TTC public: that is most important.

	<b>Transit - Financial Advice</b>
112.	Though no one likes increased property taxes, it's also unfair to continually raise user fees for the TTC (for example). If the TTC continues to have to raise its fares in order to maintain current levels of service, there should be more innovative ways of paying that rewards frequent users who do not use it enough to buy a Metropass, such as an equivalent system to the London Oyster Pass or the Carnet ticket system in Paris. You might also look at public-private partnerships, but only with the proviso that access to transit, parks, and public programs does not become more difficult for lower-income people.
113.	Property tax increases should be the first option. Even if I don't use transit and just use car, if my property tax goes to increase transit thereby leading to decreased use of roadways, it's a win for me. I like and support that.
114.	Toll all City highways and improve/expand public transit (TTC, GO). Encouraging people to walk, cycle and use a GOOD public transit system is essential to all successful cities, and it's healthier too.
115.	Contract out non life threatening services such as garbage, reduce pay increases for police and firefighters. For city employees manage absenteeism more effectively. Develop City owned land and increase density, especially surrounding transit hubs.
116.	You could reinstate the \$60 vehicle registration fee, for starters - that sure paid for a lot of services! / I actually think the old, discarded idea of charging a toll for cars driving into the city (like they do in London) was a great idea, and would provide a lot of revenue while cutting down on wear and tear on city infrastructure and reducing the need for pollution controls. / And didn't David Miller leave you guys with a significant budget surplus? Where did that go? Maybe you could think about how that happened, and reconsider any fiscally irresponsible decisions that might have led to this current shortfall. (By the way, I am a homeowner, and I really wouldn't mind paying higher property taxes if it meant that transit, libraries, community centres and so on went on functioning.)
117.	re-introduce vehicle registration tax, lobby for federal and provincial funding for infrastructure; investment in transit will make it a viable alternative to cars --> decrease gridlock, increase productivity and in long run increase tax base from which services can be funded

	<b>Transit - Financial Advice</b>
118.	Most importantly, negotiate with the Provincial Government of Ontario to stop downloading services to our Municipalities - that's first and foremost the best route. Additionally, the following measures should be implemented: Implement a city-wide Luxury Tax - i.e. on cultural or sporting event tickets with a \$dollar value of \$100 or more charge a 10% Luxury Tax. Cut the bloated Toronto Police Services Budget (the OT scam, redesign the scheduling system, less cops at peaceful demonstrations, less cops standing around orange pylons in construction areas). Slightly increase property taxes on wealthy homeowners with property values of \$600,000 or more, sharply increase business tax on wealthy corporations with offices in Toronto based on ability of corporation to pay. Increase parking fees, especially for commercial parking spots by \$1 or \$2 a day per spot and allocate these funds to a public transit fund. Increase billboard advertising costs for business advertising on billboards, TTC property, or other Municipal property. Close the Toronto zoo - it's inhumane, and expensive to maintain.
119.	Charge tolls on roads. Sell off affordable housing units. Sell the TTC. Sell libraries
120.	They should look at ways that save money by making money i.e. have a better transit system that allows more people to be able to use it cheaply to spend more money etc IF fares were lower people could go out more and spend more
121.	I am mobile (self-employed internet business) and have financial ability to live in nearly any city in the world. Toronto already has a reasonable quality level of most services I find important and very low cost of living compared to Paris, San Diego, San Francisco, Madrid, Frankfurt, and London (locations I have lived for 3 months or more in the last 5 years; while maintaining my primary residence in Toronto). / / I can assure you that when considering a location to live, property taxes don't show up on the list of concerns. Primary concerns include income/sales tax, cost of housing, greenspace/parks/walkability, food quality/price, vibe/events/public realm, airport access and direct flight routes, susceptibility to disasters (natural and man-made).
122.	I think it is imperative for the City of Toronto to negotiate taxation with both the federal and provincial governments. It is my understanding that the City is still paying for services that should be provided by the Province; this should stop. I also think it is important for City - and all Canadian cities - to try to get the federal government to contribute to the provision of services such as mass transit, as happens almost everywhere else in the world. / / As well as revisiting taxation, I think the City should also investigate user fees, such as a road toll. This strategy has been successful elsewhere, and it would provide much-needed funds for transit. / / There are also efficiencies that could be achieved: decreasing the number of men on road crews, leaf pickup, etc. Restricting overtime for police, etc. Such things might not contribute a huge amount of money, but they would help.
123.	Streamline duplicate city administrative departments/functions. Keep 1% of HST. Partially fund TTC with portion of gasoline tax. Upload social services to provincial government that were downloaded by Harris government.

	<b>Transit - Financial Advice</b>
124.	<p>Hi there, / / I'm not sure if these comments are what you expect but here goes. / / Firstly, referring to your first page of categories, as an artist I don't feel comfortable by being categorized along with sport and entertainment activities. My activities contribute to the local and national economy in a very specific way that exists outside of tourism. I think if more people realized how athletic and strong dancers had to be compared to football players or UFC fighters, it'd be pretty clear that we should be working towards sustainable arts funding rather than legalizing/supporting UFC here. / / Anyone who thinks that the arts need to seek more support from the private sector simply do not know anything about the arts or the private sector. Several actions in the last year ranging from Bell Canada's withdrawal of support from the only Video Art Award in the country, to the continuing Scotiabank-everything festivals, make it pretty obvious that sustainable and long term support for the arts and the livelihood of artists is not on the private sector's agenda. / / Also, I think BIAs have to be far more accountable to their communities and to the city on several levels. BIAs are too often a gentrifying force that eliminates cultural diversity in favour of investors, and more often than not the voices of the citizens businesses working in the area fall on death ears. / / I am also deeply disappointment with Mayor Ford's transit plan. By not investing in LRT to connect communities in Toronto, he is further ghettoizing and ostracizing citizens. Citizens that will remember his decisions four years from now, when he is out of office and the subways still aren't done. / / At the cost of gas rising, any politician with a petrol-based platform is truly misguided. Road repair needs to be done for the safety of cyclists, pedestrians and cars. Realistic and sustainable bike routes need to be invested in for everyone's well being. Further to this, more green initiatives need to be made in order to keep the city healthy and sustainable, and this includes taking a position on metrolinx's plans to run diesel trains through Parkdale. / / Thank you for your time and the opportunity to provide feedback. /</p>
125.	<p>The City should be entering into immediate discussions with the Federal and Provincial governments in order to find ways to provide long-term stable funding for such items as social services, environmental services, affordable housing and public transit for examples. This revenue could come from an increase in the gas taxes or HST diverted to all of Canada's large cities. The cities that now house 80% of Canada's population require a new deal that recognizes that these cities are the economic generators of Canada. Public transit in order to address automobile produced gridlock and environmental degradation is an immediate priority. It should be paid for additionally by increased road taxes - tolls - on the use of automobiles in large cities such as Toronto.</p>
126.	<p>Housing, Social Services and transportation should be funded by the province and Feds, NOT by the city. Transportation tax and toll roads should be encouraged. Rapid transit preferred over subway. The proposed subway services are too expensive for a relatively low number of new users.</p>

	<b>Transit - Financial Advice</b>
127.	- Increase the funding to public transportation is essential, it can be done by having a gas tax (such as the gas taxes in Quebec), re-instating the car ownership tax (funds go directly to the TTC), and increase the parking prices in city parking garages
128.	continue advocating for more provincial and federal funding for transit public housing and social services
129.	It's a bit confusing that the Miller government had a surplus and now -- a short time later -- we are discussing how to fund services and which to cut. The city should fund the services it must fund -- particularly transit and bicycling to help move the city efficiently -- and increase taxes as necessary to do so.
130.	The city should immediately upload services to the province that are the province's responsibility. The province did not ask or wait for the city to agree to take on these services - I don't think the city should wait for the province to take them back. That means, courts, welfare, social housing and employment should be immediately handed back to the province. Furthermore, the size of the police force and the amount of money being paid to officers should be reduced. Statistics have shown year after year that crime is decreasing in the city therefore we do not need more police - we need less of them. Also we do not need police at construction sites - that should be eliminated immediately. Parking fees should be increased by a minimum 50% to discourage traffic into the city and money from parking fees should be used to help fund transit. The number of managers at the city should be reduced by 25% - 50% and the money redirected into hiring front line staff who actually deliver the city's services. All community centres, ice rinks, parks and theatres should be run by community boards not by city staff. The city should stop doing studies that then sit on the shelf and gather dust. A study should only be carried out if the city will commit to acting on the recommendations before hand e.g. if a study is carried out that shows that bike lanes on Bloor Street is a good idea, than the city should put in bike lanes on Bloor Street. The city has boxes full of studies that were completely but never acted on.
131.	I want to live in the best city in the world. Right now Toronto isn't. We lag behind many other cities especially in Public transit and congestion. The only way to reduce traffic is to provide residents with other alternatives to driving, such as public transit and bike infrastructure. Building these alternative is not free. The city needs to implement congestion charges immediately. It isn't going to be a popular decision. Right now we are paying for congestion with our time, which is far more precious than money. We need to spend money on public transit and alternatives to driving to save our time.



	<b>Transit - Financial Advice</b>
132.	The city should dramatically reduce the police budget to fund other services. The city should NOT privatize public services. This leads to poorer quality and in many cases does not save money. This is especially the case with garbage collection, which should not be contracted out. All services should be public, and should be paid for through a progressive tax and user fee system geared to ability to pay. The city should implement road tolls and congestion taxes and use this money to significantly expand transit, especially to poorer and underserved areas of the city. This should be a mix of subways and LRTs. The amount spent on roads and road maintenance should also be reduced in order to fund these changes.
133.	The in-depth questions didn't present all possible solutions. For the TTC, for example, I don't think there are only two things to prioritize (i.e., the building of new Light Rails and special buses for those with disabilities). The mayor is determined to build trains to the suburbs, and he has scrapped cost effective plans for a working solution for expanding the existing network of trains to better serve everyone.
134.	The City should follow through on existing projects rather than wasting money undoing what the previous administration has done. / / The TTC needs any sort of infusion of funding to allow it to maintain and improve service. Cutting service impacts the most vulnerable, and this is not a fair solution, nor is raising user fees. Improved public transit as quickly as possible is essential. Dreaming of other sources of funding for subways is impractical as service continues to decline while the size of the city continues to grow
135.	Toronto is a great City, and as a resident I would be very sad to see a slash and burn approach to saving money happen on the backs of services provided - many of these are exactly what make Toronto a world class city, and what helps draw quality people, companies and investments to the GTA. / / Please examine national and international experiences with performance-based target contracting or performance contracting for public services. There are numerous examples (see Stockholm's public transit as an example) where costs for public services, even those publicly managed/provided, have found cost savings through such contracts. The OECD has done work on this, as have some other provincial and municipal governments in Canada. I would stress that privately provided services are not always cheaper, as well-paid middle-class type civic jobs provide an added boost to a city's economy through good employment. Paying people less isn't always a long-term good - think of how the Canadian economy has changed, and suffered in many ways through the exportation of what used to be middle-income manufacturing type jobs to very cheap overseas labour. Granted, the economy has shifted and adapted, I am not blind to this. / / The point is please explore other options than simply cut budgets, and contract out services. In short, be creative, do some research and find innovative ways of doing things that can provide savings, and make Toronto a model for better urban/municipal governance as well.



	<b>Transit - Financial Advice</b>
136.	The Vehicle Registration Tax was a fantastic idea, since the expense of maintaining roads is huge and should be carried at least in part by the drivers that use them, not subsidized by taxpayers generally. Similarly, the city should examine congestion charges like those implemented by London, England to fund roads and public transit development. / In general, I believe that local governments should play a large role in providing services, to avoid what Galbraith called "private wealth and public squalor".
137.	I think the budget for the police could be cut quite a bit, and I am angry about how much officers were given as a wage increase in their recent salary negotiations. Overtime for officers could be cut drastically as well. I think the city could better coordinate things like road repairs; Dundas Street West has had construction for three summers in a row, which mean holes in the street have been filled in three times with concrete; three times the materials, fuel, labour. Better public transit would reduce road congestion and generate more tax dollars by increasing the ability of people to work downtown, better cycling opportunities would also help. Charge a lot more for parking to increase revenue and discourage driving, which would also increase revenue for transit that could be reinvested in building better transit more quickly. Road tolls would also be great. Speaking of which, why weren't there questions on these in the survey on transit? Why aren't we asking road users like drivers what they want or think? Why no questions about 'user fees' for those who use the roads?
138.	I feel that the city needs to charge developers very high fees to build near Harbourfront or near a park as these places can and do charge extra to their tenants who can and should pay more for the increased benefits they receive. / / I feel that the city demand the Province pay it's share of Provincial costs; such as Provincial courts. / / Drivers from beyond the centre area of the city should pay a fee to bring cars into the city. / / The government should not update or beautify offices after elections unless the update is needed for safety or to aid a politician who is handicapped. / / There should be no publicly paid for retirement or other parties for departing staff. / / Other than the Mayor, there should be no cars or freebies such as TTC Passes etc. should be given to Politicos. / /
139.	1. The actual users of services need to pay more than at present - example, TTC riders pay a very very small part of the costs at present so I think a fare increase is justified especially when you consider that those of us who do not take the TTC and are paying for it, do not get any subsidy on our transportation costs even though Gas prices and Taxes keep going up. / 2. I don't understand why we can't have a casino in the Toronto area - think of all the direct and indirect monetary benefits this would bring to Toronto to help fund services. / 3. The provincial government should give some gas tax revenue to Toronto BUT ONLY IF IT IS LEGISLATED THAT IT MUST BE USED FOR ROAD AND ROAD RELATED PURPOSES AND SUBJECT TO AN ANNUAL AUDIT TO VERIFY COMPLIANCE.

	<b>Transit - Financial Advice</b>
140.	Environmental taxes on big corporations who pollute. MUCH bigger corporate taxes. Taxes on developers building new homes, particularly if the homes do not meet environmental standards. Demand from the province and the feds for more funding (for things especially like public transit) -- Canada's largest city keeps getting overlooked and short-changed.
141.	Please keep our service level at a top notch. re-structure TTC so that we don't ticket collectors making 100k +
142.	continue to lobby federal and provincial governments regarding assuming their fair share of costs for this large urban center in the country; e.g. assuming welfare costs; helping with public transit planning that produces the most far-reaching service for the least cost
143.	Invest in the city of Toronto's residents, this is our future. Spend wisely with a vision of what the city should be instead of focussing on the short term. Forget about coming up with catchy but meaningless slogans (i.e. stop the gravy train)and really have in-depth conversations with city planners, environmentalists, community activists - internationally look at successful cities where art and culture are reflected in the city's architecture and in public transit systems, city festivals etc. In 50 years, Toronto should be an internationally renown city with outstanding architecture, an incredible harbour and beautiful parks with visitors from around the world coming to enjoy the most vibrant city in Canada.
144.	I am deeply concerned that the City of Toronto is attempting to shirk responsibility for the things that make this city great - outdoor festivals (including Pride and Carribana), libraries, child care, transit, arts and more. These are the services that make this city such a great place to live. Reducing these services means that Torontonians will leave in a bleak, depressing landscape and I would hate that.
145.	Invest in traffic flow management system to enable continuous flow, particularly on highways / Invest in traffic signal preemption for public transit vehicles / Regulate/limit freight/truck use of highways during rush hour times / Optimize TTC route schedules so that buses can run according to schedule while keeping with regular traffic flow / Streetcars are more cost effective than subways / Invest in segregated bike lanes on side streets (make the streets one way and add bike lanes) / Encourage underground/overground connection of new business and residential buildings amongst various developers (i.e. expand PATH along young street's entirety) / Trial pedestrian zones with increased patio area, subsidize costs through usage permits / Hire more industrial engineers to improve quality and efficiency / Require apartment and condominiums to recycle and compost, provide approved vendors but let them pay /
146.	Upgrade the payment system on the TTC so that it is more user-friendly and prevents people from scamming the system. In other words, provide automated payment machines and metrocards, like in cities such as New York.

	<b>Transit - Financial Advice</b>
147.	emergency services and transit - taxes/user fees / arts/culture - could look for sponsors/donors / parks & recreation - sponsor a park programs, the way they do with highways? / health & welfare taxes/user fees
148.	A biased survey: only 2 questions on police and TTC; forced ranking when many options have equal weight; instructions on what number is highly favorable or unfavorable are totally unclear to the point where all these responses are invalid. Having administered surveys myself, I still don't know whether 5 is the most or least favorable. Poorly constructed survey.
149.	If city staff stopped being unionized there's no end to how much money could be saved. Further, where there is unnecessary support staff, reinvest in front-line staff. Stop paying police overtime and TTC workers overtime to supervise regular directing of people or traffic at construction sites. If Rob Ford is serious about this gravy train, he has no farther to look than here
150.	Public transit MUST receive federal funding for its operating budget. It is regrettable that in having to choose options for funding this service in your questionnaire, you did not bring this issue into play. All other major cities in North America receive federal funding for their operating budgets. It is deplorable that Toronto does not receive this support from Ottawa.
151.	Establish long-term, stable funding arrangements with provincial and federal governments for infrastructure and transit.
152.	WheelTrans could be more efficiently run by a privately owned business(es). Why taxpayers fund a garage to maintain the wheeltrans vehicles, a computer group for scheduling and a highly paid unionized workforce of drivers for what is no more than large sized vehicle taxi company is beyond me.

	<b>Transit - Financial Advice</b>
153.	<p>I found this survey to be heavily biased toward supporting privatization of services, which will inevitably lead to higher property taxes and user fees. It was labour intensive, and should have enabled feedback at the beginning of the survey, rather than the end. / / Rather than working within the existing system and supporting proactive measures to improve the TTC, and the greening of Toronto, this is a survey to test whether Torontonians want fewer services and more privatization of services, which have been proven internationally to lead to higher taxes. The system is not broken, and those in the 905 should pay their fair share of property taxes toward the City of Toronto to use our infrastructure - there is no reason why their property taxes are much lower for bigger houses, water use, and use of roads. We need proper transit, and this region needs to pay their share for it to come downtown to work, and so does the federal government as we are the 'economic engine of Canada'. The extension of the Sheppard Line as subway is not the most effective use of money; LRT transit was, and those on Finch are completely excluded from the LRT system now. / / I am equally disheartened that \$5 million can be considered 'a drop in the bucket' to hire an unnecessary police presence to guard construction sites, yet was cut from TTC services, which should be considered essential to Toronto residents. / / I live in a tiny house, use public transit, and use the smallest amount of resources possible, and yet I am paying greater and greater taxes to subsidize the 905 region for their expensive lifestyle for a lower quality of life downtown. We are thirteenth in the world for quality of transit, and this is directly related to air quality and the ability of people to get to work quickly and efficiently, yet the current City Council is supporting highways and car use over public transit, and requesting that the 905 region is involved in this expansion. It is a closed circle- as the TTC is neglected and overburdened, many people will choose to drive cars, and the TTC will lose those riders. / / The City of Toronto was once considered a world class city, yet cutting away at progressive policies for a green and culturally diverse and rich city will take away our reputation, and healthy future. Our air quality is competing with Los Angeles as some of the worst in the world, and furthering these policies will ensure that we will win. Primary school children have asthma for the first time in the City of Toronto, and it is because our decisions regarding transit development have included the expansion of the Billy Bishop airport, short haul flights, highways, and roads over bicycle paths, electric trains and the upgrading of public transit. It is time to consider the policies in Europe toward best practices for urban expansion, and intensification of transit-oriented destinations, rather than privileging the rights of exurban regions over protecting the downtown core. They are far ahead of the City of Toronto in terms of thoughtful urban planning for the future. / / Thank you for your time and consideration.</p>
154.	<p>Taxes and user fees are worthwhile if they improve the quality of the city. Toronto should be a destination for businesses and skilled workers. Massive cuts will only make the city unappealing in the long run. Privatization of certain services may be necessary, but certain services--such as transit--do not operate efficiently on a private model.</p>

	<b>Transit - Financial Advice</b>
155.	By reducing wages and other benefits paid to city employees, especially unionized employees (e.g. the TTC).
156.	We should charge developers much more for the right to build. / We should force the federal and provincial governments to kick in more for the TTC. / We should increase on-street parking costs and costs to drive in the city. / We should raise property taxes for homes worth over the average amount. /
157.	Parking in this city is laughably cheap. \$9/month to park on the street, and cheap accessible parking downtown pulls people away from using public transit, and by increasing the cost of parking a revenue stream specifically designated for the TTC could be generated. Creating a "fare zone" in the downtown core, similarly to what has been done in London could also work. I think repealing the vehicle registration tax was an empty gesture and that it should have never been done. Car owners deserve to pay more to come downtown, where many of us live without cars but have to deal with the ones that are coming in from the inner suburbs, either for the work day monday-friday, or for cultural events (and bars - the number of SUVs that invade my neighbourhood on the weekends to go to the bars and clubs near by is ridiculous). These non-residents of downtown should be made to pay for the privilege to park here.
158.	Advocate for increased provincial and federal funding for items such as public transit.
159.	I often hear visitors saying that Toronto could be a great city if only the transit were reasonable. a great transit system would also solve parking issues and traffic congestion.
160.	Most major cities have federal funding for things like public transportation. The city should work hard to convince Stephen Harper that the TTC needs federal support.
161.	In the long run, other cities experience has shown that privatization tends to lead to a decline in service and an increase in costs. Privatization is not appropriate for most public services. In particular TTC, libraries and environmental programs (which includes waste diversion programs) should be public.
162.	Look at user fees, look at property taxes. I believe we get the most for the least in comparison to other municipalities in the GTA. Improve public transit, then look at road tolls. Look at uploading the TTC to the Province or regional body.
163.	you should fund services based on whether the serves are any good. For example, customer service for TTC and the continual breakdown of the TTC every day it seems is not good service for the money that the users already pay; if the TTC was top of the line in every respect, such as customer service, good equipment, regular schedules, fewer breakdowns, then I think people wouldn't mind paying more for value; but currently the value is not there for the money we are paying. This can be said for most of the current services that the  City provides; staff are rude, services are lacklustre at best; you need to do in-house review of performance and whether the services are valued by the taxpayers. Then figure out which valued services should be covered by tax dollars and if there isn't enough money, where to find the increase to pay for the "best" services.

	<b>Transit - Financial Advice</b>
164.	TTC works well but it is becoming really expensive. I came to Toronto 7 years ago and the TTC Pass was around 90 dollars. It's more than 35 dollars increase in just few years : close to 40% for the same service. / I loved the idea that we could enjoy to go swimming for free and to know that families with low income could use those services. Now we have to pay 2\$ per person. Not everybody will be able to go swimming as much as they want anymore, that's sad. / I will love more French books in public libraries, what's exist is not enough. / Public health is suffering. It's really hard to find a family doctor. The service in hospital can be terrible. The approach to patient should be more humanist. You have to wait for hours and they treat you like a number in 5 minutes! I am really disappointed and it means that you are better to be in good health or you are in trouble. / Education is not on the survey and it's essential, why it's missing? /
165.	Some things are worth paying for, and 5% increase only works out to \$10 a month. It's not a lot for decent TTC, libraries, animal welfare etc.
166.	Corporate sponsorship of TTC stations - like the Museum station.
167.	Prioritize services that meet the basic needs of citizens. TTC, Garbage Collection, Safety, Housing, and Education.
168.	The TTC is extremely important. It was horrible to see a good plan that would service many areas scrapped for a plan that would service a few.
169.	Negotiate a new funding formula with the provincial government in areas such as having the province upload a portion of TTC operating costs
170.	Deal with the Federal and Provincial governments. Cities in this country are neglected, Toronto especially, we are tired of being told that we are not important. We know everyone hates Toronto, it makes us feel that we are not cared about or listened to. Considering what this city contributes to the Country (tourism, finance, culture etc...) there is a definite imbalance in funding. When it comes to other cities in the world our transit is beyond an embarrassment. The TTC needs to be addressed, however privatization has demonstrated not to work in cities like London, the tax payer was on the hook for a failed private company. Raise some fees and taxes where necessary and cut back the fat where applicable.
171.	The city should reach out to other levels of government - especially for transit - no other city in the world funds its transit system on its own. Also, down loading impacted Toronto heavily - we should continue to work with the province to repair the damage.

	<b>Transit - Financial Advice</b>
172.	While the private sector can do a good, efficient and economical job of delivering some of the services now provided by the City, the paramount criterion in determining who should deliver a service is the important of the service for the well-being of the residents of the City. Some services are so important in this regard that they should not leave the public sector (public transit, social housing, public health and welfare, and security are examples). With respect to financing of services, if specific groups or individuals are not the overwhelming users of a service, then user fees must be viewed with scepticism; because the property tax (even though not very progressive) is better when there is a general interest in or benefit from a service.
173.	UPLOAD PROVINCIAL SERVICES BACK TO THE PROVINCE, GET FEDERAL AND PROVINCIAL FUNDING FOR THINGS LIKE TTC, HEALTH CARE
174.	1) Cut the police budget, replace it with (cheaper) social programs. It's worked all over Europe. 2) I appreciate that the TTC is public but the union is stifling ability to maintain and expand services.
175.	Look at reducing executive level city salaries or reducing or eliminating bonuses to generate more money / Be frugal with police salaries and no need to pay police \$65 per hour for monitoring construction sites and t public functions / Look at TTC salary compensation and look at part-time options for TTC employees rather than TTC paying overtime
176.	The survey doesn't speak to uploading. The Province should consider taking back some of the services that are constitutionally theirs. TTC funding should also be increased. And the Fed's should also contribute since they are supporters of the Ford Nation.
177.	1) Lottery that goes to providing services. / 2) tax Incentives for low incoming housing development / 3) Paid Advertising on public buildings, buses and street cars / 4) Adopt a Park / name a brick / or similar community programs /
178.	The city relies on provincial and federal funding for many programs. These governments should continue to be lobbied for an increase in funding targeted to specific initiatives (e.g., TTC, child care). / / There should be more toll highways to raise revenue for the city. This would increase revenue, giving the city more money to fund services. Highways are provided for people to use, but there is no user fees for most highways and other roads as there are with other city services and facilities. / / The city should look at other innovative ways to use resources to increase revenue (e.g., sewage treatment plant that turns sewage into fertilizer to sell, innovative economic development ventures).



	<b>Transit - Financial Advice</b>
179.	I am not sure if you have a general response area for this survey, so I will put this here. Many services are already provided by a mixture of public and contracted/private providers. A simple example is Wheel Trans where there is a mix of TTC vehicles and taxis, but many other areas have a similar public/private mix. The way the questionnaire is structured assumes an all or nothing situation, and gives no way to indicate that, for example, I am happy with the city doing design and procurement for road construction, but leaving the actual work to private companies. / / As for funding generally, the survey does not say a word about capital programs which may be partly funded by other governments, or about the general issue of provincial downloading. Public transit is especially sensitive to this, but so are many social programs.
180.	I cannot stress enough how important a subway system (and not just to the suburbs) is to any city that wants to be called "world class". The longer we wait, the more expensive it will get. Give us more than two measly subway lines!
181.	By becoming more efficient...for example, not paying a TTC collector \$100,000.00 to collect tokens.
182.	Funding services in this city is an investment in the city; good municipal services make the city a place people want to live and work, and invest. Find waste, make it easier to get rid of lazy employees who don't care about the city and hire people who think it's an honour to be a civil servant. But most of all, don't make short-term decisions--listen to the experts when it comes to social programming, social services, urban planning, transit etc. To save the downtown core, you should listen to the people who live in it!
183.	Bring back the vehicle registration tax. / Get more money from the federal government. / Increase development charges. / Encourage Transit use.
184.	By doing joint projects with private and public sector, but renting out city facilities i.e. schools after hours to raise funds, by merging services of various agencies that do similar job. I won't support cutting down services or quality of services, if anything we need big improvements in i.e. public transit.
185.	Transit, bike friendly streets soon - not years from now. Our economy and the economy of Ontario depends on a reasonable transportation system in Toronto.
186.	Work with the province to reverse downloading of transit and social services costs onto the city.
187.	Fight to restore federal and provincial funding, especially for Public Transit. Otherwise impose tolls on non-residents using city services.
188.	Raise money on the market: float bonds to raise money now for infrastructure projects like TTC expansion. Do not sell off capital assets to make up for current account and budgetary deficits, that's absolute folly, especially when the vast majority of the City's capital assets (land, for example) are appreciating property,
189.	Increase federal funding for TTC--we are the only metropolitan city of the world that does not receive federal funding for its public transportation system. Toronto should also receive an portion of provincial taxes collected that reflect Toronto's tax base.



	<b>Transit - Financial Advice</b>
190.	Tax corporations and business. Seek meure provincial funding for public transit.
191.	I am comfortable paying more property tax to ensure our city's transit, care for those in need (all our social services), and educational programs are improved, or at the very least maintained. I will be very frustrated if this Council increases my property taxes while cutting any of these areas which are so critical to having a world-class, healthy city.
192.	Yes, I think the City of Toronto should definitely invest more money and resources into providing better and more efficient TTC services, especially for residents in the inner suburbs such as Scarborough, Etobicoke, etc.
193.	essential services first: TTC, EMS, FIRE, POLICE ( w/ reduced officers and helicopters, more community engagement opportunities, changes in police training), HOUSING (low income)... then social and recreation services - especially for low income families and individuals. Property taxes for services like public health and garbage; user fees (for those who can afford them) for fun stuff - like CNE, zoo etc... Also - can businesses get something back for contributing to city coffers (not politician's) - like for example: if TD donates the cost of street clean up post pride celebrations, maybe they get a free billboard on the Gardiner for a month acknowledging their 'partnership' or something??
194.	Stop using machines to plow the sidewalks. People should clear their own snow. Just clear snow for the seniors and special needs people. / / Encourage Libraries to collect ALL overdue charges and NOT waive charges for argumentative offenders. / / User fees. we should pay for the services we use. / / WHEELtrans. I use it. It is exceptional. It is costly. I think some people abuse the system. I think it should cost a little more. / / Cut back Sunday hours at libraries. Why do so many libraries need to be open on Sundays? Keep a few big district or reference libraries open but why open smaller branches all over the city when it costs so much?
195.	Increase costs of downtown parking permits to raise money and induce public transit use; solicit partnerships with other domestic and foreign cities in the delivery of services such as expertise and specialized equipment; increase property taxes on less efficient commercial buildings to raise money and induce retrofitting
196.	open up the booze sales market, tax it. / TTC/Rail could make a lot of money if it was designed like a world class transit system. / Property Tax. / Stop blowing money on over-sized city council with over-sized expense budgets. / Stop over-paying fat cats for city services like ttc, garbage. get a grip on your key services. /
197.	None of the questions in this survey allow residents to express their desire for the city to reduce the bloated wages of city staff. Services could be improved by freezing or reducing wages. Police, Transit, Cleaning staff etc. ALL make WAY more than their jobs warrant (or their equivalents in the private sector - especially transit drivers). LOWER WAGES ARE AN OPTION (if only elected representatives had the guts).

	<b>Transit - Financial Advice</b>
198.	I chose to answer "in-depth" questions on Environmental Programs, assuming I could indicate that I believe roads, transit, water, parks, forestry, maintenance, affordable housing, are all forms of environmental programs. We desperately need an integrates approach to social and environmental equity that involves ALL city services. This likely requires increased investments; and it CLEARLY involves participation of other levels of government and the income tax bases. I feel like I've answered these questions, first under very strict and artificial constraints; second in a vacuum. The city's finances have been unsustainable at least since 1996 and the downloading exercise that has primarily screwed low-income people by cutting the services they rely on and charging them more for what's left. Let's not be cute and pretend we can fix these problems with a "service review."
199.	Charge people by distance they travel on TTC (see Vancouver, and other major cities). Make cyclists enrol and pass a bicycling program (how to stop at a stop sign, one way streets mean traffic goes one way, etc), and charge cyclists over the age of 16 a licensing fee (just like drivers!).
200.	Get rid of cars in Toronto!!!! Take the approach that London UK has taken. Concentric rings with costs for travelling within them. Cars pollute, are inefficient modes of transportation with on average one person per car driving in to the city. Gridlock is killing Toronto's productivity and a major black mark against us. Subways are not the answer. Streetcars, buses, cycling lanes and light rail are.
201.	Maybe consider selling naming rights to subway stations and subway lines.
202.	I'd like to see more creative financing/funding of projects, vs. restricting it to raising property taxes and user fees. / / Such as: / Invest in a commuter tax for cars (from the suburbs) coming into the city. This toll should help pay and offset public transit and street/construction maintenance. / / They do this in London/UK - and it works brilliantly. It reduced traffic (and cut down on pollution/gas) was a revenue generated stream for public transit and infrastructure, AND those who live in the city, benefit from the cars/traffic created by people who don't live in the city. **We have only a fraction of the population that London does (and a fraction of the size), so there's no reason not to implement this. / / It also encourages the use and maintenance of public transit system, AND Bixi/ bike routes. / /
203.	The TTC costs far too much- using it is an investment in out environmental future, and most people use it to get to work and school- it's the lifeblood of our city. I would like to see the cost of metropasses less than half of the current rate and the service improve. It needs to be the transport of the middle class, not just the working poor who have no other option.
204.	User fees are not the way to fund city services. User fees disproportionately put the burden on lower income people - those in fact who can least afford to pay. Commercial property tax should be increased, followed by an increase in residential taxes. Additionally we should be pressing the provincial and federal governments to increase their contributions to transit.

	<b>Transit - Financial Advice</b>
205.	Services are not a black hole into which money disappears. When well spent and managed, money that is invested in city services pays dividends, like any other investment. Communities with access to public health services, childcare, housing, transit are communities that are healthy and productive. This benefits all of us. / / Furthermore, providing quality city services is also a job creator -- and these are GOOD jobs. Employing someone at an equitable wage with good benefits is another way to invest in the citizens of our cities. These wages go into families and communities, they're spent at local businesses, and they contribute to the economic and social growth of our city. They contribute far more than money funnelled to private corporations, all while providing better and more accountable services to our citizens and taxpayers.
206.	I find it interesting that the only option given to increase revenues is a user fee or property tax increase - perhaps fees for vehicle ownership wasn't such a bad idea - incentives to ttc use rather than car use. I also find this survey has an agenda to back the current mayor's position and that many of the question do not allow for an answer different than any above. If you are not wanting to pay more you can't have more rather than how can we creatively as a city provide city services better and more effectively. The length of the survey and questions I believe will turn citizens off and not finish - a simpler survey would have been more productive.
207.	Funding public transit creates benefits in many other areas of the federal, provincial and city economy.
208.	Create a tax and/or toll for cars entering the downtown core, much like what was implemented in London, England. The money collected could be used to repair roads, create more bike and pedestrian friendly zones as well as help fund public transit.
209.	Stop wasting money by starting something like bike lanes and then taking them away. Where does this make any financial sense? Also, to reduce waste in libraries, for example, decrease the hours that libraries operate, review staff performances and hourly salaries. Do libraries really have to be open on Sundays? That would be saving a lot of money. Also regarding the TTC, take away fare collectors and use automated machines. I have lived in a third world country where public transit costs next to nothing and is very efficient compared to the TTC. The only thing that should be 'privatized' is a system that would get the homeless off the streets, giving them a chance to find employment, seek medical attention and contribute to society. Rob Ford stated that he would solve the homeless problem and I haven't seen any improvement in this area at all. Toronto will be hosting the Pan Am games and the city is not ready nor deserving. I have worked in the tourism industry and visitors are often very shocked at the TTC fares and the admission prices to city attractions. Thank you.
210.	Relook at the compensation structure. Make it performance based. If I get my ttc on time every time, I'll pay more /

	<b>Transit - Financial Advice</b>
211.	1. re-instate the vehicle license registration fee & create a bicycle registration fee - both should reflect the impact either one has on the cost of maintaining roads, etc. (i.e. both require signage but a car damages pavement more than a bicycle and requires more frequent road repair) / 2. build and encourage cycling & public transit (decrease # of cars on the road = lower cost of road maintenance)
212.	Consider renting out public spaces to private companies/stores (short & long-term rental agreements), especially within the TTC station properties. In other cities in the world, public transit is a self-sustained service not having to rely heavily on city subsidies or rider fees. These cities were able to do so because the station property spaces have turned into an underground shopping paradise for everyone, where the transit companies could collect & utilize the incoming rental money for long-term planning and projects. / / Sustainable Health Care Project would cultivate a healthier communities/workforce, eliminate inefficiency and lower costs in hospital care. First step is to make "toxic & human health" as a mandatory course in public school curriculum. Support the use of alternative medicine/medicare services by including them within the OHIP scope. Secondly, make Toronto become a sustainable livable city by re-zoning for continuous bike lane project in the entire GTA & Toronto. This would encourage people to get out of their cars and excise (bike, walk, rollerblade etc) to/from work. Create more bike parking spaces and charge the user fees (e.g. \$2 per day). Thirdly, create community/volunteering programs that involve youth & senior citizens to enjoy together (e.g. community gardening projects). This would help bridge the generation gaps between the two groups, it would also help eliminate the feelings of isolation from these people when they are alone (i.e. feelings of isolation is the number one reason for having risk youths and health problems in seniors).

	<b>Transit - Financial Advice</b>
213.	I immigrated, thirty years ago, to Toronto, mainly because of its vision, its cleanliness, and its city services. For the past two and a half decades, I have watched as politicians played short-term politics and, in the process, cause Toronto to lose its way and its vision. For the past twenty years or more, the cry of 'no more taxes' has decimated our infrastructure and our ability to compete on the world stage. Without a concrete, enforced plan in the form of law, without 'incentives,' 'tax relief,' and subsidies, I cannot see how Toronto will be put back onto the track it had from the sixties to the seventies. As our road, TTC, and other infrastructure declines, it's going to cost us twice the losses incurred in the past couple of decade for at least the next couple of decades, to balance out the deterioration now present. Yes, it will cost money, but the alternative is Detroit.... For example, the risks of a lack of planning on the eastern waterfront are legion, as yet another example of politics causing sales that can only increase the city's coffers but once. Such blinkered views of the city budget will all but doom this city to ignominy, which is a shame, given how and why Toronto attracted so many immigrants in the past. Growth for the sake of growth and competition is simply unsustainable in the long term. The city needs to decide what is right for its future, and, perhaps, growth may follow. Maybe shrinkage may follow, but we'll have a city that even vaguely resembles the plan that made it that way. / / The short-term thinking and self-serving nature of Toronto politicians of all stripes in the past two to three decades has disgusted me, as I've watched Canada's greatest city decline and, unfortunately, lose its place as the most livable in the world. More than once, the way this city has been run has caused me to consider whether I should leave. I do miss what Toronto was. Does anyone have the spine to increase taxes for the next ten or more years, with a view to repairing the damage of the past decades, and moving to a better vision of Toronto's future, rather than a vision of a larger Toronto that is supported by a Ponzi scheme of taxes brought in by new residents?
214.	People who make decisions of services should use them. If Rob Ford had to use TTC he'd have different opinions about it.
215.	Need to invest substantially in accessibility of buildings, roads, sidewalks and public transit. It's appalling that people who use mobility devices cannot ride the subway or rely on regular bus service in this town.
216.	Use other revenue tools that the province granted the city (e.g. using vehicle registration fees to improve public transit) and to press the province to upload services downloaded onto cities by the Harris government.
217.	I take the TTC. But when compared to other major cities, TTC is not good in terms of the lack of subway. Also, the TTC riders should pay by the distance ridden rather than a flat rate. Also when comparing to other cities, buying tickets should be automated rather than buying from a ticket collector. / / Why is there a \$700M shortfall this year? Did we have a shortfall in previous years? What happened to the Reserve Fund? There seems to be a lack of transparency. / / / /
218.	ROAD TOALS! Charge drivers and give the money back to public transit. We should have a congestion tax.

	<b>Transit - Financial Advice</b>
219.	More funding for the TTC. I don't care where you get it, take it from education, healthcare, the poor. More funding for the TTC.
220.	For public transit, there should be 1, 2, 3, 5, 7 day electronic passes for the TTC as is done in other world cities. Perhaps the city should go with the honour fare system with ticket inspection. The buses and streetcars move faster as the driver can concentrate on driving.
221.	The City should have continuity in macro projects like the waterfront, the TTC, and the renovation of Nathan Philips Square so that once decisions have been made and designs and budgets are in place, they cannot be affected by political change. It's a waste of everyone's time and money and shows no vision whatsoever in developing the city's architecture, planning, greenspace and general infrastructure when one Mayor and his counsel can undo what a previous mayor and counsel approved. We need to have a sense of commitment for the long term benefits of Toronto citizens and a vision for the city that isn't about getting - or staying - in power. Our city needs to be building for the future, not just maintaining the past.
222.	Pressure the provincial and federal governments to contribute to transit and housing plans.
223.	Stop planning to cut and start to plan for BUILDING and RE-BUILDING our city. We should aim higher, much, much higher. Mediocre city services will end up making our home a third-tier city when we could be at the top of the world. Start with better transit and at least maintaining what we've fought for so far. Let's not fight for the bottom.
224.	Invest in IT services to increase productivity and lower the need for additional staff. Use more on-line services and increase the availability of information which can be obtained on line e.g. bus schedules on line with GPS; on-line submission of building permit applications, certification of building code by contractors instead of building inspectors;
225.	Cut back on flu vaccine advertisements (i.e. don't pay for an entire subway car to house flu vaccine ads). Higher taxes on businesses and advertisements.
226.	No sure but funding with property taxes is not fair... most people who don't own never end up participating in the cost of the city services!!
227.	Contracting out city services does not work. The quality is always low. The city needs to stop contracting out essential services including construction, roadways, transit, etc. Arts and culture programs are important for Toronto to maintain itself as a vibrant world city. Public services like libraries and health NEED to be provided by the city. Transparent government and government accountability are essential.
228.	The city needs to increase property taxes as they are the lowest in the Toronto metropolitan area. Perhaps add Don Valley fees so help pay for a new subway system.
229.	Three levels of government should participate in major projects such as TTC and other infrastructure. The city has not yet recovered from Mike Harris government downloading of services on it. All levels of government must do their fair share.

	<b>Transit - Financial Advice</b>
230.	<p>Yes, Those in charge of Finances of this City need to look at the ridiculous street furniture which has been popping-up ALL over / T.O.! Do these people making these decisions have any practical application as to what is the immense benefit to the city's / Citizens when buying these items. Have they taken the proto type &amp; tried using it before signing on the dotted line! Take the Shelters for those who take Buses, has anyone at City Hall who throws away the tax dollar ever looked at area that that Bus / shelter was going to operate in! What the actual weather is like! Is there Open space &amp; the entrance to the Shelter is turned / the wrong way. Just a small example. Why would I, You or any other individual stand in a shelter when the WIND is Whizzing / creating a Wind tunnel! How about the Shelter at Annette / Keele on the N. W. side where some City idiot placed a garbage / can blocking the citizens view of the bus coming south on Keele St.! Gosh, does it take a Rocket scientist to figure out that the / garbage can should of been placed on the southend of the shelter or setback two more ft. so one could see the bus arriving! / I could go on &amp; on &amp; on! These examples tells me You have way to many "Book Educated Staff" no application for having any / Common sense &amp; at the very least no solution of FREE THINKERS who know how to THINK OUSIDE of ZEE BOX!!! Get the / Councillors / Corporate Staff, All of the tied-in Agencies to stop wallowing in OUR MONIES without OUR PERMISSION! These / personnel seem to have a Ere of Entitlement about them! Why is the City appealing Augumari's court ordered Election!! / Stop the Bus, I want to get off! It's time someone like Mr. Robert Ford took a Wrench to All Departments. Thank you... /</p>



	<b>Transit - Financial Advice</b>
231.	<p>Ensuring food security for low-income and vulnerable persons for example can be tied together with the city-wide provision of community gardening areas in park spaces and other suitable unused areas of public land (such as under power lines). In exchange for cost-free use of the area, and perhaps a small subsidy for supplies, such areas can potentially provide volunteer and training opportunities for youth, adults and seniors, and a source of food for community support efforts, such as homeless shelters and low-income food subsidy programs. There are countless ways in which City Counsel can enact cost-neutral or even cost-negative programs such as this, to create more sustainable public services for our communities. / / Moreover, I strongly feel that as Toronto moves forward, any efforts towards economic development should place a firm and unequivocal priority and emphasis on building the rapidly emerging Green sector within the GTA (free of "green-washing", such as McGuinty's diesel buses), as this will pave the way for the long term (physical, mental and financial) health of our communities and their residents. / / As a licensed car owner, I nonetheless feel it important to state that providing safe and accessible bicycle routes throughout the downtown core and in the city's scenic areas is essential as our economies move away from dependence upon petroleum use. / / Lastly, and further to the above, I strongly feel that our city's recycling, waste disposal and composting services should remain local and self-sustaining. There are numerous ways in which we can treat our waste stream locally and more sustainably, and even provide supplements to the energy production needs within the GTA. It is irresponsible to divert our waste stream to ecologically sensitive areas, such as has been proposed time and again with general public outcry, both within the GTA and by the communities who would recipients of this refuse. User fees on garbage collection are an important element of this formula, but even more important is to take seriously the negative environmental impacts of our waste stream, and recognize that as an opportunity to improve our waste treatment strategies by implementing new technologies and methods which will turn that "problem" into an invaluable supplement for our city's food and energy production needs. / / Another aspect of the above is to provide tax subsidies to new construction and renovations which implement such environmentally sustainable building technologies as composting toilets, grey water reclamation, green roofs, on-site wind &amp; solar power generation, straw-bail, cob, and 'earth-ship' construction (minus incompatible building code requirements), etc. All of these initiatives will help to transform cost intensive public services into cost neutral or even cost negative ones.</p>



	<b>Transit - Financial Advice</b>
232.	I find this whole survey misleading. Take the TTC for example. If run properly, we should start paying less for it. There is a ridiculous outdated pricing and payment system for the TTC. If you had a fee system that made sense and respected the riders and an easy way to pay for the service that is in line with current practices, then many more people would pay and it would not cost everyone 3\$ a ride even two blocks. Your survey is misleading as it gives only two or three options. None of them have anything to do with the fact that if the City was dealing with it correctly, it should not cost us more.
233.	Demand more money from the province, especially for public transit and health care.
234.	more Toll Routes, Parking, renting out property, set a high price on community center programs, theatres, and other cultural and art (i.e. non-essential) programs. DO NOT increase or add fees to TTC, Health Services, or Garbage Services.
235.	Manage properties in a revenue producing manner. / Particularly TTC properties could have better/more commercial use, and TTC could manage office/residential/commercial properties that are on or near TTC property. / e.g. develop the Kipling parking lot into a shopping complex with rental units above it and make it a true transportation and social hub. / / Hong Kong's MTR is a great model for the TTC to follow.
236.	The city should manage the TTC better and restore bus services on all routes that were cut.
237.	Upload social services to the province. This should be w provincial mandate. Also, privatize the ttc
238.	In order to effectively address costs at the city, the two largest costs of Policing and TTC must be addressed (some of the services in this survey, such as planning or arts funding, are such a small part of the city's costs as to be nearly irrelevant). Policing costs, in particular, continue to grow far faster than inflation during a period declining crime rates and at the same time (appearing at least) to be a providing a declining level of service to the public and presence in the community. Likewise, the TTC could clearly use a shake up with a better focus on customer service.
239.	The City has the ability to have a long-term view, and should plan and fund using that view. A simple look at what is most convenient NOW, is almost always a bad financial decision in the future. For example, the investment made in equipment, etc. for the Sheppard Subway, and then sudden discontinuation was a debacle that any person involved in, should be sorely ashamed! Investment and long-term, holistic views are needed to not only maintain a healthy city, but also to help it grow in the future. Contracting out services is a bad decision in almost all cases. / Please look carefully at the implications on our future of any budgetary actions.

	<b>Transit - Financial Advice</b>
240.	Continue to pester the Feds and Ontario for uploading of costs. Investigate new revenue streams. We need to be creative here. Road Tolls would be a great way to fix a traffic problem and also fund the services that the city provides to people who DON'T pay taxes here. Let the people use the TTC and put load on it so that we are forced to build more lines. Look at all the cities in the world doing amazing stuff with transit and restructuring how its citizens view the city. Why do we have such a small town mentality in such a great city?
241.	You could start by bringing back tax revenue that you have already eliminated (like the car registration fee). This seems short-sighted given that the City of Toronto has special taxation powers that other municipalities do not have. Road tolls and special fees for those travelling into the City of Toronto proper from outside (including transit users) would also help.
242.	Request more funding from the federal government, particularly with regard to public transit.
243.	The City needs to do a better job communicating to residents about the true cost of maintaining and delivering services and be transparent about what a zero increase in property taxes means - i.e. cuts to service levels. As a bare minimum the property tax rates should rise with inflation. Additionally if property taxes are being used to increase a specific service - i.e. transit - articulate that when it is implemented - i.e. taxes going up 2% this year due to inflation to maintain existing service levels and by an additional 1% to invest in the Sheppard subway line (or whatever the priority is)
244.	The City should investigate use of the Public Private Partnership model to deliver certain large-scale projects and services, such as the construction of new subway lines. This model has been very successful at the provincial level.
245.	The fact that roads have no user fees is ridiculous. Why should the TTC cost \$3 (on top of taxes) but roads be free to drive on? A congestion charge system should be introduced downtown and a video toll system put on the major freeways into downtown. I am sick of paying for roads for people from Mississauga and North York to use, when I don't drive. / / I would like to see a drastic decrease to the police budget to fund more community initiatives to deal with the social causes of crime
246.	People can handle a tax increase, particularly if it can lower the user fees on the TTC.
247.	We have lower property taxes than many other cities and municipalities in Ontario. I support an increase in property taxes. However, I do feel bad for people on fixed incomes who have owned their homes for many years and can't afford an increase. Such people should have their property tax increase subsidized. User fees can be moderately increased if the level of service is increased. For example, the TTC should NOT increase user fees until it can provide a more reliable service.
248.	We need to get better performance from TTC workers, police, civic employees. The transit system for example is filthy -- we need to stop allowing people to eat on the subway and go back to having the workers clean the trains, the stations properly. It used to happen.

	<b>Transit - Financial Advice</b>
249.	1. The city needs to contribute to public amenities such as public transit, arts and culture, and support for the vulnerable populations as each of these contributes significantly to the overall efficiency of the city and drives the economy. / / 2. The questions in this survey have been inappropriately compiled. There is an inappropriate use of adjectives such as "significantly" to artificially increase the value of one response. Terms such as "significantly" should have been defined appropriately. / / 3. There are options missing when requesting an opinion of who should pay for what. EMS and provincial courts, for example, should be the responsibility of the province, and not the city. / / 4. The city should contribute to the walkability and non-motorized transportation networks. So, increasing the network of walking and biking paths, and other pedestrian initiatives such as bridges connecting our cultural and heritage facilities should be a priority. / / 5. The survey does not allow for a discussion of the timelines of the projects and asks people to pass an opinion without due concern and information for the consequence of each position.
250.	Toll roads and/or higher parking costs. Cut frivolous expenses like small recreational programs (skating rinks, pools, etc.) or raise the user fees. Parks are lower maintenance than community centers and can provide areas for exercise, no need for fancy equipment. / / Transportation needs to be improved as does property tax equations. You can build extra subways and LRTs. Raise property tax on places with high congestion and lower on places with lower congestion and try to reshape traffic habits while redistributing transit arteries. This way you even out how the city moves and promote transit use (in addition with road tolls and higher parking fees). Unless you build a downtown relief line, money would be wasted on transit unless you reshaped traffic.
251.	Own and develop the land surrounding major transit hubs. Joint ventures with private organizations to deliver services
252.	The TTC is unacceptable. It is a shame to the city. This should be a priority (removing the union is one good option).
253.	The city should stop catering to inefficient unions. I am enraged by the poor garbage and TTC service relative to costs. However other departments - Public Health and Libraries for example - should be applauded for the quality of service they deliver. There are too many locked in interest groups who think they have a god-given right to run city services - parks maintenance and community centres for example - and don't do a particularly good job. In particular I'd like to see the city let PRIVATE OPERATORS offer programs at the often underused city owned community centres. We'd get better value. Churches have become the defacto real community centres in many neighbourhoods - with a wealth of dance, arts, sports and other program offerings - while our community centres - barred from admitting privately operated programs because of unions - are underused spaces. / / But - overall I support increased user fees for all expendable programs: arts, recreation etc to people who can afford it... while maintaining core services - police, TTC, garbage pickup, fire through the property tax base after contracting out and other cost reducing measures are taken.

	<b>Transit - Financial Advice</b>
254.	Our property taxes are low relative to other cities in the GTA. I'd much rather pay more for decent services, especially transit. Our transit system needs to be expanded aggressively.
255.	Sell Assets - non core assets, assets that can be developed that will provide extra funding / Higher density around TTC subway stations - all should be built under a high rise to increase usage / Eliminate programs - stop handing out money to any and every group / Outsource - things like garbage collection as well as IT, HR, etc. - large consultancy will do it cheaper / Consolidate departments - could cut 20% of people in management layers / Drive productivity - if garbage collection can be done for \$6M less by a company that makes a profit and hires union people, drive the existing workforce to same level of productivity / Wage rollbacks - try cutting wages by 5% and let them make it up through incentive pay / /
256.	The city needs to make better use of DEVELOPMENT CHARGES - / / the laws allow the city to have development charges for only part of the city, or to charge more than one type of development charge - so it needs to create 3 tiers of development charges - city-wide, by ward and by project (like to increase development charges along any new TTC subway or LRT routes) - and to stop letting councillors get section 37 benefits for adding extra height or density. contact me and I will provide a more detailed analysis. / / however, the real problem is that public sector wages, particularly police, have been increasing much faster than inflation - the province needs to changes the rules on arbitration, and the city should be reducing the numbers of police officers and using other people to provide service, as well as getting rid of the "paid duty" boondoggle.
257.	Some things should be better supported by other levels of government - TTC especially. The city needs to advocate for this better.
258.	The Police has the largest funding of any City service. Funding needs to be cut significantly. I have no use for officers standing about watching other people work on construction sites and film sets. Construction in the City is terrible and roads are always closed in the summer without warning. Road construction needs to improve dramatically. They should be working 24/7 to complete a project and then move on. It is intolerable that roads are closed for half the year. Stop overloading single lane streets with the TTC, cars, pedestrians, bicycles and parking. Instead, designate some roads for cars/parking and others for pedestrian, bicycles and TTC. Zone in parking. If developers want to build commercial spaces, there needs to be more parking to deal with the increased traffic.
259.	Many services provided by the city fall under provincial jurisdiction and I believe should be funded and managed provincially. This would free up much money to increase spending on infrastructure and transit. Overall, taxes are not too high, but spending priorities seem poor. More user fees for service is reasonable.

	<b>Transit - Financial Advice</b>
260.	Look for creative ways to increase revenues from private use of public space; Increase retail business on TTC property, rent unused public facilities/office space, allow small businesses in parks. For example, instead of the current pathetic snack bar, rent that building space in Sunnybrook Park to a serious restaurant/takeout chain (imagine picking up your hot KFC or Swiss Chalet for your picnic!) and add a convenience store for all of the picnickers who need a little something. I'm sure there are huge opportunities like this throughout the city. That should be good for a few extra million per year. / Bring back the vehicle tax. That was a small inconvenience for any vehicle owner.
261.	TTC is horribly run. Many roads are also in bad shape. Get more efficient. If you need to charge more tax, use it first to figure out where the inefficiencies are. Figure out who's doing a bad job and fire their ass.
262.	By increasing taxes. Now that we have a tax freeze for 2011, there has been a huge loss to city revenues and it will take many years to make that up. I did NOT mind paying an extra \$60 on my vehicle fees and the removal of this and other fee-based program has actually made the city take a financial loss. I think that there is a lot to be stream-lined, but this will require a substantial shift in how the city works and thinks. This is not a matter of "what to cut" but how to make everyone want to do better. We need more transparency and accountability in all offices, the media should be allowed full access to counsellors and the mayors office. NO CONSULTANTS should be allowed, if the city cannot hire someone with expertise for an annual contract, their services are not required. / Toronto could be a world class city. It is too bad that our transit service is 20 years out-of-date and we still have a "what's in it for me" attitude towards Toronto vs. the GTA.
263.	You're ~\$750 billion, but you got rid of the vehicle registration tax to dig the hole deeper? Dumb, dumb, dumb. This can't, won't, and shouldn't be done 100% through cuts. People need to pony up for the services they want too. And dropping in a new subway line instead of LRT is another blight considering the state of affairs financially. / / P.S. Wasn't this supposed to take care of itself by getting rid of the gravy? Oh, right.
264.	1. Implement tolling on the expressways. If that isn't practical, consider installing combined HOV/hot lanes where one could pay to use the lane without a carpool. / 2. Reinstate the vehicle licensing tax. / 3. Lobby the province for a share of the sales tax revenues within the city. / 4. Expropriate taxi medallions and hold a bi-yearly auction for medallions with a 2-year validity. If not practical, implement a medallion transfer fee. / 5. Implement zoned fares on the TTC -- it is ridiculous that going from Scarborough to Etobicoke is the same price as going from Eglinton to Bloor/Yonge. Since zoned fares would likely mean going to electronic fare collection, also consider varying fare prices at peak times (this should help to spread load, thus increasing overall utilization of the system which is largely bound by rush-hour capacity at this point). Also, electronic fare collection could allow for reduction in collectors (no need for rush-hour only collectors.)

	<b>Transit - Financial Advice</b>
265.	Yes, why did the mayor cancel the car tax? for only \$60 each, we generated \$50 million in funds for the city! that is a ridiculous waste of money to kowtow to voters. anyone who can afford a car can afford \$60. so poor people who need community services now have to pay more user fees? higher TTC?
266.	City services, especially public transit, should be funded through increased parking fees and road tolls in the downtown core, as it happens in several European cities such as London and Milan
267.	You have loaded this questionnaire in a manner that exonerates the Federal and Provincial government responsibilities for funding affordable housing, ODSP, OW, public health, TTC, Courts. This is a cowardly approach and dishonest. Make the higher orders of government pay their portion!!!!!!
268.	Cut managerial staff. Cut staff who only go to meetings. Meetings don't accomplish anything. Meetings breed more meetings. Based on what I've seen of large organizations (government and private), it's the bureaucracy that will never make the so-called "hard decisions" about their own jobs. And since it's the bureaucracy that makes these decisions they protect their jobs and salaries, thinking they are too important. Well, they're not. The people who are important are the guys picking up your garbage, the men and women driving the buses and streetcars, the cop on the beat, the librarian who's introducing your kid to the world of literature or the swim teacher teaching your kid to swim. There the ones whose jobs should be protected. Unfortunately, once people are in a position of power, whether a middle-management bureaucrat or a fat-cat elected politician, they forget where they have come from.
269.	Yes, we should introduce automated tolls (user fees), on major expressways, including the 400 series, DVP and Gardiner, as is common in most major north American cities, funding to be dedicated to improved public transit.
270.	toll roads to finance public transit! And yes, I drive. Our public transit system has been stuck in the 1950s for far too long. More subway access in the downtown core (where people would actually USE subways all the time -not just at rush hour!) would in my opinion pay dividends in economic development, tourism and quality of life. I would give up my car if I could easily take a subway from close to my house in the Beaches.

	<b>Transit - Financial Advice</b>
271.	<p>I often feel that my taxes are fair but my services are under-delivered. Mainly, this stems from the attitude of staff/providers and not from the actual level of service. A better attitude would go a long way to making it easier to stomach either a tax-increase or service cut-backs. / / Additionally, both personal experience and anecdotal evidence tell me that there is potential to find operating/procedural efficiencies which would, in turn lead to staffing efficiencies. I don't mind taxes, I mind waste and arrogance. / / I don't think it would be unreasonable to charge modest user fees for a day at the beach, use of rinks at open skate times, etc. A fee of \$2 per person or \$5 per family seems fair and largely affordable. It would encourage citizens to not take these things for granted and would also generate some revenue for the city. Perhaps this could be done on the honour system with spot checks for enforcement, much the same way conservation areas operate. / / Pronounced user fees/increases could be applied to services which are not required by or of interest too the majority of citizens, or which are required by private corporations. I'm thinking of permit applications, zoning variance requests, off-duty policing/security, use of rinks/sport facilities for organized sporting events and leagues as opposed to open/free/drop-in events... / / Can by-law officers be put to better use? Can parking enforcement? They are already eyes-on-the-street with a knowledge of the city. Maybe they could keep an eye out for and report pot-holes, burnt-out street/security lighting, damaged bus shelters, trash receptacles, etc. so that a more pro-active approach to maintenance could be taken? Perhaps they already do this but if not, there is huge potential for these officers to become stewards of the city. / / Further, I think Mayor Ford or a member of his staff or council suggested that council budgets could be trimmed by having councillors work out of recreation centres and/or other city owned buildings instead of paying rent in privately held buildings. This is highly attainable, requires almost no planning to implement and is an excellent, sensible idea. Go for it! / / Thank you for an excellent survey and the opportunity to contribute to the city I love, despite some frustrating experiences.</p>
272.	<p>The city should look at increasing the tax base. Planning should always consider if there is an opportunity to grow our tax base. Example - When planning a new subway line, ensure that the line will go to a strategic area that will increase business development and residences. / / Another opportunity is for the city to utilize what is currently desirable - we have a subway system that has no access to telecommunications and we have numerous corporations that would love to invest in fitting the subways to allow communications - negotiate for the rights to the subway telecommunications network to increase the revenue.</p>
273.	<p>Reducing the overbloated wages of City workers, Police, and the TTC workers.</p>



	<b>Transit - Financial Advice</b>
274.	Basic and necessary services like the TTC should be fully funded long before we turn to stupid PR events like Nuit Blanche (that's a great example of something where user fees could be increased -- A LOT -- to pay for all those policemen!). I read the newsletter that the mayor's office sends out about funding, and it would be nice to see how the budget is prioritized as well as allocated. I'd also be okay with increasing user fees when necessary for things like hockey, or paying an extra \$1 to take out a DVD at the library.
275.	The city should reduce services to prevent us from paying any more in taxes. If people want services to be kept, they can pay user fees - but only people using that service should be charged the user fee. User fees from one service should not be used to fund other services (e.g., TTC fees should not be used to fund Toronto Community Housing).
276.	Privatizing and contracting out have been shown not to work and should not be part of Toronto's plan at all. / Improving Toronto's environmental issues such as reducing pollution, improving air quality both outdoors and indoors, improving drinking water quality (too many chemicals from personal care products and laundry products remain in water) important to maintain a healthy city especially for children and babies. Also providing accessibility to Toronto's buildings, TTC, EMS, services, drinking water, etc. for those Torontonians (up to 15%) with Environmental Sensitivities/Multiple Chemical Sensitivities through Standards for Customer Service, etc. who, at this time do not have access to these services.
277.	I would like to see city council stand back and take a look at the "bigger picture" and map out a longer term vision for the direction the city is moving. Looking only at "how to pay for services" tends to be a very narrow and short-sighted approach. I respect that we need to be able to pay for our services, but consider for example: Garbage: Can we find a way to reduce the amount of garbage/recycling that we the citizens produce, thereby resulting in reduced cost for pickup and transport of the garbage? Transportation: Can we build an extensive transit system/cycling network/pedestrian network that people really want to use - this will result in fewer cars on the road, less need for parking space, road maintenance, etc. Idealistic? yes, but let's not lose sight of how great this city can be. New York City has converted times Square from a traffic congested intersection to a pedestrian centre - well used and loved by the city. Let's do some great stuff in Toronto.
278.	I am much more concerned with the quality of services then the cost. While fiscal responsibility and accountability is essential for any organisation, cities are judged by the quality of services it offers residents and visitors, not by the cost of providing them. Great cities have useable parks, a wide reaching public transit system, public arts and culture venues and public libraries. Improving the quality of life for residents and providing services that allow for business to succeed is what attracts further business investments, economic migration, as well as tourism. I'm not concerned with how services are funded as much as I'm concerned with the quality of services.



	<b>Transit - Financial Advice</b>
279.	Negotiate with the province to restore provincial contributions to TTC, managing provincial courts etc.
280.	City should increase revenue sources other than rely solely on taxes and user fees. For city property sales, why not negotiate with developers to retain ownership of a % of commercial/retail space in order to generate future leasing revenue. Similarly sell air and development rights to TTC subway properties, retain % of commercial space for TTC or city to generate future leasing revenue. Selling off property assets means city can only rely on property taxes after that, but retaining some space for leasing generates ongoing variable level of revenue.
281.	Services should be funded through tolls set up strategically for those driving to and in the City. People may opt to support public transit rather than pay tolls thus improving TTC services, reducing health risks and moving people faster and more efficiently.
282.	Bring back the vehicle registration tax and the land transfer tax! Increase the billboard tax! Push for a portion of the gas tax! Get the federal government to take responsibility for housing and transit!
283.	We should also charge a user fee for people living in the suburbs but working in Toronto. / There should be a charge for when they enter the city to work, as they are paying their property taxes outside, but reap all the benefits of Toronto, employment, transit, sewage, water, emergency and medical services, utilities, etc.

	<b>Transit - Financial Advice</b>
284.	<p>STOP ALL THE MYOPIC, SELFISH LEFT/ RIGHT WING POSTURING AND THINK ABOUT OUR GRANDCHILDREN'S / TORONTO BEFORE IT'S TOO LATE. EVERY BODY has to pay. Slash the salaries and benefits of all public servants to fit the times, which would bring everybody down by at least 30%, ESPECIALLY the Mayor, all council (more like 45%) and their support staff. They shouldn't even have support staff. Make all businesses pay for themselves. If they can't provide a service that keeps them in business, too bad. SLASH all arts funding. Arts will continue the way they have for unsubsidized millenia, but with less ego and whining. If you can sing, or paint, sing and paint for your neighbourhood in your spare time. And for God's sake, keep the fee for plastic bags as a pathetic little starting point and move quickly to DRASTICALLY increase fees for ANY environmentally damaging practices or uses of materials, in every direction. This includes CARS - the use of cars should be incredibly cost prohibitive (an increase of at least 200% through a CAR TAX in the inner city, as well as drastically increased parking fees and fines). Either dramatically improve TTC and garbage collection customer service or contract it all out. They are spoiled and rude brats. Throw out all the expensive police gadgets and cameras and SLASH the bloated police budgets just as brutally as everything else – we're talking 30% (use some of the savings to retrain them out of the hi-tech black OPS computer game mentality the cops under 40 seems to have been raised with). Above all, do everything we can to dramatically reduce the involvement and influence of large multinational corporations, big government and big union interests in our cities and decentralize by dramatically increasing engagement of community members at the local level so neighbourhoods increasingly decide on important neighbourhood decisions wherever possible - NOT council or city hall. We should all be growing our own food on city streets that are increasingly abandoned by cars. Almost all residential streets should be converted to food production by 2030. If we don't do these kinds of things and all make sacrifices and come together, the generations to come will be cursing our monumental, ideological, self-involved stupidity. /</p>
285.	<p>The city has to diversify its tax base beyond property taxes. It was a mistake to axe the vehicle registry tax. And it would be great if parking revenues went directly to the TTC.</p>
286.	<p>The city has to continue to fight to reverse the inequities created by the downloading of the Harris years. Annual bailouts are not a solution. New funding formulas must be created, including permanent operating grants for the TTC. / Progressive forces within Toronto must work to make the citizens of the city realize that taxes are not evil but rather support the services which make the city livable for all. No easy task given the Harper majority and the so-called "Ford Nation." This is not to say that "efficiencies" cannot be found. But cities that work require services and services cost money. And it is not like there is no money in Toronto. The wealth I see around me is truly astounding. So let's use the tremendous wealth and creativity which Toronto is blessed with to support the services which will make the city work for all of its citizens.</p>

	<b>Transit - Financial Advice</b>
287.	Road tolls. This would help fund public transit and decrease congestion. Representatives that enact road tolls in other cities were actually much more likely to get re-elected.
288.	The city should work to get funding from the Province of Ontario and the Federal government. / / City services should not be contracted out. It is essential that the city continue to fund and provide services for TTC, water quality, and anything related to the environment and social programs.
289.	we need taxes raised! This city is falling apart--our roads are crumbling, our community centres our dirty and our TTC is a shame.
290.	More taxes and service fees for companies and corporations which benefit from the infrastructure and intellectual and cultural capital in Toronto. Invest in encouraging that cultural and intellectual capital-and diversity, through supporting transit, new Canadians, the arts, and encouraging creative initiatives to address our environmental challenges-the business dollars will follow. Companies want to invest in dynamic forward thinking cities, and can help to support them through taxes and user fees.
291.	permit advertising or corporate sponsors for city pools, rinks, parks, ttc, city arts and cultural events, etc. / Stream line road repair and sidewalk repairs. I see new side walks going in on our street only to be dug up a year later to do a different type of work below ground. / Get more money from the federal and provincial governments. / Green more city buildings to save heating and cooling costs. / Tax people driving into the city who work downtown and make use of all the city services, e.g.: fire, public health, EMS, police, water, sewer, but pay nothing to the city as they live outside the city boundaries.
292.	Sell city real estate, / Road toll downtown, similar to London. / Make garbage disposal more expensive to business and residents. / GTA wide fuel tax to fund TTC
293.	Some services should be supported by other levels of government. TTC, public housing, social services, poverty reduction, major infrastructure should be funded by provincial and federal levels of government.
294.	Public Transit is key to the city's future and is at least a generation behind the times. All the questions on this survey are about property taxes and user fees. What is required is a national public transportation plan supported by provincial and federal taxes, including a gas tax wholly devoted to funding public transport in and between cities. / / The city's car licence fee was a good, if inadequate, start. But unfortunately now it's history.
295.	Cut large chunks from the budget. Cut the mayor's salary, city councillors' salary, city hall salary, TTC staff salary, cut services and cut taxes.
296.	Less focus on removing street art, more focus on improving our rapidly deteriorating public transit services, please.
297.	lobby the provincial and federal government for more money for social services, TTC

	<b>Transit - Financial Advice</b>
298.	Police are necessary for the city. However, the city should use OPP, and thus have the Province of Ontario provide policing. This would save the city a lot of money, and allow it to provide even better service than it does now. / Public transit is the lifeline of the city. It is important to improve transit, both by making it more accessible, and by making it cleaner and safer. This is the area that the city needs to invest the most.
299.	Tax on all parking spaces in the City of Toronto not already covered by boulevard or street permits, including schools and other industrial uses. This tax should be imposed more stringently downtown when public transit is more accessible.
300.	We pay taxes and expect a certain level of service. Generally when the city runs the service the city can ensure a particular standard is met. When you give away City assets to community groups or businesses to run a city service you are often left with the City "picking up the pieces" when things go wrong. I strongly feel that service is better and in the end cheaper when the city provides it. (e.g. Hwy 407). I do recognize that not all of the services the City presently runs need to be directly offered by the City. These services include garbage, daycares, tree pruning, snow removal and grants for community groups. City services should include, water quality, transportation, ttc, police, fire and ems, and city run recreation programs, permits and services
301.	Please, we are under-taxed. I want Toronto to be a great city, and it costs money to have a great city. Don't skimp, just to save a few bucks here and there. I want a bridge at Fort York; I want drivers to pay for using the roads. I want the TTC to be better funded, and cheaper for the users.
302.	Reinstating the fee for car users would be a good first start. Alternatively or additionally a monthly transportation pass for all road users (cars and TTC) would be a good idea -- create an equal fee usable by both (this is an alternative to road tolls). Create infrastructure that would bring in future revenue ( examples include: geo-thermal heating for communities; service tunnels under roads for all utilities). Development levies. Tax unused property/empty lots at zoned rates. Luxury tax on oversized monster homes. Ensuring people have good incomes and benefits ensures increased tax revenues for city in future.
303.	My favourite thing about Toronto is the Toronto Public Library: its on-line search and account services, the multiple branches, the hold system, the collections in multiple languages, the quiet work areas, the librarians, etc. Please don't cut services to the Library! I also think Toronto needs to think of itself as an international city and should not be afraid to invest in arts and cutting-edge buildings/infrastructure. The TTC needs improvement. Residents and tourists should be able to use credit cards to purchase various tickets/passes. The token/metropass system is antiquated.

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304.	Road tolls at peak hours to pay for substantially better public transit. / Cigarette tax. / Increase garbage fees. / Encourage more businesses to locate in our employment areas. / Reduce energy costs in city facilities through energy retrofit. / Reduce road wear and tear through more bike lanes and less car/truck lane space. / Pay those already who do things well (i.e.. conservation authority for environmental services) vs. employing in-house staff. / Don't waste money on police doing construction traffic duty. / Increase efficiency i.e.. why is there three departments for tree protection (ravine, city and private). Keep the by-laws, as they are important, but have 1 staff take care of all three in smaller geographic area rather than 3 staff for huge area. Personal service is better. / / Thank you for asking us!!
305.	Restore the vehicle registration tax. Implement road tolls and congestion charges to fund transit. Stop cutting income streams, like the land transfer tax, that the City fought hard to obtain.
306.	The priority should be to maintain the key City services: Fire, EMS, Transit, Libraries, Parks etc. Other services should be cut entirely, such as multi-lingual services, grants to theatre and cultural groups.
307.	introduce road toll / retain and/or increase land transfer tax / reinstate vehicle registration tax / increase corporate property tax rate (e.g. financial sector) / introduce an inheritance tax / advocate to retain 1% of HST for municipal governments / pursue remuneration for hosting G20 / divest from mounted division of Toronto Police Services / increase productivity of police force (i.e. decrease number of police per capita) / restrict allowable police overtime and police monopoly on providing security to roadwork / get more money from province for TTC, housing and social services
308.	It's important to compare Toronto to European cities, not just Canadian and American ones. Their investments in culture and transit are astonishing and we are falling short on both accounts. The impact will be both green and economically positive as they will both cast Toronto in a favourable light as a place to live and do business.
309.	Increase user fees for those who can afford them. Find a way to "tier" the cost of a metropass, make it relative to how much money people make. Make water more expensive ONLY when people are using A LOT (when their house has 3 bathrooms, or they pressure wash their huge patios, or they have a swimming pool). / / Find creative ways to make user fees higher and lower for members of different income brackets. Myself and many Torontonians I know only make enough money to cover our basics (health care, food, the bare necessities for clothes and personal hygiene, rent, transportation, and hydro, with about 200 dollars left over per month for entertainment and savings), and we work full time!!!!. If everyone lived a little more modestly, so many of us could get out of survival mode. thank you.
310.	I think increases in user fees, including for the TTC, is getting out of hand. We already pay lower taxes than all surrounding cities, so I'd be willing to pay more in tax to keep the fees low.

	<b>Transit - Financial Advice</b>
311.	I believe that the City should work hard to continue to provide adequate levels of service and quality across the City, particularly in Scarborough where I reside. There is a perception that the quality of services is uneven across the City, and that Scarborough does not receive the same service levels as other parts of the City (e.g. Downtown, North York). Some services (such as garbage disposal and Police) are important but can be delivered in different ways to save money (through contracting out (in the case of waste disposal) or through staggered pay scales for traffic police), but are still ultimately monitored or even still delivered by the City to ensure that quality is high. The most important thing is to ensure that the City has a presence to ensure all services are delivered with high quality. The Province should fund certain services (or at least partial funding) such as public transit, court costs for provincial courts, EMS, police, and fire. People don't mind paying taxes if it means that they are getting value for the dollar and service levels remain the same or increase. The problem and frustration resides in one paying higher taxes yet receiving lower service levels and declining quality in city services. Public transit, roads and other infrastructure, public libraries, community centres, and policing should be the priority of the City, but within reason. City staffing levels should be at such a level that they do not affect the quality of city services. The City can still deliver many of the important services it provides, but deliver them in different ways or obtain partial funding from the Province to lower costs. Parks and the environment should be a priority for the city as green spaces are threatened as development in the City continues to intensify as we are more and more built-out. Incentives (related to toilet replacements and water usage) recently cancelled should be reinstated and better run to save money.
312.	I suggest a vehicle toll for entering the city centre, as has been implemented in London and Milan. The proceeds should be put to making public transit absolutely publicly funded (no user fees) This will encourage people to use it rather than a private vehicle, thus reducing congestion and pollution.
313.	This is an extremely flawed survey and I find the use of the language "I don't care" appalling when we're talking about services that impact hundreds of thousands of people in a very significant way (TTC, affordable housing, etc.) The City is responsible for continuing to provide the services that it currently provides. Why is it, exactly, that we're looking at a deficit? What ideologically-based decisions has the Mayor and the executive made that are in NO WAY FINANCIALLY SOUND (ex. privatization of services like garbage collection, subway building vs. light rail, etc.)? User fees for those who cannot afford to pay are not an effective way to provide services for residents. / / The City can fund services by: introducing a car tax, NOT building any more subway lines and opting for less expensive light rail, taxing developers who do not include any social housing in new housing developments, lobbying at the provincial and federal levels for the uploading of responsibilities or more funding, etc.

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314.	charge a user fee for stop lights in between intersections when it provides service to a mall or business. / a property tax on second parking spots at condos / a surcharge on vehicles towed from commuter routes at rush hour. / parking permits for the whole city / a surcharge on swimming pool construction and an annual fee / explore shipping waste to green lane and organics by rail / explore the possibility of burying hydro corridors and the developing the area above ground for residential or industrial uses. / install water meters on all buildings and new condos have individual unit meters / pressure the province to reinstate deposit return on all beverage bottles glass or other materials. Introduce a deposit on motor oil, but returned to customers upon return of used oil. / replace police on traffic duty with parking and traffic control officers further replace police with city works staff controlling traffic at accidents or fire and special events(parades or runs and other such events. / remove old factories converted to places of worship from tax exemption. / reintroduce promoting city staff to management from within. / return downloaded services back to the province. /
315.	A fee for vehicle registration might help to fund TTC improvements. / / The city has a host of other revenue generation tools at its disposal thanks to the City of Toronto Act. Use them. / / Increase taxes paid for commercial billboards. / / Charge utilities penalties for poor quality reconstruction of city infrastructure (roads, sidewalks, etc.) following utility repairs. / Charge developers penalties for inconveniencing residents and businesses during development (noise, road/sidewalk/bike lane closures, dirt/dust & poor air quality) to ensure projects are completed quickly and with minimal impact on quality of life. / / Increase development charges. / / Raise property taxes. / / Cut the police budget. / / Increase tourism by ensuring roads and sidewalks are in a decent state of repair and that construction inconveniences are mitigated and coordinated so that Toronto isn't so bloody ugly. / / Lobby the federal and provincial governments for more funding. /
316.	toll roads for maintenance of roads and ttc
317.	City sales tax, restore vehicle registration tax and use proceeds to enhance public transit
318.	There are a variety of additional tax options provided by the Toronto Act. Use them. Put in a toll for coming into and out of Toronto with the licence fee put back and allows Torontonians to come in and out free. Money goes to public transit so road congestion will be reduced.
319.	Instead of raising user fees and taxes, focus on reducing expenses of top 6 city expenses (Police, TTC, Fire, Shelter, etc. Especially Police (we do not need police officers to supervise road work or provide security), and TTC. The TTC needs to become more automated like every other industrialized city transit system. It is possible to keep service levels constant or better and reduce costs.
320.	Lobby Province and Feds for more support for things like TTC / Lobby to recover sales tax revenue / Retire debt
321.	combination of increase of taxes (property) and user fees (transit, toll roads, etc)



	<b>Transit - Financial Advice</b>
322.	1. Look for efficiency of services rather than cost-cutting. / 2. Get the other levels of govt to fund their fair share. Provincial downloading and during the Harris govt years has devastated Toronto's finances. So get the Province to pay up (e.g. TTC, social housing, Provincial Court Services) / 3. Fed govt funds to cities amount to 2%. The Fed govt must contribute more. The Mayor and City Council and the Federation of Municipalities must pressure Ottawa for drastically increased funding. / 4. I have extensive training in survey design. This one is very poorly designed and as a result will yield inadequate data and the data will be almost impossible to accurately interpret. The questionnaire was not user friendly and excluded many people who do not or cannot use computers (e.g. people who are poor, those with certain disabilities). / 5. This survey is biased towards cutting costs instead of other solution. /
323.	Regarding the TTC - I much prefer those costs be borne proportionately through taxes (increases) than large fare hikes.
324.	Road tolls to fund public transit / Reduce off paid duty police services / Re-instate vehicle registration tax / lobby to receive 1% of HST sales tax / Advocate for more money from federal/provincial govt's esp. childcare, transit, affordable housing
325.	Road tolls, gasoline tax, bring back vehicle transfer tax and support TTC / Return to zoned fares for TTC / Keep land transfer tax; increase parking fees
326.	Bring back vehicle registration tax / keep land transfer tax / road tolls / zoned fares for TTC-this is standard all over the world
327.	Negotiate with the Province for certain services such as housing, TTC.
328.	Should negotiate with province for \$ for TTC (operating), housing should be uploaded to the province, should not review services that cost the city less than 2% of total budget.
329.	The City needs to investigate income-based taxes. The Vehicle Registration Tax should come back -- it was the same as a tank or a tank-and-a-half of gas -- if you can't afford an extra tank of gas per year, you can't afford a vehicle. Also, the City and the residents need to work with other levels of government to appropriately fund public transit, policing for major events, administration of welfare, social housing, etc. / / We all benefit from a well-administered urban environment that takes care of residents (NOT tax-payers or citizens, residents) and helps everyone to feel valued and included.
330.	These questions are divisive, irrelevant to the task at hand and speak to the mayors agenda. for example placing priority of ttc / service vs. Wheeltrans service is disgusting and speaks to the lack of respect for all Toronto residents along with going against the City's access and equity policies
331.	The city should spend money on a campaign to get the province to pay its fair share for pubic transit, and expand the electric rail system throughout the GTA. Toronto still has lower property taxes than the surrounding municipalities, so taxes could be raised.



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332.	Run services efficiently / Invest in infrastructure that attracts business, tourist, and users of services...then gain through taxes / Don't cut easy taxes like the vehicle registration tax - anyone who drives a car can afford the equivalent of a tank of gas year to contribute to the city infrastructure / Residents don't mind paying taxes if their roads are cleared of snow, their garbage collected, their local pools and rinks function, the library has the books they want, they don't spend hours stuck in traffic, or trying to get on a bus. Citizens are usually OK with taxes as long as they feel they are getting their money's worth. / M
333.	City's should fund it based on in depth research and a proven track record of accountability. For example, the TTC may need to be scrutinized more.
334.	Yes. Toll 400 series (QEW/Gardiner included) off ramps for out-of -owners entering the city. Use toll monies as a dedicated fund for PUBLIC TRANSIT ONLY. Reduce mayor's power.
335.	Road tolls may be an option. Having variable public transit fees (time of use, distance of travel) could be considered. Car licensing surcharges were actually a good idea to help cover the cost of roads, and could be reinstated. Other modest user fees could be considered (e.g., a \$5/year library card fee, 50 cents/person to use a public pool or skating rink during the public times, etc.) I think the city should also look more closely at its processes and the efficiency with which it provides services - could these be streamlined? Does every step need to be followed? Are there less useful activities or requirements? What are the primary goals of a process and are these being achieved? Is there appropriate balancing of risk versus cost to avoid risk being realized (for example, does the city have extremely cumbersome procurement processes that cost more brown dollars in their execution than potentially are saved in ensuring that procurement is "totally fair" or that the "best price" is received)? I also think that the age of entitlement is over, and that very sweet wages, benefits, pension plans, and job security provisions amongst the city employees (far beyond anything people in the private sector could ever hope to have) need to be re-examined and revectorred to what is more appropriate and fair to all citizens.
336.	Both the federal and provincial governments need to assume more responsibility to fund services e.g. TTC and Affordable Housing. / City needs to develop new user taxes. It was utterly stupid to cancel the vehicle tax.
337.	The city should find better, more efficient, effective ways in spending the fundings. The city spends so much money - and the traffic worsens, ttc is slower and somehow less sufficient - and other dissatisfactions with city services increase. Visible change should be observed.

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338.	Continue to ask Provincial and Federal Governments for money. I think most people would agree to pay more taxes to fund services. I wonder if major corporations, instead of funding sporting events, etc, would like to fund housing repairs for city housing. Each one could 'adopt a family' whose home they would fix up in ways specified by the city. No family names would be used. / I want to take this opportunity to say that the in-depth questions are not answerable because in many cases it is comparing apples and oranges, or it is not possible to figure out without knowing the specific circumstances that might pertain to that sector. For example, I know a lot about transit but could not ethically pretend to answer those questions. The same with certain other parts of the questionnaire. You may not have intended it to be so, but it was slanted and the possible answers did not include what I would have answered. Feel free to contact me if you want my opinion.
339.	Reduce the cost of policing. Reduce Police bloated wages, TTC bloat wages, City Staff fat union wages need to be reduced to reflect the economic reality the rest of the people in the City live with every day. Much savings can be had by scaling back wages and benefits like everyone else has had to do over the last 20 years.
340.	More public private partnerships for public transportation and affordable housing. Reduce dependence on OMB to solve city building disputes to save money on lawyer/omb fees. Use TIEGs more, increase residential property tax. User fees. Toll road for people living outside of the city to enter the city. Push the provincial and federal government to provide more money and more reliable streams of money to cover services such as affordable housing, transit etc. that were downloaded to the government. Invest in green technologies that will pay for themselves in the long run. Continue to use section 37.
341.	Every large city has many funding issues but I believe the employees of the city provide affordable services and go the extra mile to work for the city of toronto / / It is impossible to provide all the services needed to run a world class city without paying taxes to provide the services / People in all other major city's realize this and pay much higher taxes in order to maintain good services and in many countries they have better services i.e. daycare low cost transit It is sad that Toronto's citizens are so wrapped up in their penny pinching ways they cant see clear to assist our city to become the amazing place it should be
342.	I wish we could have identified which services we wanted to improve rather than maintain. Our public transit system needs significant investment at all levels of government for us to be a truly global city, and this is in the best interest of the country.
343.	Pressure the provincial and federal government to co-operate with the city and provide assistance, e.g. a transit subsidy to pay for the TTC's operating costs. Implement road tolls and congestion taxes.

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344.	We should strongly consider implementing user fees on roads. Right now, people who don't drive heavily subsidize those who do - if we want to encourage people to take transit, and fund transit, the best way to do that is to charge user fees, particularly on people who commute into Toronto from places such as Mississauga and use our roads, but don't pay taxes.
345.	I am concerned that issues that are part of what makes the city unique will be contracted out. I do not want to see our incredible animal services cut, arts, ttc, affordable housing, arts and entertainment serviced out as that will decrease the uniqueness and beauty that is toronto. I am also concerned that this survey is very bias and I feel like my words have been manipulated by the multiple choice options.
346.	Gas taxes to fund transit and alternative transportation.
347.	PROPERTY TAXES ARE NOT THE ONLY SOURCE OF REVENUE INCREASE. The city has long-fought-for taxation powers to make car drivers pay just as transit users and other users pay. The mayor recklessly discarded this source of revenue and now declares that there is a shortfall. The shortfall is entirely of his own making. MAKE USE OF TAXES ON AUTOMOBILES. As well, USER FEES ON GARBAGE will help reduce waste and its attendant expenses. (Substantial fines for littering could help too, though there would be an enforcement cost.)
348.	Stop trying to kill public transit. You've cut my local bus to weekday rush hour only.
349.	Use better planning to save costs. Contracting out garbage collection is unlikely to save money, and may cost more money in the long term. Similarly, having a multi-year plan for city forests and caring for existing trees requires a large initial output of money, but saves in the long term. I also support charging vehicle users in the city a fee to drive (like in London, England), particularly in certain zones during rush hour. This money should go directly to the TTC.
350.	Too many managers, especially in the libraries. Rather than cut back library services & hours, look at how much is being spent on TOO MANY MANAGERS. TPL has management to worker ratio or 1 manager to every 25 workers -- TPL is a highly educated workforce that does not require so much micromanagement. It's money wasted that could be better used funding library programming, infrastructure & purchasing quality books, etc. As well, there are TOO MANY paper backs in the library and not enough shelf space. Cut back on the purchase of these "floating" collections of paperbacks because there isn't the space, and unfortunately many, many books in excellent condition have to be withdrawn because there just isn't the self space. / / Increase property taxes for the rich!!!! Crack down on delinquent tax payers. Increase the cost of parking downtown for those who commute from the suburbs into the city for their jobs. As well, those commuters should pay more for their GO transit tickets.

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351.	The city does need to find new, creative ways of generating revenue. This includes options like congestion pricing - those driving in to the city core should have to pay a fee. those monies should go directly toward transit funding. At the same time, contracting out services like garbage collection or parking services must be considered. A review of some city-provided services -specifically the Toronto Zoo, city recreational facilities, should be looked at. Most importantly, labour costs must be curbed. Toronto police officers awarding themselves a 11.5 per cent wage hike over the next four years is exactly the kind of thing the city must avoid. Given the city's current financial situation, a contract like that is reprehensible in every way. Making the TTC an essential service will also not help this situation. Pay for public workers has to be indexed in some way to the state of the city's finances, formally or not.
352.	Stop wasting tax payers money by for example: spending an extra 2 billion on burying the eglinton LRT when we had a fully funded LRT network that stretched across the entire city; or forcing hard working small business owners to clean graffiti. The biggest waste of money is the poor coordination of infrastructure. Having our streets dug up 3 times in the course of a year for different services etc.
353.	The city should put tolls on some its major arteries, including the Gardner Expressway and the DVP. This revenue could be used to fund better public transit. / / It seems completely unfair to suggest raising user fees on services that low-income Torontonians depend on without also considering user fees on roads used by middle-and-above-income citizens.
354.	There is not enough in this about services that should be CUT. For example - WHY are there city employed policemen at every construction site? This costs millions of dollars and there is very little evidence it is providing safety. The construction companies should provide and pay for their own traffic management individual. That money should be put towards transit instead.
355.	The city can increase its parking fees so that more people can use public transportation. this will in return fund the TTC. But the City should also push more to get more funding from the province for the TTC. Thank you.
356.	We should be getting more funding for some things like Public Transit from the Provincial and Federal Government. Other major cities have much better funding for public transit than Toronto.

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357.	I know it's hard to wrap our heads around the big budget deficit we have at the moment, but if we don't invest in the programs that make our city great and instead we focus on cutting the budget, these programs will be affected. I would rather pay more taxes and user fees and know that I have access to amazing libraries my family (from my five year old son to my 90 year old great grandmother-in-law) as well as ALL families in Toronto can use, community centres for all sorts of activities, beautiful public parks we can relax in, accessible public transit for everyone in the city, beautiful trees that increase our property values and environmental programs that help engage communities in meaningful ways. I want the city to invest in our fellow Torontonians who need financial help so that younger generations living in more vulnerable parts of our city will eventually be able to contribute in amazing ways to society ... and will help to reduce crime rate ... and so we will need less police officers ... and so we will save money in the long run... just one little example of how if we invest in all our great programs now, we will all be paid back!
358.	Share of Income Tax / Share of Harmonized Sales Tax and road tolls to fund TTC capital budget, social housing and other capital costs / Increase share of provincial and federal gasoline tax to fund TTC / Demand that Ontario and federal government reverse the downloading of costs to the city.
359.	TTC, Housing, Social Services should be funded by Provincial and Federal governments with money derived from income taxes
360.	YES! Thanks for asking. The City of Toronto Act gives us more potential for revenue tools than just "user fees" and property taxes and the survey doesn't capture this. The vehicle registration tax was a great example but it needed to be linked to transit, not general revenues. We need to start using revenue tools as a means of encouraging positive social & environmental behaviour. Road tolls would be a great example; we just need to be a bit more creative. / / In the end, I'm all for paying for a better city. I'd rather spend more \$ in taxes knowing that it is going to help create a community I love than pocket it and buy crap or whatever we were supposed to do with our vehicle registration fee.
361.	Sell city bonds that play interest over 10-, 15-, 25- and 30-year terms to raise money to improve roads, expand public transit etc. / / Reduce top-heavy management positions in Toronto agencies, boards, commissions and departments. / / Reduce City Council to 23 seats from 45 seats.
362.	The Vehicle Registration fee should be re-instated. Toronto parking should be priced higher for larger vehicles. Other fees like ones that are progressive (sliding scale depending on income) or not tied to services for the most vulnerable citizens should be instated. NOT for Recreation Centres ... especially in Priority neighbourhoods, or Shelters, or affordable housing ... but higher TTC fees or Water Use Fees/taxes are a possibility.
363.	Institute road tolls gto fund public transit - great idea / reduce pay of off-duty police services / reinstate the vehicle registration tax / Lobby to receive 1% of the HST sales tax / advocate for more money from the federal and provincial governments

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364.	Taxes that are specific to that service should be used to fund that service. E.g. gas taxes for roads, associated health and environmental costs, and public transit (which helps reduce congestion.). Taxes like the property transfer tax, and a hotel tax unfairly sets up disincentives with resulting unintended consequences. / Taxes and user fees should be increased on activities we want to discourage, e.g. use of water, garbage, gas and electricity. / Taxes and user fees should be decreased on activities we want to encourage, e.g. TTC, and community centers. / Other tax revenue should be raised globally in a progressive manner, i.e. 1) HST 2) income tax 3) property tax. / [Yes, I realize some of these are provincial]
365.	The city should be enforcing legislation such as fines to people who do not give a seat to people with a disability, for people who smoke in places they should not, in public in front of office buildings, on Transit, fining drivers who block buses and streetcars... There are a lot of ways that the city could be more efficient, and if we focus on making the city a more safe, and enjoyable place to be, we'd start with ensuring people behave well in public, ensuring that by-laws are adhered to.
366.	LRT LRT LRT LRT LRT LRT LRT LRT LRT LRT LRT LRT LRT LRT
367.	Public services such as the library, TTC, Seniors homes, daycares etc should be priority. Not things such as trips and high end dinners for those in power. The services need to be for the people
368.	The city should get a whole lot better at soliciting private and corporate donations to maintain and enhance tourist attractions and waygoing, like the CN Tower, our museums, the Zoo, and (waygoing) the TTC. The cost to see and do anything in this city is disgusting and way out of line with any other desirable place to visit in North America, most of Europe, and quite possibly most of the rest of the world.
369.	the city needs to stop footing the bill for things that other levels of government should be contributing for. It makes me sad and angry that the TTC takes up almost a fifth of the city's operating budget and it is not even worth it - the TTC is expensive and inefficient. Make the provincial government take some ownership and stop trying to fund with private investors - privatization of public transit has been proven in many major cities around the world to be a mistake. Maybe the TTC would be cheaper to run if they were not being paid such ridiculously high salaries for what they do. / / I am also disappointed in council's decision to keep funding for police for "extra curricular" activities. There is no need on this planet for there to be two uniformed police officers "guarding" an open man hole cover which is being worked on by a crew of 4 with big road blocks and signage. I don't understand it, do they need protecting? Why are they there? talk about a waste of my tax dollars ( 1/4 of them to police services actually, and I'm sure 50% of that is for these overtime side projects which a pylon could do with the same efficiency).
370.	DO NOT sell off public housing to the private sector. NIBMY will surface and no building will want to take in welfare recipients...as well I live on ST CLAIR and the road is a mess...we need subways---we are 40 years behind

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371.	The city should make use of its other taxing powers (besides property tax). For example, I think the city should have kept the tax on license plate renewal in place, but the money raised by this tax should have been dedicated to public transit.
372.	very concerned about contracting out of services - may lead to less accountability, decreased quality and tax payer's dollars going to profit for private sector. / Transit is a major concern for this city. Need better TTC bus service to keep cars off the road
373.	Invest in profit making initiatives - i.e.. Build building on top of Yonge/Eglinton TTC centre and rent out space. / Rent out space on city properties, increase fees for all emergency services. / Upload services to province/federal government. / Demand more funding from higher levels of government
374.	Maintain money generating assets and find opportunities to create new money generating assets and activities such as real estate development, sale of development rights on or above TTC lands to fund transit expansion. Charge appropriate user fees for road services such as tolls on expressways and even city streets which is now possible with current GPS technology. For example, it's not appropriate for a cyclist or pedestrian to pay the same amount on their property taxes as a motorists who takes up more space and causes more wear on the street.
375.	Negotiate with the province to share the cost of supporting vulnerable people by providing affordable housing and affordable, reliable public transit
376.	Be creative about revenue generation options, including recognizing the value and job creation opportunities provided by investments in the Portlands and Lower West Donlands infrastructure improvements.. Lobby to return some of the items that were downloaded onto the city by the province. Prevention is better than cure in the case of policing - more investment in community means lower policing costs long-term. Investigate successful international models for transportation - one card for bus bike train and taxi, and perhaps even a private enterprise component - small flexible tickey taxis (South African model) to supplement bus services.
377.	Where are the Feds and Province on public transit, housing, welfare and childcare? City residents pay our dues to Fed/Province levels too.
378.	The city should take advantage of the tools that it was given by the province in order to increase its revenues. It seems to me that cutting the Personal Vehicle Tax was a short-sighted move. The city should look at every means at its disposal to improve city services, including options like road tolls to improve public transit.
379.	City should have a better financial tracking system like the Provincial Government has (IFIS), as its hard to track funding in the city with all the small agencies. / City should look at other resources for funding instead of raising Property Taxes and TTC Fares. By rising the prices, your making housing less affordable for the seniors that are here. In the years to come, houses will sit empty as everyone opts to live in a condo because the taxes are much less or rent for that matter.



	<b>Transit - Financial Advice</b>
380.	We need to examine wages of all city employees - union and non-union. Public sector has outstripped private sector wage increases significantly over the years. / / Let's reduce the number of senior managers. / / Let's go after federal and provincial governments to pay for a good deal of the social services, and share in the costs of social housing. / / Bring back the car tax of \$60.00; it isn't even the cost of a monthly TTC pass (I have a car). / / Increase the cost of on-street parking permits. / / Tolls to enter and exit Metropolitan Toronto. / / User fee increases on arenas, community centres and day-care centres. / / Height tax for condos. Units pay fees on an increasing scale the higher up they are in condominiums. Units on the first floor would pay far less than units on the twentieth floor. These units take away others' views, and others' skylight, so a 'sky tax' seems reasonable. / / We seemed to manage money far better before we were amalgamated. Let's separate the cities so each region can address its specific needs. / / Let't bring non-partisan democracy back to City Hall / /
381.	The City of Toronto should stop increasing the amount it spends on police services and reduce it. The current amount spent on police services is not based on the evidence that crime rates are decreasing. / The City of Toronto should not contract out services - it makes no sense that a private company with a profit motive can deliver services for less money than a public enterprise. Moreover, workers deserve fair wages for work, especially when living in a city such as Toronto. / Toronto should consider tolls on roads and invest that money in the TTC and bike lanes. /
382.	This survey is worded in an incredibly biased way towards Mayor Ford's 'party line.' Of course no one 'wants' to pay more taxes, so the question, particularly the last question about how much of a tax increase I would feel comfortable with, is ridiculous. I want the city to direct more funds toward programming for those in need, such as the systemically disadvantaged racialized groups in Toronto who are underrepresented both in his government and in jobs that pay a living wage in Toronto, the unemployed and underemployed, those who live on a low income, students, the elderly, and those who rely on a bike, walking or the TTC to get around the city. I want the city to prioritize the social conditions of the poor and immigrants in Toronto, and the environment over cars and big business. I do not want to see any additional city services contracted out.
383.	I feel that the level of services has dropped in the City of Toronto over the past many years because there is reluctance to increase user fees and/or property taxes for political reasons. Although I don't want to fund misspending, I do want all Torontonians to for excellent services. We talk about being a world class city but I drive my car over uneven roads and watch other unchecked motorists behave badly, I step over litter on sidewalks and in the subway and I watch drug deals happen in the streets of our neighbourhoods where no police presence is found and I wonder what has happened to our great city. If people are not willing to pay the price to live in Toronto then they should find a city with substandard services in which to live.



	<b>Transit - Financial Advice</b>
384.	The City needs to return to negotiations with the provincial and federal governments to reverse the continuing problems associated with the downloading of the Mike Harris era. TTC, housing, welfare and numerous other services should be at least cost-shared, not the city's burden alone.
385.	The city needs to take a good hard look at what makes a world class city in the 21st century. Important services like public health, environment, public transit, water quality, garbage and recycling and the way we treat the most vulnerable among us such as children and animals should never be compromised. There are plenty of cities around the world achieving this balance and Toronto needs to do the research on how these world class cities stay "world class". / A well thought out plan for increased user fees, taxation of BUSINESSES (i.e. large corporations) and modest increases in property taxes should give the city the money it needs to continue to make Toronto a top city in which to live. / Do NOT compromise public health or the environment (increasingly the most important issue we face in the 21st century) for a few tax cuts.
386.	The people pay taxes to pool our resources so that we all have equal access to city services. Privatization of any of our facilities or services should not be an option. Ford's promise to "stop the gravy train" should include cutting back high salaries and rooting out inappropriate spending and other misuses of taxpayers collective money. THE CITY IS NOT A BUSINESS! We elect officials to represent out best interests and ensure the quality of life of Torontonians rises. Historical sites like Casa Loma belong to everyone and cannot be taken away no matter the cost. The Toronto Zoo is a staple of Toronto culture. It is a crucial service for educating our children and youth. Water, the TTC, and Garbage pick up are services that we need and should be kept under public control so we can monitor the services closely and enforce safety regulations.
387.	Start tolls on DVP, Gardiner Expressway. Partnership with Condo builders where the city will receive some of the profits. Bring back Zoning pricing on TTC. Sell more street vendor permits. Bicycle licensing. Land Auction on prime location.
388.	Lobby provincial and federal government to fund social programs especially for new immigrants (federal responsibility) / Claw back salary increases for Police Services and limit amount of overtime police officers are permitted to take on. / Cancel the Finch subway idea and return to the original plan which was more cost effective

	<b>Transit - Financial Advice</b>
389.	Toronto is at serious risk of jeopardizing the reputation it has developed as a liveable city with a high quality of life. In particular, its public transit system is under threat. Investments in both subways and light rail are desperately needed to compete with cities such as Washington, D.C. which have much more extensive systems. The city also needs to invest in more bike lanes to encourage healthy and environmentally friendly modes of transport. Toronto is also known for its arts and cultural festivals which contribute to creativity and innovation in the city, and help attract business to the region. The city government needs to continue to invest in these programs and festivals. Another priority for the city is economic development to ensure Toronto has strong growth rates. This can be done by enhancing our industrial cluster strategies and providing incubators for innovative and growing sectors such as film, biotech, design, aerospace and fashion. Finally, key to attracting talent to our region are strong social programs, all of which should be city-run and staffed to maintain quality.
390.	The survey is flawed because none of the options mention federal/provincial subsidies as a source of funding for city services. One of the options for funding city services (i.e., TTC, housing, community centres, arts events, etc.) should be to insist on additional funding from other levels of government in line with Toronto's strategic economic and cultural role within Ontario/Canada.
391.	Privatize when a cost savings is available. Stop making car drivers pay for the TTC. If you want to ride the TTC then pay the fare. Lets hope the war on the car will come to an end with the help of Mayor Ford. Hopefully he will continue following up with his promises
392.	I would hope that the City I live in and pay taxes to - happily, for the most part - acts responsibly as a democratic body, as a guardian of the public trust AND as an employer. Protect the vulnerable, help everyone to make a contribution, economically and otherwise. Build the public realm in a great city. Knock off the union busting. / / Bring back vehicle registration tax, and raise property taxes 5% so we would fill the gap and invest in roads, infrastructure and transit. / / Why have we spent \$3.0 M on unelected consultants who have a say in what items should be axed? It troubles me that Mayor Ford is paying others to figure out the budget, when this should be his job. / / This survey is biased and unprofessional and this whole public consultation is a shameful publicity stunt.

	<b>Transit - Financial Advice</b>
393.	<p>Put higher tax on luxury items - most of us cannot afford those anyhow. I would have to read more research as to other items that could be taxed but the middle class have been gouged enough. / / Get more money from Federal government for the biggest city in Canada. The reality is; Toronto pays a lot of taxes into the federal and provincial government; however, the Federal and Provincial government are giving Toronto less and less. This does not represent our population and the amount of money we pay in taxes. This website appears to be putting a lot of pressure on citizens of the city when in fact our city is not receiving the funding we deserve from higher levels of government. I understand that running the city is difficult but cutting back on the services that have always made Canada a great country to live in is not the place to start. / / If property taxes and user fees are increased it is the middle class that will pay most of the bill. Living in the city is already not affordable. Increasing user fees, like the ttc means that the people who cannot afford a car, or driving will be paying the bill of the city. / / Contracting out is not the only answer because private companies have been proven to raise costs of services. If a household makes more than \$250,000, then they should be taxed more than people whose combined income is \$100,000.</p>

	<b>Transit - Financial Advice</b>
394.	<p>Reduce unnecessary programmes. For example, stop trying to control tree removal from private property. Stop providing free trees (if this programme is still in effect). / / Charge fees for summer programmes that reflect those in the private sector - keep it cheap for low-income families only. / / Consider the cost of flowers in parks - fewer annuals and more perennials would make sense. / / Consider more group TTC fares. The TTC is so expensive that it is usually cheaper for two couples to drive and park rather than take the TTC for an evening out. / / I'm an avid library user but would accept a minor reduction in hours to reduce employment costs over time. Opening an hour later wouldn't reduce public access significantly. / / TDSB and Parks and Recreation courses are well-attended but lack choice and expertise in many areas. Could higher level, specialty adult programming be a revenue opportunity for the City? I would pay more for an excellent seminar series on certain topics. There are underutilized facilities in our schools (music rooms, woodworking shops, etc.). / / I do some contract work for Toronto Public Health and discovered that the computers must be left on 24 hours a day in order to accommodate IT updates. Is there another way to meet this need that would end this energy-wasting practice? / / Toronto Public Health sexual health clinics deliver services that, if provided in a private office, could be billed to OHIP, the federal refugee programme, or to 3rd party insurers (foreign students with university private plans). I believe there is a benefit in having the City provide these services (improved access to certain groups) but the source of funding should be reviewed. There is an arrangement to get provincial funds for STD services but not for any contraception services. Why does OHIP pay when I give a student contraceptive advice in her university medical centre but, if she goes to a City clinic, Toronto foots the bill. Likewise, private insurers and the Federal Government would pay if our services were provided in a walk-in clinic. / / I hope the new subway cars are being bought only to replace cars that are not worth maintaining any longer. If the whole "fleet" is being replaced, this has been an unforgivable waste of money. We need money to be spent on keeping the system running. I can't count the number of times I've been late for work (and lost income as a result) because of "signal problems". / / STOP PAYING POLICE FOR JOBS THAT DON'T REQUIRE THEIR EXPERTISE!!! Others can and should perform those functions.</p>
395.	<p>It would be helpful if the provincial and federal governments, who have more taxation power, would help fund some aspects of municipal services such as transit, infrastructure and public health.</p>

	<b>Transit - Financial Advice</b>
396.	Cut the services down to basics. Stop assuming that it will cost more to deliver services. I don't get a raise or bonus every year and I'm still expected to perform the same as or preferably better than the year before. Why should I expect any less from the city? Why am I paying for increased costs, when my income is not also increasing. Where are the subways to the east -- and I mean real subways, not those silly little things that are being used currently and are being considered? Why are roads so congested and why are you putting in bike lanes. For goodness sake improve transit and then let them walk. Why do you invest in downtown and mid town all the time to the exclusion of the east?
397.	privatize TTC and Garbage Collection, enough said
398.	Re-examine the costs of the proposed capital and operating Sheppard subway extension; consider constructing subway elsewhere where future operating costs will be reduced with greater ridership. / Institute development permit system where developers pay for the increase in value of land resulting from increased access or servicing (e.g., widening a road or providing increased capacity for sewer & water or subway) / Increase street permit parking rates - smaller cars w. lower rates; higher rates for the largest vehicles; institute street parking permits in all areas of City, including Etobicoke where it currently does not exist.
399.	The City has to find ways to increase public transportation by increasing the quality of the service at lower cost by having a congestion tax (like in London, England) or other fees for car users in the city. A bicycle network with proper bike lanes (like in Montreal) is also essential to a city of this size. People coming from surrounding areas who are using public transportation have to somehow contribute to its cost. A user getting on at Kipling to go downtown shouldn't pay the same fare as someone going 4 blocks. There could also be a bed tax, like in England for visitors. A lot of people benefit from the services the city has to offer and we have to find ways to make every contribute to its development and maintain the services. Cutting taxes and privatization are not the solution!
400.	run the ttc like a business and not a public service / / as a shareholder, the level of care has been deplorable over the last 20 years. labour and material costs will continue to rise. if you don't do something now, we'll never be able to afford any improvements, just the status quo which isn't very high as it is.
401.	Basically the city of Toronto needs to realize its a city. it's priorities should be business, transportation. arts and garbage disposal. if people don't like these things they should move to the suburbs. We deserve a low fare based transportation system with a proper subway system downtown not above dupont. A queen subway will do it as well. the queen street car needs to go. We need leaders who support the arts - because this is what makes a city amazing. We need a police service people trust and admire- like in NYC. Toronto after the horrific G20 event made many distrust the police and this city is at an all time low. Harper is not helping fix this at all- oh if the city could fire him that would be great:)

	<b>Transit - Financial Advice</b>
402.	Road Tolls, bring back the PVT (with a direct link to what it's funding e.g. road maintenance/public transit), investigate other opportunities for revenue as provided in the City of Toronto Act, demand more funding from Provincial and Federal levels of government, demand more (while staying competitive with surrounding municipalities) from large corporations (not small businesses) who profit from the infrastructure & social stability the City provides
403.	1. Zone based fares for TTC - commuters coming from the endpoint stations to downtown should pay slightly more than intra-city users / 2. Sales tax on parking. Parking is too cheap in the city. Reduce traffic, increase revenue, increase transit use - it's win-win-win. The province gave Toronto this power, use it! / 3. Progressive property tax. Why are property tax assessments flat? Multi-million dollar home owners should pay higher rate.
404.	I support a strong and vibrant city that recognizes the need to invest in public health, health promotion, supports for vulnerable residents...all of which will contribute to the continued reduction in crime, and the other health and social problems that come from poverty and a failure to invest in people and communities. City governments DO have a role to play beyond roads and public transit, and that is to invest in vulnerable neighbourhoods and communities, to promote equity that will see an overall reduction in health and social and policing costs over time. We should not cut AIDS and Drug Use prevention grants, public health funds, or city services designed to assist poor, elderly, newcomers, and other members of our community who are vulnerable to problems as a result of circumstances. We should assist people to improve their quality of life and the quality of our neighbourhoods.
405.	Yes, the vehicle tax should not have been removed. The province should pay more for the TTC. The city should look for other sources of revenue besides property tax. Business taxes should be increased.
406.	I am not sure how the TTC should be funded but having lived abroad in other major world cities, the TTC proves to be a huge embarrassment. The user fee is not at all in line with the quality of service or with the extent of the transit system, namely the underground portion. The TTC needs major work and expansion to come up to par with the public transit available in other world cities.

	<b>Transit - Financial Advice</b>
407.	Part of what makes Toronto a great city is all that comes with civic citizenship. It makes me proud to be able to see incredible free concerts at the Harbourfront Bandshell, or to visit one of the world's best zoos. Toronto is an international city -- many people come here from all over the world -- and when my friends from other countries come here, it makes me extremely proud to show them both the city's attractions, and also the neighbourhoods. Toronto is a pedestrian city -- more people walk around here than in Victoria, Vancouver, and Winnipeg (all city's I've lived in for four years each) -- and that is what makes it so cohesive. A lot of that is because of the efficiency of the TTC and the bike networks. Toronto is also an intelligent city; people here are very well read compared to the other city's I've lived, and I think this has to do with the TTC as well; just look at how many people are reading books and news when on the subway or streetcars or buses. The gap between high income and low income populations is growing. I feel that it is a moral responsibility for the strong to protect the weak and, by that same logic, for the wealthy to enrich the poor. A homeowner's taxes increasing by \$10 per month -- even though that homeowner might not use the service -- can help a single mother find affordable childcare for her kids so that she can work a job to feed them properly and provide a strong example to her kids. I feel that is a small price to pay for a better city. We're at risk of ghetto-izing parts of Toronto if we don't make efforts to improve and increase the quality and value of services for people regardless of their income.
408.	Charge road tolls, increase car license fees, reduce transit fees, make condo developers pay tax, make condo developers provide subsidized housing and parks. Make foreign owners of condominiums pay non-resident tax. Fine and tax illegal vocational schools. De-amalgamate.
409.	All public transits loses money. the only way to reduce the burden of the city is to sell property rights so that the TTC can generate revenue and money to improve services and upgrade infrastructure. TTC is sitting on a lot of prime real estates that can be used to build buildings. If you miss this opportunity it will not present itself again.
410.	Increase all user fees. Pass by-laws against poster and tagging with significant fines against the benefactor (advertiser) of the posters. These fines should cover the costs of labour to remove the posters from post office boxes, hydro poles, city garbage bins, bus shelters, etc.
411.	City services should be accessible to all city residents. However, I have no problem with increasing user fees for those who live outside the city and access city services. For example, tolls when entering the city while driving could help pay for transit. Also, re-implementing the vehicle registration fee would be in the city's best interest.



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412.	<p>Reducing the cost of delivery is the primary way. Cost of delivery does not reflect actual cost and obviously the unionized pay equity environment is one of the major contributing factors. If you want to be paid like a doctor, go to Med school or become plumber. Don't accept a city job and then demand more and more. I have no problem with privatizing those services not predicated on human interaction: park maintenance, garbage, etc. / / Increase cost of parking for city visitors across the board. All parking lots, meters and business parking should be taxed and taxed again to make up for wear and tear on infrastructure by those who live outside the city. That includes the parking space of the TD Bank Towers, for example. Then funnel this money into Public Transit and improve it. Once people stop paying to bring their cars into the city, they'll put less money into transit but it should still be enough. / / License trades people and then let the private sector pass the cost on to the homeowner and businesses as the service provider sees fit. Currently, the city has to maintain the infrastructure to service the number of homeowners when it should be registering and monitoring the smaller number of contractors thus providing greater control and flexibility. This would have the secondary benefit of hiding certain costs as permits would be in the contractors cost to the client. Further, compliance would no longer have to be a condition of most permits if a automated reporting system were employed. The contractor could electronically report basic milestones of the project thus allowing inspectors to decide whether they will visit. To recap: revenue from licensing, continued revenue from permits, reduced cost of infrastructure and a better system with better tax payer optics.</p>
413.	<p>Corporate tax! Each type of service clearly has other options you are not listing in your generic, one-set-of-multiple-choice-fits-all setup... Transit: corporations benefit from bringing far-flung employees downtown; they can help fund transit to do so. People riding the ttc for longer distances should fund the transit network growth in those region; zone-based fares, etc.</p>
414.	<p>The city should look look to ELIMINATE non core programs such as: animal licensing, Toronto Ravine Conservation Authority, city run golf courses (sell to developers- this is prime real estate near transit lines, using for golf is a waste of land and unrealized cash to pay down debt). Neighbourhoods should be empowered to run services (BIA's should have the power to lower speed limits for example). This city has too much centralized control and needs to devolve to local communities who could run services on a volunteer basis at much lower cost.</p>
415.	<p>Why is increasing corporate/business tax not one of the options listed? That makes for a VERY biased survey - why should the public, especially people who have diligently taken time out of their days to respond to this survey - be misled into thinking that the only two options for paying for essential services is out of their own pockets?? Why are the businesses who employ us, who cause us to need to utilize city services such as child care and public transit, not also responsible??</p>
416.	<p>Road tolls. A bigger land transfer tax and less rebates for first time owners. A tax on the real estate agents commission since they make so much!</p>



	<b>Transit - Financial Advice</b>
417.	TTC Miles. A program where people are encouraged to ride the subways and transit and in turn have "miles" they can redeem for other city services. The increased ridership alone will off set the miles program. / Other ideas like this to get the citizens involved. A stand back approach is a slippery slope Being tax payers rather than citizens is a short term gain and will bring long term negative effects. Invest to succeed and expect the people to follow - that would be a great way to lead.
418.	We now have the power as a city to create new revenue streams. We need to find new ways to raise city revenues which simultaneously improve the liveability of our city. One simple example is to encourage water conservation through increased fees for water. The same goes for garbage. Businesses which pollute should be taxed for the harm that do to air and water quality. Parking should cost more. Congestion pricing is an obvious way to reduce gridlock, improve air quality and raise funds to improve transit. Property taxes are a blunt taxation tool which don't take into account the income level of the owners nor the sustainability of the building. If my neighbour's property is paved in concrete, shouldn't they pay more for the increased storm run-off they produce? If I have a green roof, shouldn't I get a tax break? We need to be smart and forward thinking in our taxation policies in order to make Toronto an even greener, more liveable city - a city which is affordable and fair.
419.	Gradually reduce lucrative union contracts as these are very costly. / Continue to try to get Federal/Provincial funding for key services like transit as Toronto is the tax engine for Canada / Try to find ways to charge user fees to those who travel from outside the city to downtown to work or for entertainment (non-residents)-- they increase our waste and energy costs and, in effect, the suburbs should be providing funding to the city core. / Continue to press ahead with bike lanes, access to lake and other services that all use and that will help to promote Toronto as a city to visit. / /
420.	road tolls, tax those using our infrastructure but not paying property taxes. use this money to pay for transit improvements and road work.
421.	Mayor and conservative wing of council should lean on their new-found friends at the Federal level to increase funding significantly for TTC and other transportation services, as is done in other less parochial countries e.g. in Europe
422.	reinstate the licence plate renewal charge / implement an additional \$1 - \$3 tax on all day parking that is dedicated to funding public transit
423.	1) Toll roads on dvp, 401, 400 and lakeshore and then directly improve ttc. / 2) Traffic police should be privatized. / 3) Reduce police wages or reduce staff or reduce vehicle use and increase bicycle use of police / 4) Tax provincial and federal initiatives/companies/organizations / 5) There is a lot of revenue to be made from TTC! So few stores in the ttc!
424.	Core services should be funded by property taxes. The TTC should receive more of its funding from taxes.

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425.	I think Unions are important. That said, there needs to be some sort of salary cap engineered into a contract. A TTC wicket operator should NOT be earning more than a primary school Teacher, I do not care how long they have been on the job. Cost of Living increases should be double inflation. And that should be tempered with a salary cap. \$100,000K a year for operating a ticket wicket is OUTRAGEOUS.
426.	City government should stick to core services i.e. police, fire, EMS, public health, water treatment distribution and sewer collection and treatment, roads and TTC city planning and zoning, key parks and care for the most vulnerable first and foremost. This must be financed by property taxes or user fees or a combination. For business development, cultural and heritage activities, city councillors should be advocates but consider alternative financing - private public partnerships, donations, etc. It is important for the City to hold onto to its asset base - i.e. its property but it can contract out or lease them out or their administration. e.g. example street parking spaces, Toronto Zoo, Also needs to be more creative with its existing properties such as leasing out actual or air space above subway stns, parking garages. / /
427.	Road charges, tolls, vehicle tax to pay for TTC. City now has taxing power from Province -- use it. Raise property tax at rate of inflation plus (i.e. 3%). /
428.	Road tolls should be instituted on all city run highways and major routes into the city, i.e.. Lake Shore, Lawrence, Eglinton, Don Mills etc. Also a downtown city toll zone should be create just like London England. Parking rates should also be increased substantially. e.g. 100% and the vehicle registration fee should be reinstituted.
429.	Taxes are not high here. I could EASILY manage to pay a lot more and I have 3 little kids to pay for, too. / / Raise the damn taxes. We need to make this city attractive for EVERYBODY and that means that we have to accommodate those who permanently or temporarily cannot afford to live here. We are NOT going to improve by being cheap. We must charge high taxes and make the most of the revenues. This will make the city an attractive place to work and live and will draw to live here IN SPITE OF high taxes. / / We cannot compete with the suburbs in terms of car-culture. We will NEVER beat the suburbs by being more accommodating to the car. We might as well focus on mass transit (TTC and GO, rail to the airport, etc etc). We should charge tolls on the roads. All roads. After all, public transit users pay users fees... but private car operators do NOT?? That makes little sense. Car operators should pay use fees. A (mere) \$60/year registration fee would be a start, but you should collect for every km driven, too. Until now, the technology to do so has not existed. This is the 21st century. We should make this happen.
430.	Public transit: Instead of raising the user fees and decreasing services the city should increase the cost of parking. Right now it is cheaper for our family of three to drive downtown and park for a few hours instead of taking transit. Parking should be at least double what it is now to discourage people from driving downtown.

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431.	Do we want this to be a great city or not? I do. I want Toronto to become even more of a world leader in culture, the environment, public transit including cycling, and progressive planning and decrease in poverty. / We might think about stopping subsidy of services to areas with lower density and costlier provision of services.
432.	Tax reform: such as asking both the provincial and fed. government. to redistribute some tax revenue to the city, e.g., portion of the GST, increase their contribution to public transit and infrastructure development.
433.	We need the federal government to come on side and help fund public transit. Toronto is the only city of its size in the world that does not receive some kind of federal investment in public transportation. Transit is the area that Toronto is most behind in. / / I also think public sector unions have to face up to reality and accept pay and benefits more in line with the private sector.
434.	Beg Ottawa for some money... And, get subsidized money so that we can improve TTC. It's dirty, falling apart, and the wheels squeal so loudly it hurts my ears. TTC is what most travelers use when they are here, and TTC is an EMBARRASSEMENT to our city!
435.	The land transfer and bag taxes are regressive, and must go. / Business taxes are a disincentive for private enterprise doing business in Toronto -- we are competing with the 905 region. Taxation is not a zero sum game. Lower rates could possibly mean more revenue. / The province and feds need to restore transit funding to previous levels. / The City needs to find a way to engage the province, and regain the ground lost due to downloading of services. Toronto pays an unfair share of Ontario's downloading.
436.	If the city wishes to have more public funding (paid for by the communities, etc.) then communication with the public needs to vastly increase in effectiveness and efficiency. Second rate stories from the media are entertaining, but the truth behind them are always questionable. Public announcements should be made as a weekly routine (or whenever a bill passes or the topic of change is being brought up) to keep the citizens informed. I don't think the average Torontonian would be opposed to paying a little extra money for certain things if they truly felt that their opinion was being heard. At this point, I don't feel like the opinions and dealings of the public are taken into account (on a significant level) which could influence people's feelings towards the funding of services. (If someone feels as if their opinion doesn't matter, or that the government is doing what only they want and not taking into account what the citizens desire, why would they be willing to pay extra money to fund services that they themselves did not want? )
437.	Increase greatly fines for pollution violations (noise, air and water). Huge increases in government property taxes especially federal and provincial buildings (Queens's Park, Provincial court buildings) Road taxes of all vehicles entering Metro Tor. and earmark for TTC use. 1 cent gasoline tax. City income tax on all businesses grossing over \$5,000,000 (TSE, much of Bay St., Porter, etc.)

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438.	The City needs to continue to demand the uploading of many services, principally affordable housing and social assistance needs, to the province. We continue to suffer from the downloading of services by the Mike Harris government, as well as his cuts to TTC subsidies. The provincial government needs to restore its funding of the TTC. It is also essential that property taxes be raised. I am astounded that the average property tax on a \$400 000 home in Toronto is about \$600 less than what my father is paying for a property assessed at \$280 000 in a town of 1500 people in rural Alberta.
439.	Road tolls for congested areas, increase enforcement and fines for infractions such as idling your car over the legally allowed time, have special City run tours for tourists on the transit and charge a premium for this; charge money to tourists for City walking tours, increase taxes to large corporations, sell a wider variety of food and souvenirs at City run facilities, have Movie Nights and other special events at City facilities for tourists and residents and charge a fee (non-essential services that make money and are competitive with the private sector), increase permit fees for large corporations, charge a premium tax to non-residents who are using City services (e.g., have attendants in public washrooms and charge a small fee to Tourists like they do in the U.S. and other countries), make a special newsletter, placemat or publication for Tourists and then charge businesses to advertise in it.
440.	I'm surprised that all of the service questions only included the option of maintaining services and not improving them. Services too, should be thought of as an investment or community economic development strategy. I am also completely offended by breaking out Wheel-Trans from the rest of the Public Transit system. That shows me that the architects of this survey know nothing of the history of the development of Wheel-Trans
441.	POA Courts are administering the Provincial Offences Act (and Municipal By-laws) and should go back to the Province. The City should however contribute to the operating costs of these courts, i.e. accommodation costs. / The fees (all categories) paid by private sector developers and business should include a specific contribution to the City services provided in the category "beneficial to the City life", i.e. arts, heritage buildings, parks, recreation, libraries, TO Zoo, etc. This policy should also apply to the GTA users of the City's amenities, TTC services and City parking lots in form of some user fees and/or tolls. /
442.	The city should hold those accountable for over spending. If the individual is given a free TTC pass than that should cancel out any repayment for parking of travel time/mileage.
443.	Pay for use on highways to fund public transit
444.	Road tolls, increased parking fees, increased business taxes, selling of unused/underused properties, sponsorship of public areas (e.g. ttc stations, parks ...)
445.	Please increase funding for public housing, social programs for low-income/vulnerable groups and public transit
446.	Lobby for faster uploading to the Provincial Government of downloaded services. Lobbying for increased funding for affordable housing and public transit expansion.

	<b>Transit - Financial Advice</b>
447.	Build light rail sky transit, not more subways.
448.	Quit cutting meaningless things to save a few extra bucks just to look good to the people who elected you (council budgets) and then cut something that actually makes the City money (car registration tax)... pointless. Start making the City more efficient and smaller. The City strike (not 'garbage strike' - so please correct this when pandering to the Ford Nation) proved that for the most part the City can run on a much smaller crew. Reduce the workforce by getting rid of 25% of the useless HR department and other bloated offices. Freeze all but the necessary hiring, when people retire don't fill their spots (office workers), bring in job performance evaluations to put fear in people that they are not entitled to their jobs for life if they are lazy, useless, sleeping on the job at the back of a bus, only increase wages based on performance evaluations, fight the union but don't take advantage of a group of workers to make an example of them (garbage).... there are many ways to save money if the brass knew what was actually going on in the offices. If certain departments worked a little more like the general public you could reduce the size of them by at least 25% (on a case by case basis obviously)... that would lead to savings! / Also, stop being such prudes when it comes to public input, creativity and . Why spend the money to paint over graffiti when the removal looks ten times worse than the graffiti itself. Furthermore, utilize the interest and passion in public transportation felt by many Torontonians (and tourists alike) and hire some of the local people who have embraced the TTC and spent countless unpaid hours redesigning and creating a more marketable TTC complete with merchandising! Lastly... get our money back from the province! They tax way too much.
449.	Legalizing prostitution, charging for vehicular congestion and carbon emissions, increasing cycling infrastructure to reduce car use, investing in transit to reduce car use, charging user fees for waste creation and waste disposal (polluter-pay principle), encourage federal and provincial governments to invest in Toronto because it is a key driver of economic growth
450.	Allow sponsorship rights to corporations (for a fixed term) for significant donations to things like nursing home facilities, community centres, arenas, arts venues, vehicles / Make the Provincial and Federal Government pay their share of social assistance and housing, provincial courts, long term care, and transit costs
451.	Make private developers pay extra to fund the increase in the burden they are placing on TTC and roads
452.	Develop our transit system please. Maintain childcare programs and parks and recreation programs - they are essential for our communities.
453.	Faster return to the province of social assistance. Feds and Province should pay lion's share of affordable housing and once again significantly contribute to both capital and operating budgets of ttc. 1% of GST. Higher corporate taxes.

	<b>Transit - Financial Advice</b>
454.	Be careful about dropping services! This is a world class city and we need to keep it that way. People choose to live here and that comes with a cost....make it easier to use transit and bikes...reduce or discourage cars with tolls or fees. / / Keep it beautiful...if you could...get rid of the unsightly condos that block the view to our beautiful Lake Ontario!
455.	Lobby the upper levels of government to invest in public transit and other important city services.
456.	Put pressure on the Federal and Provincial governments to provide more funding for the city, especially for our public transit system.
457.	It has to get province & federal government to chip in more on the costs of housing, transit, & social assistance.
458.	TTC service is terrible and the quality of many major roads is atrocious. I have no interest in paying more than I already do if it's going to continue to be crap. the only reason taxes and fees should increase SLIGHTLY is if the quality of services is increasing
459.	User fees, such as CARBON TAX on cars/trucks/buses/vans(like property tax, but for every car). / Increase corporate taxes. / Tax bank profits.
460.	Don't get rid of the new streetcars. Our Transit system doesn't need another subway.
461.	Learn to manage city projects and services more effectively & efficiently to keep cost and schedules in line. For example. I don't see why street car track replacement on St. Clair and Roncesvalles should take over a year to complete. Or why all road repairs take excessive long periods of time, especially when most of the time the road is kept blocked or ripped up but no work is being done for weeks or months.
462.	While I have mostly said services should be paid for by a combination of property tax increases and user fees, let me be clear that I mean user fees for those who can afford them. User fees should not be so high that low-income people are left out, nor should they be used to exclude those who cannot pay at all. / Based on comparison with other urban centres, I think that Toronto property taxes are very low, and could well be increased. / Our infrastructure (e.g. water, sewer, hydro, ttc) is a mess. I look at the 905 area and see that Mississauga and Brampton, for example, have good roads, good infrastructure and Toronto is crumbling. We are building expensive high rises in the city centre, thus creating road congestion, and making it impossible for low-income people to live where they might work. At the same time, the public transit system doesn't work well. And cancelling the LRT's was not smart thinking - a dumber decision I think I have not seen.
463.	The City should also continue to lobby the Province of Ontario to take back some of the responsibilities of downloaded services from the '90s. A major portion of the budget shortfall stems from the fact that cities are taking far too much responsibility for their own social services including transit, housing and social welfare. Both levels of government need to contribute more, but especially the Province.



	<b>Transit - Financial Advice</b>
464.	Some questions refer to user fees from homeless, the poor, etc. Obviously you cannot collect user fees from someone who is broke. In these cases, perhaps the City needs to dissuade these people from staying in the City. Give them the Alberta solution. A bus ticket out of here. Establish a maximum amount of aid per person per period. After that, cut them off and offer a bus ticket to their destination of choice and let another city take over for their share. Perhaps some kind of City Lotto or demand a share of the proceeds that the OLG takes in. A lot of their revenues come from Toronto residents yet we never hear of where in Toronto the OLG directs its funds.
465.	Congestion charges, and road tolls...these funds going directly to fund public transit. Higher user fees for community based programs...a municipal sales tax of 1%, a hotel tax of 1%
466.	City run lotteries and casinos; additional user fees for vehicles not registered within Toronto city limits including road tolls especially incoming at border areas of city; contributions from GTA who would benefit from TTC moving close to their borders. / Expand parking authority to become Traffic authority to issue tickets for parking, cross roads infractions and directing traffic and dealing with construction sites. This would free up police for policing duties and reduce the need for numbers of higher paying police positions which would be replaced by lower cost traffic enforcers. Reduce the use of overtime through contracts and regulations to an acceptable percentage of salary costs.
467.	Even out the burden of user fees. Transit riders pay for roads (taxes) and transit (fees), but car drivers only pay the taxes. This means that transit riders are subsidising vehicle owners: make the levy of service charges EVEN AND FAIR. Start tolling roads, for example. The City should also take a responsible, non-dogmatic approach to public sector contracts. Everybody's service is valuable and wage differentials are already built-in to existing contracts. An even rate of increase is therefore easily implemented, for it doesn't disturb the original wage differential that reflects council's prioritisation of services. The police does not deserve a larger increase than EMS, or than the TTC, etc.. Be fair, be even, and these problems go away. / / One final thing: the dominant sect in council must abandon this phoney "low taxes or death" mantra. There is a difference between collecting taxes and robbing somebody. We need to pay for the things we use, and sabotaging the city's revenue stream so to provide a justification for reducing services isn't fiscal responsibility: it's ideological nonsense.
468.	The province should be paying for a lot of the services we provide. Property tax is regressive and therefore not fairly apportioned. Until this is fixed, it is going to inhibit needed progress in this city, for example, social services and transit.

	<b>Transit - Financial Advice</b>
469.	Progressive taxes that grow with economy such as income and sales taxes. Not just property taxes and user fees. / A far greater share of transit and infrastructure projects should be consistently paid for by senior levels of government. / Road tolls need to be seriously considered (starting off low) in order to fund road repairs and transit investments. These are essentially user fees for the use of these roads just as a transit fare is for taking a ride on the TTC. /
470.	I think that the city should look more in - depth on the rate that police are being paid to stand out front of construction sites - also look at wasteful spending like the Toronto Zoo who has actually seen shortfalls in the last couple of years and look in - depth on the spending at TTC - an example - I have seen 3 to 4 busses all in a line running the same route - that is wasted gas
471.	Firstly, it's counter-productive to increase property taxes to increase the amount of affordable housing. The more you increase property taxes, the more people require community housing. And if you improve public transportation, but increase the user fee, less people will be able to afford/want to use public transit. I think it's necessary that we start thinking beyond these two options to fund city services. The City should invest in finding alternative solutions to the funding issues. I don't know the optimal way to fund services, but I also don't know the inner workings of the City.
472.	The City should not shy away from innovative ways to raise funds for services, as permitted by the Municipal Act. I would also support a road toll on the DVP and/or road congestion tolls, but only if 100% of the funds raised were used to fund public transit and road infrastructure improvements.
473.	The transit system has become unsafe. It would be important to increase security measures.
474.	If you have to raise user fees, do it to things like parking which cause issues to the city. Maybe if it cost more to park more people would take public transit and that would also raise the money the TTC brings in. Don't raise fees for services like community centres, public pools, ice rinks etc. These places promote good health and are more often used by the middle to lower classes. Help the people that need help and maybe get from the people that can afford it.
475.	The TTC must be overhauled. I am not a transit expert but I pay to ride the TTC daily and the service is not dependable, especially on buses. I am incensed that the Sheppard subway expansion is eastward when the most ridden bus is the Finch #36 Westbound.
476.	Contracting out won't save money at all. Selling off assets won't save money in the long run. / Your alternatives are to raise property taxes or to institute road tolls. I didn't see a question about tolls on the survey and that surprised me. I don't own a car and I take the TTC most places. I have to pay out of pocket for the TTC, something like 90% of the cost, AND pay property taxes to cover the roads budget. Meanwhile my neighbour drives his car on heavily subsidized roads. I want to see more fairness on this and I think road tolls are the way to go.



	<b>Transit - Financial Advice</b>
477.	The city should introduce road tolls. So many resources go towards paying for costs created by cars and driving (roads and highways, space wasted on parking, fixing infrastructure damaged by cars, police for traffic enforcement, emergency services to respond to auto accidents, foregone revenues from reduced transit use, health problems caused by smog, injuries and obesity, encouraging sprawl that makes the City less tourist-friendly, increased water run-off from more paved surfaces, lost productivity from congestion, etc.). Drivers should start paying their fair share. / / The city should repeal tax grabs like the land transfer tax. / /
478.	Roll tolls for non-Toronto residents. Tax residential parking spaces, say 300\$ per year per residential parking space - towers, single family homes, etc. Too many multiple vehicle families in the city, might as well charge folks. Maybe 300\$ for the first space, 400 for the second, 600 for the third? Should raise a lot of revenue to pay for transit. Employee benefits and salaries need to be cut 30% too, if not no tax increases will help whatsoever.
479.	The TTC is a necessary service and should not be contracted out. Drivers should have to pay more if they are not car-pooling. This would be easier to approach by giving people incentives to car-pool and take other transit options. Traffic and subway delays are a serious problem right now.
480.	We should be building on what we have, not burning downtown to enrich the suburbs. There needs to be a stronger focus on developing our core and building such services as a downtown relief subway line, instead of subways that will never pay for themselves.
481.	Could look at bulk purchases ; / support only one public school system - not two.. / raise business/corporate taxes; we have some of the lowest corporate taxes in the western world. / impose road tolls; / increase gasoline taxes and dedicate this to increasing public transport / invest in alternative energy sources and create more jobs and thus gain more taxes / unmalgamate; the City was never in a deficit position until amalgamation was imposed. / increase Provincial and Federal grants/refunds to the City. / reduce number of police; the crime rates are way down. / reduce level of salaries for police; introduce efficiencies. Twice as much of my property taxes go to police than to TTC - far too much. Prevention is more important than cure.

	<b>Transit - Financial Advice</b>
482.	I am disturbed at the biased nature of this survey! The questions and the multiple choice answers are loaded, and within that constraint, it was almost impossible to "find my voice". / It is unacceptable to approach city services from a "no new taxes" basis. We need to get out of the mentality that taxes are bad and that we should do anything to avoid paying them. Taxes and the collection of taxes are a fundamental cornerstone of a healthy society. We need to get out more positive messages about the effect of taxes in creating a healthy society and in contributing to the "common good", rather than a message that seems always to be about keeping everything good for "me" but not "my neighbour". Reducing our city life to the financial bottom line all the time and not engendering in the public consciousness a need to pay more for the quality of life we all want is a very wrong-headed and perhaps immoral approach to running a city and making it a lively home for its people and its visitors. Yes, I do love Toronto and I am on a limited income. However, I am prepared to pay more to ensure that this city looks after its poor, develops accessible and affordable housing and transit at the most reasonable cost for those who need it, and that recognizes that it must provide fundamental services that are environmentally sustainable. I want this city to be great for all its people and I (a home and car owner) are willing to pay more to see that we achieve this!
483.	1. Congestion (road) charges, 2. restore vehicle tax 3. Avoid high cost & maintenance subways and build surface lrt, 4. Optimize senior govt. funding by being more co-operative & work with other cities 5. Stop providing free parking for municipal employees (City Hall, police, schools..) & turning large school sites into sprawling one-story police stations.
484.	Demand more money from the province or get money from the outlying towns of the GTA, such as Markham that use our roads and ttc... etc. Also selling some land that is not being used, restricting library materials to mainly educational material.
485.	Increase property taxes. We property owners in Toronto get a bargain on our taxes compared to those in nearby cities, but that bargain comes at the price of schools that are falling down and transit system that is falling behind. We could be one of the best cities in the world if we were not so cheap. I'm willing to pay an extra \$120 a year to live in a great city, with great schools and parks and services for my daughter. Increases on user fees are fine for some services such as ice rinks but for things everyone needs and uses -- roads, schools, clean water, parks -- we should all pay our fair share to have something great, rather than trying to nickel and dime everything to death. I want good value for my money, but I'm willing to pay for quality. I want Toronto to be the best city in the world, and I'll pay for it.
486.	replace at least part of property taxes with a sales tax or some other tax such as a user fee for workers who work in City but commute to it in a single occupant car. / for example, if a city worker such as police or fire lives outside the city, force him to use public transit or charge a fee/lower pay. /

	<b>Transit - Financial Advice</b>
487.	Your choices needed to include road tolls, private sponsorship and renaming of subway stations (ex. Bloor station could be renamed Hudson's Bay and maintained by them.) We should refuse to fund all social services that were downloaded from the province under the Harris government years ago. Long term care & public health should be funded from the province too.
488.	Public transit needs more funding. Provincial and Federal governments should pitch in.
489.	The city should focus on running the city and get out of extras, fair and cultural events and get its nose out of Provincial and federal jurisdictions. Focus on the long term of building subways -not lrt's. Improve Police/Fire/EMS, Fix the roads, clean the parks.
490.	The tax rate that we pay as homeowners in Toronto is significantly lower than that paid in most Ontario urban municipalities. It is time that politicians took a hard stand and actually increased our taxes to a level comparable with other municipalities (like those in the 905 belt) in order to pay for the excellent services that we receive from the city, and to help improve our public transit.
491.	I would happily pay more taxes, providing the city changes it's attitude to a quest of excellence. The TTC and police have a snarky attitude, are over-compensated + get away with shoddy delivery of service. the city needs to show leadership, not just the mantra about the gravy stuff + removing graffiti, that's tokenism
492.	There was no mention within the survey regarding increased funding from the provincial and federal government for certain services. The job of the city should include actively engaging both levels of government to increase their funding of certain services, specifically affordable housing, transit, and infrastructure.
493.	Contracting out is not always the best option. At my place of employment, the IT service is contracted out. On paper the company is saving money. However, the level of service is so poor that it's almost useless. This does not show up on paper because the outside IT company opens and closes tickets when they receive questions, then if they can't answer the question and I eventually solve the problem myself or with other employee help, the outside IT company closes the ticket (and it is automatically marked "successfully solved"). This happens all the time. The last time it happened I requested that they mark the ticket "unsuccessfully closed" - they said this was not an option. Then I received an e-mail saying the ticket was closed and successfully resolved. Service is awful & the company is actually wasting their money paying this company. Same with HR & employee benefit services. This is the road the City of Toronto is going down - BE CAREFUL - contracting out is often not a good idea!!!! Raise taxes. Rob Ford should never have frozen property taxes in 2011 - it's his fault you are now considering cutting services. / / On public transit, subways are the only way to go, but NOT if we have to give away City property or implement roll roads!

	<b>Transit - Financial Advice</b>
494.	The city should be seriously engaged in the implementation of smart payment systems ... These would include: / 1) road tolls at key 416/905 cordons / 2) smart cards for transit based on distance and vehicle payment / 3) introduce a parking tax applied to both public and private lots / 4) continue to push public policy agenda on gas tax (1-3 cents per litre) / 5) reinstate the vehicle registration tax / 6) implement a user fee payment card to all households which would be swiped each time a service or facility is accessed. this card could be used for rebates toward property taxes payments. / /
495.	Services like highways should have tolls. The city should implement a gas tax. Both of these revenue streams should be then fed into improving public transit.
496.	Tolls on access routes to the city. 407 type tolls on major city access roadways are the standard in most other large cities worldwide. Toronto's services on a whole are being utilized by millions that live outside of our cities borders. Small increases in user fees and collecting tolls at access points to the city will offset the required property tax increases. The burden of refugee and new immigrants should be eased by federal monies.
497.	Invest in new crown businesses, that are innovative and serve popular markets of the day, such as my aforementioned idea to use the hydro grid to deliver city-owned internet and wireless communications services. / / Create an investment arm of the city's treasury administration much like the Canada Pension Plan Investment Board). / / Partner with private developers on building construction to get some money out of the burgeoning condo development wave we are experiencing. / / Take bids from wireless companies to sell development of wireless access on the subway system (internet and phone). / / Make a deal with a solar energy manufacturer and work with home owners through tax incentives to install solar panels on toronto properties and sell excess energy to grids outside of the city, splitting profits with property owners. / / License fees for landlords
498.	user fees such as road tolls, congestion charges, bicycle licensing, higher library fines. Advertising and selling retail space in subways, community centres and other city properties. Contract out the option to build shopping malls and condos on top of single/short story city properties (subway stations, community centres) and collect rental fees. Reduce the number of offices by having employees work shifts, and either rent out the empty offices until the city needs them (future growth), or sell them to developers. Contract out services. Replace many menial jobs with robots/machines i.e.: TTC ticket sellers with ticket machines.

	<b>Transit - Financial Advice</b>
499.	Get your shit together. Stop wasting money. When people working at the city is paid \$100k+ to do a basic job it is outrageous. If I am paying employees \$100k+ per year I expect these employees to be fast, competent and bring in profit for the city. This is coming from a manager from a national company. Fix the transit system as it brings prosperity to the city especially to and from the airport! Stop paying the city employees more than \$100k, average employee in Toronto only makes about \$35k-\$55k doing much more demanding jobs than these lazy city employees. Keep one thing in mind, if the transit system is to par CITIZENS DO NOT MIND PAYING FOR IT, increase the level of service at par to Hong Kong and Japan then you can charge what ever you want as a fare because it is WORTH IT....
500.	Most City workers have a pleasant attitude towards the public. The biggest bang for your dollar are the libraries, community centers, parks and recreation. I know Mayor Ford that you will not agree with this comment but their budget should be increased. / Some of the TTC drivers, and kiosk operators have a really rotten attitude towards the public, and although they are rather rare, they should be gotten rid of. / The City should press the Federal Government for some portion of the fuel tax.
501.	This survey is garbage. There are MANY options missing. For example, getting the provincial and federal governments to pay their share of municipally delivered services (public health, child care, provincial courts, transit, etc.), or increasing revenues by means other than property taxes and/or user fees. The Ford administration just cancelled a \$5 a month user fee for the privilege of driving individual, polluting, fat-inducing vehicles on publicly maintained infrastructure. THAT money could help maintain City services. Don't be even more short sighted by cancelling the land transfer tax.
502.	Make City attractive for Companies to locate here. / Get Companies to sponsor funding for destitute/homeless/culture/sports/parks [it makes a better city for them to be in] & shows them to be a good Corporate Citizen. Sell Parks names, Museum Names, Community Centre names, Sports Areas Names, CNE Names, Seniors Homes Names[ Same as Rogers Centre, Sony Centre, etc] / / Would work also for lowering TTC cost / / In return make city planning less time consuming - USA cities seem to grow well with much less red tape. / USA cities which are allowing non-unionized companies are thriving /
503.	It is not a simple formula to increase tax or fee vs. keep or reduce service. Some services like garbage, EMS, fire are essential and may need an increase to sustain level, while child care, parks, libraries may manage a small reduction in service instead of an increase. At some point tax increase or fee would have to be introduced as a large reduction in service would appreciably destroy what we have come to love and value. / Services not seen by the public like finance, HR, cleaning are expected but not as valued by the public so they would rather they had less money than Parks, recreation, transit used by most residents and visitors

	<b>Transit - Financial Advice</b>
504.	Yes, I think the whole child care subsidy thing should be cut. I hate to sound hateful but here it is. people who CHOOSE to have children know well ahead of time that their children will cost them a lot of money. it should not be the responsibility of ALL tax payers to pay to raise these children. It's not as if the cost of child rearing crept up on these people. it is the parents responsibility. I myself CHOSE not to have any children for this very reason. So it enrages me that TTC service or public funding for things like Pride etc. are reduced so MY tax dollars can pay to raise someone else's child. I did not have children, I should not have to pay for them, simple as that. Use the child care subsidy funds and redirect those to other services in need of funds that will benefit the ENTIRE city rather than just the percentage who decided to have children without considering the financial consequences (for the record I am a STRAIGHT female of breeding age, I'm not a bitter homosexual, or a bitter childless man... I just made other choices and do not think that I should still be stuck paying for kids that I did not have... on purpose!)
505.	Every time someone uses the TTC, they pay a user fee. Most times someone parks their car, they pay a user fee. At no time does someone who drives their car pay a user fee. Toronto is choking on traffic. The solution cannot be more roads. So put user fees on the roads -- especially ones used mainly by people who live outside Toronto -- and fund separated public transit with them.
506.	I think it is important that the city work with other municipalities to have the various levels of government (Provincial and Federal) provide greater funding for key services that are delivered at the city level. A national transit plan, for instance, would help bring revenue to fund current operational costs as well as future capital projects. There has been talk about Toronto trying to get its "fair share" of the GST. Perhaps this can be looked into. / Another idea might be to create some sort of "Build Toronto" fund, like a charity perhaps, where people and businesses who are interested in city development could funnel money into. This could create a pool of resources to pay for projects and services that would help make Toronto great. In fact, wasn't the Sydney Opera House paid for by a specialized lottery?
507.	Toll roads would help to fund infrastructure repairs and maintenance since many drivers do not live in Toronto and not all Torontonians drive. Also, the TTC should be zoned so that one could purchase zone passes that are cheaper if you only use one zone and more expensive if you use several zones. It is not fair that someone who goes from Eglinton to Bloor every day on the TTC should have to pay the same as someone travelling from Etobicoke or Scarborough.

	<b>Transit - Financial Advice</b>
508.	The province has downloaded a number of its financial responsibilities on the City, e.g.. Welfare. No previous Mayor took the City's side and made the province accountable for this 'dump'. Most major US cities pay lower property taxes but more importantly they receive significant funding from both the state and the federal governments on a regular and consistent basis towards their public transit and infrastructure costs, and also charge a city tax on employees who work within city limits and a VAT on all retail sales within their city limits. Mayor Ford needs to take some leadership and go to both our federal and provincial governments to get Toronto a share of the HST - even 1% of all sales in the city would be a great help towards Toronto meeting its budget. Maybe we need to increase the HST in Toronto to 14% so that Toronto gets 1%. Leadership is about making the ugly decisions as well as the popular ones. You cannot reduce our property taxes if you do not increase your revenue stream from another source to cover the costs of city services.
509.	Replace the property tax with a sales tax, add a gas tax with the funds allocated specifically to fund transit, and put tolls on the Gardiner and DVP also to fund transit.
510.	Major global cities are now tolling roads to off set costs. What about a toll on the DVP or another city artery into downtown to offset ttc etc and encourage car pooling and commuting via public transit?
511.	All the tickets police write, should become their revenue. All of the businesses that don't pay their false fire alarm fees should be sued. Everyone in a City job that can retire should be given a package, an older population costs more in sick time, seniority pay and health benefits. There should be more user friendly services that you can actually find an answer too. City buildings should be mandated to turn off their lights... that wastes thousands of dollars every month. The federal government should give us more if the HST or drop the stupid tax down. If the city created a 24 hour subway system, more people would take it creating more revenue and less infrastructure wear. The councillors should have to suffer the same fate as a unionized worker... be told they can't have a raise, they no longer have an expense account, and a group of people can debate THEIR benefits. They should also not be paid any higher than a unionized city worker. There's millions in revenue right there. / Charge people that are too lazy to recycle or use a green bin. Instead of putting all the aluminum in the blue bin, have a city worker sort it and compact it and sell it. There is a lot of money in scrap metal.
512.	The City should be working to have the Province assume some of the operating and expansion costs of agencies such as the TTC and Parks/Recreation. This is only fair, as Toronto generates economic value for Ontario as a whole, but is woefully neglected by higher levels of government.
513.	Road tolls or a downtown congestion charge. Make better use of provincial and federal funding where available or already agreed on (e.g. the LRT transit plan that had already been approved but then was ditched).



	<b>Transit - Financial Advice</b>
514.	The TTC is failing Torontonians. It's an urgent matter. The TTC must be improved. / One, the traffic in the city will only worsen if the TTC does not significantly improve its service. Two, there are too many pockets of the city left untouched (West End, for example). / To lower the traffic downtown, we need better TTC service cross-town. We need to either improve the Streetcar service dramatically (add shelters! Add schedules! Create Streetcar lanes!) if we're not going to add a cross-town line south of Bloor. Streetcars hold up traffic so badly it's an embarrassment and the service is pathetic.
515.	This survey only lists user fees and property taxes as options. However, the City is foolish to get rid of other revenue (e.g. the vehicle registration tax) and to also not consider other sources of revenue (toll booths at the top of the DVP (southbound 7 am-9:30 am, northbound 4pm - 6:30 pm) and at the QEW or 427. Toll booths are in use in many other major cities. Also, why doesn't the TTC go to a pay by distance system like most European cities? Why does it cost the same to go from Islington to Kennedy as it does to go from Islington to Kipling?
516.	Province and Feds should provide more funds for transit. / Reinstate the vehicle tax that was removed by Mr Ford. / Institute toll charges for City highways, roads and bridges for non-resident vehicles entering the city. / Charge for parking in city parks and at the zoo. / Make sure that doing provincial offences is generating positive revenue otherwise upload it to the Province. / Increase parking charges at city parking lots. / Provide better incentives for frequent users of transit, monthly pass should be a bargain.



	<b>Transit - Financial Advice</b>
517.	<p>1-I work in Real Property Service. My advice is to sell non-mandatory city properties. / / a)Sell the building to private companies that will be responsible for their maintenance. The city will have to pay rent but will get the full value of the building upfront. / / b)By maximizing the use of land by relocating city equipment to other land owned areas, the city might have empty land in areas that private developers would like to use for condos or businesses. They will buy the land and build something nicer that might revitalize the area. / / c)The selling of assets should go to clear the city's debt which would solve almost half of the budget shortfall of over 700 Millions. Whatever property or land the city owns and can do without being the landlord, sell. / and to maximize the space of mandatory facilities. / / 2-To fund Public Transit and gain support at the same time, we should look into "Smart Road Tolls". Most Torontonians refuse to pay for road tolls. Then we should charge 905 citizens. They will be against this measure but they don't live in the city, they don't pay for the infrastructure but remember that they can't vote so we shouldn't care that much about what they say. / / A)Smart Tolls / / -Smart Road Tolls on the DVP, Gardiner and major street access to Toronto and forbid entry in the city from secondary roads. / / -The camera will take the licence plate's number. We can charge a fee on plate who's address aren't registered within the city of Toronto. Meaning it's free for Torontonians. / / -Free for public Transit / / -Free for business vehicle so we don't hurt the city's economy. / / B)The city will get funding for public transit, support from Torontonian who won't pay. / / C)Businesses will be unaffected so they will continue their businesses in Toronto / / D)905 drivers will not support this measure but they can't vote either. It might make them use Public Transit more often at the same time /</p>
518.	get corporate sponsorship e.g., ctv purchase a subway train...
519.	<p>Some things should not be funded at all. That includes parking spaces. Reducing parking spaces reduces traffic which makes the city more liveable. Some things are already scarcely funded at all, such as "community-run" anything. If the community runs something, the community is usually paying for it via charitable donations. Some things, such as public transit ought to be funded by the province entirely -- unless the use of public transit is only used by city-dwellers, it is unfair to make city-dwellers pay all, or most of the cost. And of course, the City of Toronto should not have more than 15 councillors, based on its size.</p>
520.	Transit, transit, transit!!!
521.	Increase advertising revenue in public spaces (within reason - definitely not inside parks and trails; but work to increase advertising on TTC and in city parking lots)
522.	Invest in areas that will provide the most long-term benefit and that will impact the most people, e.g. public transit, medical services. Share and solicit advice with other cities worldwide. Take direction from the public (this survey is great).
523.	<p>Reduce the police services budget and transfer that to funding other services. Increase user fees to motorists (e.g., speeding/parking tickets) and transfer that to TTC services.</p>

	<b>Transit - Financial Advice</b>
524.	Perhaps the city should focus on management problems - or rather blatant mismanagement problems to solve its funding conundrum. Cancelling the LRT systems that had already procured funding was a monumentally stupid move. The TTC is so horribly mismanaged and run. Hiring a customer service guru was meant to do what - use more money!!!! Fix the problems - get the system running - customer service has always been pretty bad when it comes to the people who work for the TTC. I want to get on a train that gets me to work and home without the fear, aggravation and angst that we are experiencing every single day with few exceptions. It certainly is not the better way!
525.	Commuters should be charged fees if they drive in single-occupied vehicles into the city. Seniors should pay little or nothing to use public transit, and health and prevention programs should have greater investment to lessen the strain on healthcare. Implement composting in condominiums, and reward citizens for good environmental, civic, and social work.
526.	Yes, please stop offering services. Your questionnaire is structured with the assumption that I want these services. I don't. Please cancel your services. / / If you think about it you are presenting a false choice. You assume that the service must have the city involved and that I must pay you for it; you're just deciding to do it yourself or to outsource. I disagree, please cancel the service. / / This is true for even garbage collection. Please just make it illegal to litter and then allow me to commission anyone to collect my garbage. Your involvement in this transaction has been a disaster. / / Your plan to outsource is simply appointing a private monopoly. Why not let me choose ANY vendor myself and I'll pay out of pocket. That way you can stop charging me and I can choose who is best qualified to take my garbage. Clearly the city is not equipped to handle the mess and your plan to appoint a private monopoly is shady.
527.	Yes. Corporate taxation. Ordinary people can barely afford an increase in taxes, let alone to pay down a mortgage. Also, I cannot afford another cent in user fees, but can concede that both may rise slightly. My only fear of contracting out services is corruption. On the other hand, if the best price accompanies great service, I advocate that the city can relinquish funding some services. The TTC is, according to word on the street/buses, a service that is almost unique in that patrons/riders almost completely fund it. Which explains why we've had a horrible record in recent years. I'm not suggesting I have the answers, but I know that the powers that be have creativity and resources enough to source funding. For instance, why not get media to advertise on garbage trucks? I'd hate to see more advertising but that's one possible solution. Thanks!
528.	Abandon wasteful below-grade track for the Eglinton LRT

	<b>Transit - Financial Advice</b>
529.	User fees, property taxes, and contracting out services were the only options presented in this survey; however, the City of Toronto has the power to introduce other revenue generating tools, such as the recently repealed Land Transfer Tax and Vehicle Registration Tax. I think the city needs to explore all the financial tools at its disposal, and not limit itself to those presented in this survey. In the case of funding the TTC, I would like to see the city advocate for committed, predictable operating funding from higher levels of government. While they might be considered "user fees," I feel that seriously considering options such as congestion pricing, road tolls, etc. is the only way to address the city's current congestion problem while providing a potential source for transit funding.
530.	The City needs to stop burdening Toronto residents with property tax increases because many of the services (roads, transit) and attractions (Zoo, parks, museums) are used by non-residents and visitors to the city! User fees and fees on the roads (toll roads) for those who live outside of GTA to enter GTA.
531.	Put in Road Tolls and use that money towards Public Transit and bike lanes. Developers should have to ensure there are public transportation, parks, sidewalks and bike lanes into their new development - and pay to build them. Like in Ottawa, every new road built should include a bike lane. Bring back the \$75 license fee and use that money towards maintaining the roads. Raise Taxes on businesses who create unnecessary waste and use that money towards garbage collection.
532.	Smog tax for drivers that drive in the downtown core. This tax should not be put on people who live in the downtown core, but drivers, those from other neighbourhoods and suburbs of Toronto would pay. This tax money would go to the TTC and other services that support a future without so much traffic congestion.
533.	Education Tax for Businesses, instead of giving them tax breaks every time they seemingly donate to schools. Prioritize how you spend money e.g. G20 not necessary. Stop prioritizing privatization and the business sector, because quality goes down while the rich get richer and the poor and middle class get poorer. Stop hiring consultant at \$150+ an hour, hire young more affordable employees. Cut out expense accounts for city executives. Start charging corporations environmental pollution. The City should reduce the cost of TTC and charge people driving into the City to work money for using our roads. Properly education the population not through expense testing measures, such as EQAO, that way students graduate, are intelligent, want to work, and contribute to our tax base. You need small class sizes to properly motivate students. Taking out the arts, sports etc doesn't help with dropout rates and post graduate employment. Ban smoking on patios etc., promote exercise, healthy diet...this would alleviate health care system and you can use the money elsewhere. The City should not rely on business other than increasing their taxes, because all they are interested in profit and answer to their shareholders, not the community or the government. Every time they screw up they are not accountable, yet the government still grovels at their feet. They want to contract everything out and commercialize the world. They promote consumer values and are greedy.

	<b>Transit - Financial Advice</b>
534.	Pertaining to TTC fare increase. How do they always have a shortfall every year and then the average consumer pays for it? I've been taking the TTC since the fare was \$1.50 for adults and now it's double? And yet we can let people pay this amount based on the fact that they cannot afford a automobile for gas. It makes it hard for these people to budget going to and from work M-F (or whenever they do work).
535.	Look carefully at contracting out all but core services (police, fire, transit, public health etc.) / Always consider a mix of user fees and property taxes.
536.	<p>Answering this questionnaire was a learning experience for me. I was astonished at the number / variety of services City Hall is supposedly providing at the present time. Is this why City Services have deteriorated so much over the last 7 or 8 years? Is City Hall trying to be all things to all people? The sad thing is that city services desperately needed by the people at large (like road maintenance, public transit, garbage collection) have become a joke, while City Hall bends over backward to invent new services it can provide to a select few (subsidized theatre, bicycle lanes and green roofs come to mind). / / I think it would be productive to think of city services not only in terms of what needs to be done by the city and what does not, but in terms of what services are not needed at all. Some services can and should be privatized and others need to be eliminated altogether. / / For example, in my view the city should provide water / garbage / paramedics (EMS) / police / public transportation / road maintenance. The city can contract out these services in some cases. I am strongly for contracting out garbage collection, and some security services currently provided by the police for instance. I think that allowing jitneys would be great as the TTC is a disgrace and competition would be a nice wake up call for TTC management/unionists. Just to be clear, by saying that a given service is needed and should be provided by the city, I do not mean that no cutting should be done. Actually, I see wastefulness everywhere I turn in this city. Why are road crews of 6-9 men seen everywhere when 3 would do the job nicely? Some repairs done two years ago by the city on my street were eye-opening. Nine workers were sent out by the city. At any given time, only one or two were working. Disgusting. And Miller wondered why we were so angry at his tax increases! / / Other services don't need to be done by the city at all and/or need to be pared down drastically. The TCHC has become a giant entity, totally out of control. It needs to be contracted out, and then reduced. Impoverished families and individuals should be able to rent apartments where they wish and private landlords can be paid by the city. We also have an overlong waiting lists of subsidized housing so lets put some rules in place as to how long any one tenant/family can remain in subsidized housing. Five years is long enough for people to better their circumstances. Then they get bounced out to make room for others. / / Draconian cuts are also needed at City Hall. There are far too many civil servants, doing precious little. The 311 service is a nice convenience but not a necessity and I shudder to think of how much glorified phone clerks get paid. / / A couple more words: / Toronto Public Health needs to be uploaded to the province. The city can save a few dollars that way. / A layoff of at least 10% of our police force is</p>

	<b>Transit - Financial Advice</b>
	<p>in order. We are an aging society and violent crime is on the decline. Also, construction sites/road crews should hire private security staff, not police officers. Or put up pylons. / Environment is not a municipal issue properly speaking. It falls under the domain of the Federal government and should be treated as such. / Toronto's subsidies to the arts community have become a vile way for the establishment/civil servants to funnel taxpayer dollars to friends and relatives who pretend to be artists. Those rewarded with "grants" are nearly always frauds, not genuine working artists. I would like to see this practice discontinued. Real artists sink or swim on their own merit as we always have. / Citizens should not be subsidizing the living costs of Toronto Island residents. They should pay for their own ferries and their own police services. / It has become apparent that councillors need to be told what is and is not appropriate in the way of expenditures. I'm not pleased that 12 Toronto City Councillors are going to Halifax for the Federation of Municipalities conference. Frivolous expenditures should be disallowed. (They can still go, but on their own dime.) / / Thank you for allowing me the opportunity to participate in this process.</p>
537.	<p>The focus of public transit should be to obtain more street cars and buses that are well maintained and environmentally sustainable. Although subways are excellent they are not always practical. They are extremely expensive and not efficient in areas with low population density. The city should look at having affordable, efficient, reliable public transit. Parking prices in the city should be higher to discourage people from driving downtown but good public transit must to be available.</p>
538.	<p>Do not spend more than you take in. You cannot run a household on borrowed money forever. It is the same with the city, the province and the country. Someone will pay big time some day. Our children. Encourage fiscal responsibility. Keep the environment safe and clean. Do more with less. Encourage reuse, debt reduction and save wherever you can and tell us about it. Promote transit throughout the GTA. Parking tickets are not friendly - get rid of them. Also licensing of pets - stupid. Leave money in our pockets to pay for what we want.</p>
539.	<p>Charge developers for things the City needs, such a more trees, parks. / Set up a Charity Fund. Encourage people to give money to the City, and get some sort of tax break on their property taxes, or income tax if at all possible. People fund the museums, why not the TTC, or other City related services, buildings, etc.</p>
540.	<p>Put stores in TTC subway stations, such as Tim Hortons. Rent out the space. Get churches to pay property taxes.</p>
541.	<p>Keep the TTC private, but look to automate and upgrade toll collection and reduce collector booth staff. / Continue to support and grow the Toronto Public Library.</p>
542.	<p>I have lived in Toronto for 52 years. I do not mind paying more property tax if directed toward making the city a safer place to live . / Critical city services such as TPS, TFS, EMS, TTC, should be a priority to maintain.</p>
543.	<p>Sell the TTC. Sell it, sell it, sell it. / Sell the sidewalk space in front of businesses to store owners. The city can collect additional taxes. The store owners can maintain the sidewalk, and use it to generate revenue. / Sell Toronto Hydro. /</p>

	<b>Transit - Financial Advice</b>
544.	Make suburbanites pay more to commute (driving) into the central areas of the city (road tolls), direct revenue to fund downtown infrastructure, transit and social programs. Encourage and improve regional rail transit for such commuters to ease the city off it's addiction to automobiles.
545.	We should focus on providing good services and not worry so much about cutting costs. I am willing to pay for better transit, continued excellent library service and continued excellent waste management.
546.	Road tolls, like in NYC. There are many people who commute into the downtown core for work and benefit from the services we offer there. They should contribute to the cost of road repairs and compensate for causing traffic. Drivers also contribute to air pollution, which contributes to the bad air quality. / Don't give in to powerful unions. TTC wages are ridiculous considering the level of education required. It seems we give in to police unions all the time but they're just one of the many important services we have. / Trim down middle management. That would apply to the TTC but probably other bureaucratic offices. I strongly recommend a review of organizational structures. / The city should NOT use TTC fare hikes. It's already risen too much over the past decade and makes the most sustainable source of transportation in the city difficult to afford. We should be encouraging the use of public transit. / Do NOT sell off public housing. I don't want the city's homeless and impoverished to suffer more because it affects everyone's quality of life when homelessness and poverty grow. / Tax the rich. That's a crass way to put it, but we have some very successful businesses and people who can afford to contribute more. / I'm upper middle class and I don't mind paying my share to help my city improve. It's a community not a free for all.
547.	Lets see where we are giving the game away, and that is no doubt in how we allow cars to rule our roads. Surely while we charge people to use transit we should find some way to charge people to use our city's roads. To think of the capital invested in our road infrastructure, the costs imposed on the environment, and the commuting costs of added congestion we can surely come up with a better system. Also higher taxes may serve a role as that is the only way to ensure pay for the "service" of living and doing business in a great city. If I am willing to pay \$4 every couple of days on a coffee, I don't mind paying 10 or even 20 per month on living in a great society where we help find employment help for the homeless or other such services.
548.	The car tax was a good idea as the use of cars increase burden on our system in terms of road maintenance, poor air quality leading to health problems, and improper use of resources. (only one person driving at a time, etc.) Increasing fees on TTC and other services does not make sense to cover that tax shortfall as it punishes the people who are contributing the most to society by being responsible. Taxes should be higher for those with the most resources who are putting the most strain on the environment and society in general.



	<b>Transit - Financial Advice</b>
549.	user fees: ESPECIALLY ROAD TOLLS. Cars should not get a free ride on streets - especially those that commute from the suburbs. Sell land (airspace) above the Gardiner expressway to fund burying it. Cut the police budget - bloated. Always Pay for what you use: have ZONING on the TTC - people who travel from Finch - Union daily MUST pay more than someone who commutes only a couple of stops. it's only fair. Then the downtown loop could be free? Great for tourism...
550.	Expanding Light Rail and TTC services is the most important issue. Expanded mass transit will reduce environmental, fuel, and economic costs, make low income areas more accessible, and help increase property values.
551.	Provincial investment should assist transit on a continual basis to allow for proper planning. This MUST be a continuing campaign for the city.
552.	1. seek innovative revenue generating programs and services / 2. develop cost saving conservation programs like green roofs for public buildings (saves heating / cooling costs, reduces need for storm sewer expansion, reduces heat island effect, can be used to grow food, engage volunteers, develop social capital) and other creative environmental programs. / 3. expand public transit to reduce car use-- saves money on road and building maintenance by reducing pollution related erosion of public buildings
553.	condo owners should actually get a relief from the property taxes since we are unfairly taxed compared to a house taking up the same square footage and use less city resources. / user fees are important especially for the TTC. Why should someone be able to go from West Etobicoke to East Scarborough on \$3 when it costs the same for someone to go from Yonge and Bloor to Union? Re-vamp the TTC system, look at the European model. / Also, get rid of the zoo, it is nothing more than a prison for animals that amuse school children. We have internet and a myriad of other resources for learning about animals in the natural world and the zoo is anything but a "natural" world. / / thanks for listening.
554.	Toll roads and increase cost of parking to pay for TTC and other services. Increase license fees for cars in the GTA.
555.	Open a casino. Controlled and taxed red light district. Increase licenses for Message Parlours, which everyone knows are brothels, but not paying the taxes the City desperately needs. Increase users fees significantly to offset the costs of the services we want from our City, so those who are using them, are paying for them. 10% increase on TTC, so those who use it, fund it. 25% across the board increase on parking violations. Increase development charges. Review life cycles on all Tangible capital assets, to see if they can be adjusted(cars last longer, computer "can" last longer etc..). Implement a 3% across the board salary roll back, and don't send City workers to the streets. 10% reduction in City Management across the board(any area that has a supervisor with less than 5 staff should be consolidated, and supervisors let go). Take the number of Managers at the City back to 2007 status/count).

	<b>Transit - Financial Advice</b>
556.	by allowing for more bike lanes, we reduce the car wear and tear on the street. we also reduce the 'bottle necking' of ttc riders (at least for a few months) / I'm not a huge cyclist or anything, but I think we need to work together to establish best practices to get around the city harmoniously /
557.	Road tolls....put your money where your mouth is...while this might not be the most politically safe thing for the mayor to do it makes sense....raise money to pay for transit, decrease congestion, cut down on pollution...put that money into transit, more green initiatives, building inner city services and recreation areas.
558.	The city should seek provincial government support to cover education and public housing costs. The province should contribute more to the TTC's budget.
559.	This survey is too limited to express what I really feel. I do not believe the city should be contracting out because we lose control of what is done and someone else is profiting from doing our work. It is always cheaper for me to maintain my own property, for example, than to hire someone else to do it for me. It is difficult to deal with unionized city employees who are being highly paid and demanding more money but once we move into contracting out it is unlikely that we would ever go back again. / If we want to save the environment it is vitally important that we invest in public transit and stop building more roads. VITALLY IMPORTANT!!!!!!! Toronto made a big mistake in the fifties and started catering to private vehicles by building this huge system of roads. Now we have to bite the bullet and begin removing roads and replacing them with transit and green areas a la Seoul, Korea, for example. / Lack of decent affordable child care prevents mothers from returning to work or school and improving their futures. / We have seen that trickle down economics is a myth. Tax the people who can most afford to pay and provide services for those who need them. / My personal goal is to retire, sell my home and move into an apartment nearer the subway and sell my car, thus making my home available to a family that needs it, reducing my expenses and improving the environment. Increasing population density on land that is already destroyed would help to reduce urban sprawl. It appears to be a mystery to many planners and developers that producing food actually requires the use of land. One cannot eat four bedroom, double garage houses. Better transportation would encourage many seniors to reduce their carbon footprint and make their homes available to others who would not then need to build even more homes on every square centimetre of land within a hundred miles of the city. / Working with the province and the federal government to improve rail transport would go a long way to improve the environment and allow people to commute into Toronto without increasing urban sprawl. / / You did ask :)



	<b>Transit - Financial Advice</b>
560.	Having worked on Continuous Improvement initiatives for some of Canada's largest corporations for 20+ years, the waste, as well as the opportunities are seen everyday. For example, everything from ripping up and repouring sidewalks to idling TTC buses to two police officers driving around in their cars. With carefully reviewed data, improvements can always be made. With duplication of services or where the province needs to have a more active role, improvements can always be made. The road ahead will be bumpy - but we can let go of some of those things we have valued, yet can no longer be seen as value added city services (running ferries, zoos, or large tracts of land like Exhibition Place). Perhaps I will at some point, be one of the people that helps make it all happen? All the best.
561.	Get more funding from provincial and federal governments, especially when minimum levels/standards are dictated by their legislation. / Get some funding from surrounding municipalities for roads and transit, economic development
562.	Your funding options for maintaining services strike me as very limited indeed. I would like to see more efficiencies within each department and a more creative use of the funds the city already has at its disposal. For instance, we could develop programs that utilize volunteers from all sectors, more corporate sponsorships, etc. Also, we need more options than simply property taxes. What about a universal city tax for residents? And where is our federal government in the mix? Most Canadians live in cities. Toronto is the economic engine of Canada ... so why all the off-loading and failure to recognize that what's good for Toronto, is economically good for Canada? For instance, public housing, social assistance and public transit should be partially funded across Canada by federal taxes. It saddens me to see our lovely city falling into such a sad state. The public good affects us all.
563.	I strongly support user fees/ tolls on roads that would act as a disincentive to driving vehicles, encourage public transit use and promote cleaner air
564.	There weren't other options other than property taxes or user fees. Why? There are other ways to raise revenue. For example, look into taxing the costs of environmental degradation/pollution (i.e. polluter pays), highway/city tolls to drive your car into the city. Households that move out of the city to live in larger homes and drive into the city do not pay property taxes to Toronto and should contribute to the costs of the city's infrastructure, transit and the pollution they are causing in our city. Use municipal ecological fiscal reform to raise revenue through taxing bad (pollution, high energy use) and encouraging good with incentives (i.e. income, efficiency, reducing energy use). This will improve our city and provide revenue rather than just taxing everyone more based on property values. Please take a more proactive and progressive approach.

	<b>Transit - Financial Advice</b>
565.	More coordination is needed with major road and infrastructure construction and repairs to minimize disruption. Work never appears to proceed very quickly. Faster techniques and more active workers may be needed. Longer shifts can also be considered. I can't believe German construction would be as slow as our city workers. / / I have heard from city insiders that there is still a lot of old procedures which create delays or red tape. Also there are still a lot of middle management and supervisors (including TTC) that may not be contributing all that much.
566.	Increase user fees of drivers to pay for roads, sidewalks, public transit, environmental programs, forestry and parks, as driving affects all of these things. Reinstate car tax. Increase property taxes for properties worth over 1 million dollars to invest in affordable housing, child care and libraries. Increase user fees for collection of garbage that is not separated into recyclables and compostables.
567.	As a car driver I supported extra license charge put towards transit. / / Police budget should be reduced. I suspect "paid duty" causes other costs to increase. / / I believe our employees should be paid a decent wage so they can afford to live in the city. / / / /
568.	During marathons and rides such as the ride for heart, take pictures of people and sell them like they do on rides in Wonderland. Charge drivers for emissions, registration and highway tolls so the money can go directly to road repairs, the TTC and environmental issues. It just seems that drivers have no user fees at all while they take advantage of many services that the city provides like roads, parking etc.
569.	TTC should have a much higher level of provincial and perhaps even federal funding
570.	Outsource more such as TTC - it will become more efficient and upgrades will be done much faster. The government can regulate the private companies providing these services. There is no incentive to work effectively and efficient for many workers in the government service sector as there is a huge sense of job security and no healthy competition. Outsourcing with regulations in place may help to improve our city significantly and keep services updated.
571.	If you can find somewhere to contract out TTC services, somewhere that does not use a bloated union and employees are earning outrageous salaries for regular jobs, I say do it. I know plenty of people who work for the TTC and the amount they pay their employees is nuts. The TTC needs so much work it's not funny - but obviously the money's not going to where it should be or we wouldn't have filthy subway platforms, continually increasing fares, discontinued routes, crumbling stations, and water leaks.

	<b>Transit - Financial Advice</b>
572.	Business and residential property owners should pay more tax - I'm a property owner and I want to pay more tax to keep my City beautiful in everyway. Keep the tax on the plastic bag, tax people who drive their cars in certain parts of the city, bring back the licence renewal tax - people are paying this money - why throw these \$\$\$ away? Create a tax on take out cups, on plastic water bottles - come on - be creative! Show people what a better level of service looks and feels like and they will want to contribute! Transit is vital to the City - but our TTC is broken - this needs to be fixed - routes need to be expanded and level of service and reliability has to go up - I'd pay for a fare increase if the level of service would just stop dropping.
573.	Upload to Province. Toronto is the HUB of Canada. Toronto supports the economy of almost entire Canada. It is not fair that a few property owners in Toronto should support all this infrastructure. The provincial and federal level of governments should take over services like TTC and police.
574.	The city should introduce a congestion charge to both increase TTC ridership, minimise congestion, and obtain revenue from those who live outside of the city.
575.	User fees should apply to all services and activities that require highly expensive maintenance and have a negative long-term impact on human health, quality of life, and the city environment including climate. User fees on the use of motorized vehicles (license fees; road tolls; parking lot levies) should be implemented to offset the cost of maintaining roads and to improve the quality of public transit and public spaces. The quality of public spaces in most of the city, particularly outside the downtown core is very bad due to the dominating effect of wide roads, parking lots and suburban 1950s-style spaces that are completely out-moded.
576.	Please don't add subways where you could add bus services
577.	1. If there isn't one already, then a tax of 1 or 2% on hotel rooms. / 2. Investigate the possibility of acquiring a casino. / 3. Toll roads for NON-Toronto residents. There is already a database containing most of the license plates of Toronto residents, so these should be excluded. Implement an electronic toll on highways and major east-west / north/south surface routes those who use our City but do not fully contribute to it. Every visitor uses the City's water, streets, police, fire, EMS, public health, etc. but pay nothing for them.
578.	add road taxes to the 400 series roads so we can expand the service and lower fares on the TTC
579.	User fees, gas tax, separate tax line on your tax bill to pay for specific investments like transit or fixing combined sewer overflows, or parks
580.	City should NOT be in the business of child care, affordable housing, theatres, arts. Their job is to run the City by providing Police, EMS, TTC, Fix & maintain roads, pick-up garbage

	<b>Transit - Financial Advice</b>
581.	The questions asked about choosing between user fees and property taxes are not that useful. These two sources are not the only solution to funding services. Many cities in the world are subsidised by senior levels of government because those governments recognise the importance of cities. Reversing the downloading from the province to Toronto that happened during the Mike Harris years would be a good first step and lobbying the Federal Government to provide funds for Toronto is also necessary. The TTC is the only transit system in the world that is funded mostly by fares. The Ontario and Federal governments have to step up to the plate. Even though many people complain about property taxes they are still low compared to many other cities (particularly in the US).
582.	Reinstate the Vehicle Registration Tax, Road tolls to fund public transit, Reduce off-duty paid police service, Advocate for more money from the Provincial and Federal Governments (especially to support affordable housing, public transit and childcare), Explore ways to make property taxes more fair (perhaps based on incomes)
583.	I sincerely think that the city should be funding services in ways that ensure that those who truly need access to services have them regardless of their means to pay for them. I think it is truly unfair that the cost of TTC passes or recreational programming is completely out of line for those who live in poverty and most need access to those services. If user fees must be increased to pay for services then they should be decreased by a corresponding amount for those who cannot afford to pay, and Toronto should not become a city that only caters to those with the means to access services.
584.	- Toll roads (use the revenue to fund public transit) / - Higher fines for bylaw infractions / - Bill the federal governments for costs/damages incurred by the G20 summit -- it cost Toronto waaaaay too much, for zero-to-negative benefit.
585.	Public transit needs to be drastically improved, cutting will set the city back. The vehicle registration tax needs to stay, the tax on plastic bags needs to remain but changed so that some of the money from the program goes to the city, it should actually be raised from 5 to 10 cents/bag. And pride must be attended and the Mayor as the representative for the city must be in attendance since it is one of Toronto's largest cultural events bringing millions of dollars into the Toronto Economy.

	<b>Transit - Financial Advice</b>
586.	<p>When I dragged services to "I don't care as long as services are good" or "contract out" I am hesitant to do so because contracting out seems to mean the lowest bid, which translates into bad working conditions or pay for the employees for that service. For example, Wheeltrans contract providers force drivers to work 72-hours/week to recoup their costs v. TTC Wheeltrans unionized drivers' work conditions. The difference between these two sets of Wheeltrans employees is stark and troubling to say the least. And there can be a gradual deterioration in the privately-supplied service. I want to see creative approaches to contracting out that give advantages to companies that will employ people from our "at-risk" communities, the disabled, racially-underrepresented, etc. with reasonable working conditions in terms of hours per week and rate of pay. Otherwise contracting out is code for minimum-wage, sweat-shop conditions that is none of our business. I can easily see contracted out parks or other services deteriorate once the company has the contract. Does our legal department have the willingness and capacity to devise contracting out from a progressive, equity model for the company that wins the bid which that will help our residents and communities both as employees and customers, or solely as the lowest bid and the company can run the show as they see fit? For these reasons, I do not want contracting out for services to vulnerable groups in the city. / / Also once contracting out is done, is it a one-way street? If we see the quality of the service deteriorates or working conditions are poor, etc., can the city resume supplying the service? If we sell off assets to contract out, is that now a permanent state of affairs? In that case, what recourse does the city have to force companies to improve quality? Where are the contracting out lessons in other cities which show what to copy and what to avoid? I know almost nothing about the services I pass judgment on, so if I say contract out for real estate or security, I don't know what I'm saying, really, since contracts for these disparate services will mean very different things and the devil's in the details. / / In your governance/management list you have redundancies: your Facilities Management department offers maintenance, cleaning, security and real estate, but these are listed as separate services, so I presume you are tipping your hand that you wish to reduce costs in these areas. You list Human Resources and Training and Development of city staff as separate categories, when HR does training, so I don't know what the difference is for these categories. Again, a suggestion that training is an area you wish to contract out? I can't give meaningful feed back. I called Real Estate for help and they said they'd get back to me but haven't yet. Same for human resources. So my input here is meaningless.</p>

	<b>Transit - Financial Advice</b>
587.	<p>Outsourcing of select services that the City should never have been involved in is appropriate. Retention and support of key services that are used by many citizens, i.e. parks, library, police, fire and transit is important. Slash and burn is NOT the way to go. / / How did the City's leadership allow this kind of budget issue to come up in one year, what has been happening with our leadership over the last several years?? This issue did NOT just occur in a single year. This issue is not the fault of any one individual or group. we are led by a number of senior staff and politicians on both the right and the left sides of the political spectrum. All of our leaders should work together to effectively manage resources. / / Politicians should STOP coming up with new programs, etc that are not funded by new taxes or other revenues. Politicians should STOP slashing programs that don't align with their political beliefs. Politicians SHOULD simply manage our resources in a responsible manner. Politicians should STOP pointing fingers and assigning blame. / / Now as to suggestions: / / 1) Pay freezes for ALL for a couple of years / 2) Review ALL union contracts, and prepare a list of reasonable takeaways of inappropriate things that have been provided in the past. This could for instance include excessive levels of sick-time, and sick-time banking. When the contracts come up, if the unions refuse to accept the takeaways allow them to strike. I suspect that the City's middle management has a challenging time dealing with unionized staff based on what is in the contracts. / 3) Why not speak to the members of middle management and ask about the issues that keep them from managing effectively? / /</p>
588.	<p>I support road tolls for drivers, vehicle registration taxes, land transfer taxes and licenses for bicycles. I think that all of these methods should be employed to raise the revenues necessary to drastically improve public transit.</p>
589.	<p>The City should sell off assets to fund services. The City does not need to operate 3 theatres or own an art collection. Single family homes from TCHC's asset should be sold. Why does someone need to live in home valued at close to \$1million and be in receipt of social housing. The City should sell off its stake in Enwave and a percentage of Toronto hydro. Shut down the climate change office in London England. Many city run services could be contracted out ... why is it that many city run daycares are full of people on subsidy and the average person can't afford to send their child their. You don't need to run this daycares and pay highly unionized staff. Contract out the spaces!!! The same goes for waste collection, tree services and park maintenance. City staff should not be paid overtime because they are repairing streets during off hours. This should be a part of doing business. The City should also stop relying on the Province for handouts. Mayor Ford should be commended for thinking outside the box by leveraging funds with the private sector to support transit and subways development. Consider road tolls on the Gardiner and 427.</p>

	<b>Transit - Financial Advice</b>
590.	People who live outside the City should be made to pay for increased use of roads and the TTC, etc., through passes, and road tolls. The planning department and OMB should be working on policies to preserve affordable housing stock for trades people. Outside centres, like Vaughan, should be producing their own facilities to encourage residents to live, work and play in their own communities. The airport is responsible for huge emissions, affecting the health and quality of life for Toronto residents, witness the gun problems in Peel, near the airport. Politicians should not be subsidizing the air industry through their travel arrangements, and air travel should be abandoned in all departments.
591.	Priority needs to be on the environment, this includes more bike lanes and reducing traffic by increasing taxes on cars/gas, installing tolls and making public transit more available and more affordable. Green spaces need to increase as well and planting more trees in spaces that can accommodate them. Solar and wind power should also be a top priority, as is witnessed in the world throughout history, nuclear is dirty, dangerous and a waste of money. Toronto needs to stand up and say no to this by creating it's own power, a clean, green alternative. A lot of cities throughout the world have implemented bike lanes in only a few short years (NYC) . I know many people who want to ride their bikes but wont b/c there are no bike lanes and they don't feel safe. This would be an easy way to decrease traffic in Toronto, simple effective and shows initiative. Cities that installed tolls reduced congestion from 20 to 90%! Not only does this bring a huge revenue to the city but it also increases the use of public transit, hence reducing the amount of money the city has to put into this service. And cleaner, more breathable air quality, duh! Seems like a no brainer to me. As far as traffic goes, I see so many people Idling their cars, talking/texting while driving and parking in the bike lanes, yet police going by in cars never give them a ticket. (And I have seen many police cars idle too!!! Why do THEY get to break the law?? It is us, the taxpayers that have to pay for their gas and breathe in their smog.) So much revenue can be generated if police just gave them tickets. And why aren't the parking police able to issue tickets to these offenders? This would also bring in revenue, b/c there would be more opportunities to issue tickets to offenders. / Plenty of research has been done in these areas so no money should go into further research, all that needs is an implementation plan and the plan needs to happen now. / Stop dicking around with OUR city!
592.	Property taxes in Toronto are absurdly low, especially during a time when our infrastructure is crumbling. At the same time, user fees (like ttc fares) are too high for the poorest segments of the population that rely on these services. We need to get our priorities straight.



	<b>Transit - Financial Advice</b>
593.	Fed government should develop integrated national policies and share funding for : healthy living that includes sports and recreation; affordable housing; child care; senior care; public transit; participation in accessible arts programme; / Prov. Government to share in costs in those areas and develop integrated policy to provide funding for all mandated programmes. At present the Province only provides about 20% grants and subsidies to the Toronto city budget but mandates Close to 32% of the programmes. / / Users fees are way too high and admin costs could be reduced if all services at the City community recreation centre were made available free of charge.
594.	The city or the TTC may become a charitable organization. Then, people may donate to build subways and other projects.
595.	I feel it was a mistake to abandon the LRT plan for the Spadina subway because the new plan is not fully funded and the old plan was. The old plan also would have improved service for a larger number of people, particularly in areas where a greater proportion of the population depends heavily on public transit.
596.	Call for a National Transit Strategy, and re-adopt the previous administration's fully costed transit plan, which will ease the city's transit costs and increase service. The current administration needs to approach issues in an evidence-based fashion, rather than intransigently clinging to ideology. Measures to reduce costs in the short run (like privatizing garbage collection) often increase them in the long run.
597.	The city should be more open and transparent in it's dealings, not only with respect to funding city services - but in general. / / The TTC needs to be a priority in this city. There are many of us who cannot work without transit - and if we can't work, we can't pay property taxes. It's that simple.
598.	- Road tolls to fund public transit / - Reduce off-paid duty police services / - Reinstate the Vehicle Registration Tax / - Lobby to receive 1% of the HST sales tax / - Advocate for more money from the federal and provincial governments (especially to suppo
599.	Negotiate w/ the province under the City of Toronto Act to obtain a portion of the sales or gas tax. Impose carbon/pollution tax where possible in the downtown to discourage driving and use revenue to fund transit. / Remove the TTC from Essential Service! We'll save money in the long term! The treat of strikes is overblown. / Work with the Federation of Canadian Municipalities to advocate for a share of federal taxes for large cities. / Look for sources of revenue beyond user fees and property taxes whatever they may be....
600.	The city shouldn't cancel existing revenue streams, such as the vehicle registration tax, and create these funding shortfalls. They shouldn't waste millions of tax dollars, spent on planning and contracts, cancelling TTC projects. They should be using their connections with the federal government to get more core funding for the city.



	<b>Transit - Financial Advice</b>
601.	(1) The city should cut services significantly if it cannot afford to provide them (cut, not contract out). The city cannot be all things to all people. It should identify core services and eliminate the balance. Core services are those that (1) protect the safety of citizens and property (2) allow people to get on with their work (roads, public courts). The rest of the services can be prioritized by how much broadly subscribed they are. For example, public libraries and community centres are used by a wide cross section of the public. Street festivals, parades, heritage festivals, theatres etc don't serve the public in the same way (and, in fact, get in the public's way). Stop funding them until we have more money. (2) The regulatory hoops that small business (and big businesses) have to jump through are punitive. (3) Stop advertising on the TTC with my tax money.
602.	More aggressive lobbying of the provincial / federal governments for support for programs such as TTC, Healthcare, etc.
603.	The city should also be lobbying the federal and provincial governments to provide cities with their fair share of funding. This includes reliable, steady funding for transit.
604.	I dislike that the structure of the survey limits choices and commentary to two options: increase fees or increase taxes. While these are clearly the easiest funding choices, they are not the only ones, and this survey reinforces a simplistic and misleading model of how cities might operate. I would have liked the opportunity to comment on possible reallocation of city funds (from, for example, fees for outside consultants to Social Services and Housing administration), or areas where increased provincial responsibility should be pursued (TTC, Arts).
605.	drive out overpriced and underworked unions. TTC fare collectors making anything over minimum wage is ridiculous.
606.	Federal/Provincial governments should bankroll transit, gridlock, childcare, subsidized housing
607.	Road Tolls to fund transit / Increase residential property taxes, should be approximately. 1% of the property value
608.	Cut the mayor's proposed multi-billion dollar subway expansion and return to the reasonably priced and better planned LRT plan. Reinstate the user-fee/ tax on vehicles that the mayor eliminated.
609.	The cost of essential services, like housing, medical, legal and transportation services should be funded by the giant corporations of this city. I'm not a left-leaning hippie who doesn't see the value in having big companies in the city to boost the economy - I do see their value - but I also think they should be forced to pay a significant amount of money to maintain residence in the city, just like the residents. The average person should not be faced with an increase in TTC fares every other year; it's impossible to deal with that financially. Tax the people who can afford it!
610.	The federal government should be investing in Toronto - particularly for public transit
611.	Reinstate the vehicle registration tax immediately. / Road tolls to fund public transit projects. / Reduce off-duty paid police officers. / Advocate for uploading to Feds / Province (Housing, transit and child care) /

	<b>Transit - Financial Advice</b>
612.	Avoid selling naming rights at all costs. For services that it can be reasonably expected to be used by non-Torontonians (for examples, roads and transit), investigate how funding can be fairly shared between those who live here (and pay property tax) and those who don't. / / Do not put Toronto in a financial hole or cut services just for the political purpose of saying "no tax increase". \$120 more per year for an average household is peanuts compared to what we'd be losing.
613.	use a progressive tax system that rewards good behaviour/efficiency and tax consumptive behaviour including things like driving, road tolls, packaging tax , waste disposal, emissions, etc. Provide incentives for people to change their behaviour to save the city money (produce less garbage, use transit and bicycles more, retrofit their houses to conserve energy, etc.)
614.	IMPROVE PUBLIC TRANSIT! DON'T RAISE USER FEE'S FOR THIS. THE TTC IS ALREADY UNAFFORDABLE AND INEQUITABLE. TORONTO CAN NOT AFFORD TO CONTINUE TO TRAIL BEHIND OTHER MAJOR CITIES ON THIS ONE. WE NEED TO CATCH UP, EVEN IF THAT MEANS DIGGING HOLES FOR THE NEXT 15 YEARS. THE LONG TERM IS IMPORTANT.
615.	Our city has dropped the ball by allowing a good transit plan fall away and be replaced by a poor plan with limited potential for success. Te latest police service salary package was a big mistake, it will cost us all a lot more in further settlements with others.
616.	a) reinstate Vehicle Registration Tax, b) cut funding to Toronto Police by 50%, c) lobby provincial and federal governments to help fund public transit (throughout Canada)
617.	Most services should be run by the City to ensure accountability to residents and constituents. Contracting out most services would negatively impact the daily lives of residents of Toronto. / / Parking (particularly on-street) should be increased significantly as to charge most realistic market-rates, help decrease car dependence in the City and to charge users fees for those who chose to drive in the City. The costs of parking should be able to help cover the costs of driving, including: street wear and tear, pollution, adverse health effects, social costs and more. The average resident should *not* be paying for the public storage of private vehicles. Priority on our streets should be given to those trying to use the public right-of-way to commute (either by public transit, bike, walking or car) and not to on-street parking.

	<b>Transit - Financial Advice</b>
618.	the questions about what services are necessary to the city, contribute to the city, but are less important, and which are not required for the city are problematic because something can fit into both of the latter two categories - something may not be absolutely required, but will still contribute to making Toronto livable. The terms of assessment are not consistent across all three categories. / / Reintroducing the vehicle registration tax would go a long way to paying for services related to the use of roadways, as well as public transit. Not cutting the land transfer tax would also assist. People that can afford vehicles and own homes can afford to absorb some of the increasing costs of city services to a much greater extent than those that rent their homes (if they have them) and rely on transit. It is the most vulnerable people with the least budget flexibility that are often asked to accept 'user fees'. / / Another consideration is to introduce a toll on all vehicles entering the downtown core. Many major cities have introduced this and it has gone a significant way to reducing congestion and encouraging transit usage. The money from such a toll could fund better transit services. / / Also, don't sponsor subway station names. / / It is also worth noting that the city has a great opportunity to create good, well-paying jobs which will serve the city well as much of this money will come back in the form of taxes.
619.	1) Increase tourism dollars by improving upon artistic and cultural initiatives – support and promote local festivals and events which draw people into the city 2) Reduce bureaucratic and administrative spending – consolidate administrative services, reduce paper and printing costs by switching to online filing. 3) Reduce police spending [stop using police officers as construction security for a start – contract security companies at a fraction of the price] 4) Introduce a congestion toll for cars entering the downtown core and use the money to improve public transit.
620.	Police service is poor and way too expensive. TTC is poor but may be better if it is contracted out considering how much it costs
621.	I'm not sure if I missed it, but I didn't have anywhere to voice my support for an increased investment in cycling and public transit. I also think that the investment should be efficient and don't believe that more subways is a good investment at this time when there are so many under-served areas.

	<b>Transit - Financial Advice</b>
622.	<p>As I stated before, we should be using the Bank of Canada to create interest-free infrastructure loans. This way we would be able to finance, for example, the TTC infrastructure, water infrastructure, sensible city planning, as infrastructure, and be able to take a long-range approach to collaborating in having Toronto function smoothly. / Again, the Bank of Canada Act establishes, by law, in Article 14 (look it up), the ultimate responsibility of the Government for the general policy of the Bank. That means you and I. / Also, again, Article 18, sets out LEGISLATED POWER to lend to our Governments. / That means that cooperation between different levels of government to support activities of mutual benefit to Canadians would involve supporting Canadians which live in cities, including Toronto. / Effectively we would be able to build what we need in order to live well, and continue to own what we have built. Why is that such a radical concept? / As Canadians living in Toronto, are we not "share-holders" in the "common-wealth"? / As things stand now, the more we build, the deeper we are in debt. We're scrambling to find operating costs, as the infrastructure crumbles, and then it is sold off as "surplus" in order to "pay-down" the debt. The way things are rigged, we'll never PAY-OFF the debt. / We'll be stuck living on slag heaps, oozing toxic waste, with social services slashed, probably even deeper in debt. / In the US, middle-class people have lost their homes, evicted and boarded up, foreclosed by the very banks which the "tax-payers" bailed out, while the country went even deeper into debt. / Visionary, far-seeing people who cared for this country provided a means for us to be able finance what we need, and get to keep our country too! / Bank of Canada Act: Articles 14 and 18. We, the people, have the legislated ability to finance ourselves to provide what we need, based on the "collateral" of the Country of Canada. Once that "collateral" is sold off, we'll be begging on the streets we've built, or cleared away and thrown into prison for allegedly being a nuisance. / We collectively paid for the batons which riot police used to bludgeon peaceful protesters at the G20 summit. / Has this been enough of a hint on how to fund city services?</p>
623.	<p>The land transfer tax is a solid and useful source of money for the city. / Selling real estate space above existing city-owned spaces such as TTC stations would increase city revenue. / Having drivers pay to enter the downtown core has worked in other cities to raise city revenue and cut down on emissions.</p>
624.	<p>Compared to Montreal our property taxes are rather low. I don't know why people complain about taxes so much, I think they don't manage their money well, they should also pay their property taxes monthly to avoid the biannual "sticker shock". We need more city services not less. One thing you should do is cut down on the number of environmental assessment meetings needed. I went to about 6 or 7 Eglinton LRT meetings (the EA was to take 6 months and took over 2 years) and now there will be another 2 years of planning and meeting. Less consultants, EAs and community meeting and more work getting done PLEASE / / /</p>

	<b>Transit - Financial Advice</b>
625.	Public Transit (TTC) needs to find other sources of revenue, not through user fees or property taxes. They should actively seek investors and try new marketing schemes. The city should try harder to attract foreign investment and encourage citizens to purchase local products. Toronto should not shut down more homeless shelters because it degrades the quality of life in the community.
626.	Continue as in the past.... go after province and federal government. to resume past % of funding, for instance the province used to provide substantial transportation funds and had small signs in buses .province also should provide more funds for co-op housing e.g. successful St. Lawrence project.
627.	The recent news about naming rights of parts of the city is an excellent idea. It can be done with quality and not overpowered with company logos and branding. For example, how about renaming the Greek Town Subway stops to Greektown on the Danforth -Broadview, Chester, Pape and Donlands and after the name, "sponsored by "company name". This could be on a 1 to 4 year term and open to bids based on funds and quality.
628.	Many of the services you ask about are really areas that make no sense being funded out of a fixed pool like property tax and should be funded by the province or Federal governments out of income tax. Examples include fire, social assistance, transit. The property tax system is fundamentally flawed for funding nearly anything except the relatively fixed costs that relate to property (water, roads, community centres, parks, etc.) We need to get on the higher levels of governments to take proper responsibility for the mess that was caused in the late 90s when all kinds of services with open-ended costs were dumped on municipalities without funding to support them.
629.	the city should be lobbying and working with other levels of government to increase funding for our services. This survey said nothing about the federal or provincial governments being lobbied to increase their support for subsidized housing, for transit, etc. All other cities in North America receive much higher levels of federal funds for their public transit. We need more support there. The city should be working hard to advocate for that rather than talking about increasing user fees or decreasing services.
630.	The City should try to get funding from Provincial and Federal Governments for things like health care for it's residents and public transit. We are paying federal and provincial taxes and not seeing a lot out of them.
631.	There seems to be a great gap. The city is healthy and economically doing well. Housing sales for instance have gone up 9%, the condominium industry is doing very well. Both of these example provide evidence of more and more taxes received by the city. / The question most people ask in this city, why can't the books be balanced. In fact , we should be getting better services not coming from a place of "reducing services." The top two services in this city which absolute a huge amount of money are the police and ttc. These are the two services where costs should be reduced.. if the city is going in this direction of service cuts.

	<b>Transit - Financial Advice</b>
632.	Yes. Property taxes are really regressive ways to fund services, I'd like to see Ford making efforts to re-engage the Province in negotiations about services and funding. We have not recovered from Harris's downloading and end up being forced to make bad choices. Currently, Ford wants us to believe the choice should be to contract out and cut - which will lead inevitably to worse services and threats to public health, as happened at Walkerton and elsewhere. It has been shown repeatedly in numerous jurisdictions that good jobs make for good communities and privatizing leads to poverty. Ignorance of these matters and other issues like transit and how it interrelates with prosperity and reduced environmental damage - surely a top priority among thinking people right now - is depressing and dangerous.
633.	Stop pretending that the TTC is failing because it can't pay for itself through fares and needs government subsidies -- be honest about the enormous subsidies required by highways and city roads. Bring back the \$60 vehicle tax -- if you can afford to maintain a car in Toronto, you can darn well afford 60 bucks a year, for crying out loud. Stop pretending anyone is waging a war on cars in this (unfortunately) overwhelmingly car-dependent city, and start investing in making the TTC the kind of transit system that is used by people who have a choice, and choose the TTC over their cars, rather than only by those who have no choice. The next time the city is considering a TTC fare hike, think about increasing gasoline taxes or vehicle registration fees instead -- we would likely see TTC ridership rise.
634.	Find inefficiencies in operations: reduce the salaries of the counsellors. Negotiate greater funding for the TTC from the province and from the federal government. Have sliding scale user fees based on income.
635.	The city should have a toll on automobile usage in the downtown core and parking costs should be increased. The city should do more to encourage biking and other alternative modes of transit as they cause less wear and tear on the roads and don't pollute, which ultimately ends up costing the city. I also think more fines on improper bicycle usage (i.e. cycling on the sidewalks) as well as improper automobile usage (i.e. illegal parking) is a great way to earn the city more revenue.
636.	A review needs to be conducted of TTC revenue. A smart card system would make it easier for drivers and collectors to enforce payment of full fare, rather than giving free rides to elderly, homeless and others who insist on riding for free. Drivers are worried about their safety, and because there is no barrier to entry for incorrect fares thousands of dollars are lost daily
637.	Please don't increase user fees for services like TTC. The people who need it most tend to be the ones who can't afford the high prices. Also, if you want to increase token prices, decrease some of the monthly plans because they really aren't worth the money. Thank you.
638.	Many of the services the City currently provides were downloaded on the City from the Province, and should be funded from income tax revenue rather than by property taxes. the City needs to continue to lobby the Provincial and Federal governments to fund housing, social assistance, health and transit.

	<b>Transit - Financial Advice</b>
639.	The taxation and revenue model for Toronto and other Canadian cities is based on a 19th century vision of what a city is and how it relates to the provincial and federal government. I know it doesn't address short-term financial issues, but the mayor must continue to press (alongside mayors of other large Canadian cities) for a readjustment of the relationship. In the particular case of the TTC, we are an extreme outlier in the world situation of how large city transit services are funded, and it's ridiculous.

**Is there anything else you would like City Council to consider when making decisions about services in the future?**

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	<b>Transit - Other Advice</b>
1.	If we want Toronto to be a world-class city that is attractive to people, we need to cut services like paying off-duty cops \$60/hr, NOT arts & culture, transportation, infrastructure etc. I think most people would be willing to foot a small increase in property taxes if it meant Toronto could be more classy and have a modern, respectable transportation system which the TTC is NOT. / Also - downtown needs more flowers and less garbage. It would be much more attractive and business-friendly if this could be improved.
2.	Council knows it is vitally important to save money and cut costs - I agree wholeheartedly. But, not at the expense of delivering quality services to residents. (It was disappointing to see the Urban Affairs library closed and bus routes cut). If this means raising property taxes, Torontonians will support it.
3.	Services should not be cut and taxes should not be raised nor user fees applied. Do not give the ttc, municipal employees etc more money!!!
4.	The city should stick to the basics. / Great public transit / get out of the social housing market and subsidize rents instead / get out of the boating business at Sunnyside / get out of road repair and sidewalk repair / get out of garbage collection / contract out everything but make sure you use complete bids with a system to get the best service for the least cost
5.	have you ever seen how empty the parking lots are at the finch station since they cancelled the free parking for pass holders / you want to raise money ....reduce there charges to \$3.00 a day and watch all the people taking the subway and parking there cars and now your raising money....your problem is business people do not run the ttc. I go by it and laugh, thinking how much money they could be making /
6.	Eliminate inter-departments late fees. Have management to only be a certain percentage of employee for all departments. Let the private sector run many departments. Make the head of the police, fire, and TTC appointed positions or elected positions, even better.
7.	increasing seniors services and care, better environmental policy, lower light pollution



	<b>Transit - Other Advice</b>
	in the city, safer and increased bicycle routes in the city and especially in the downtown area
8.	Please keep your mandate to not cut "major" services in Toronto - such as public transit, social services (including libraries), social housing, care for seniors, garbage collection, etc. Such a disservice lowers the quality of life for all Torontonians, while undermining the city's presence as a world-class city. I would rather pay higher taxes and service fees to employ public servants than line the pockets of private business.
9.	the only reason anyone lives in toronto is for quality of life. if you reduce services (and arts and transit, etc), no one will want to live here. period.
10.	Concentrate on getting the best bang for the buck in every service utilized. Contract out services that are not efficient and ensure these contracts are monitored for quality and performance. Stop wasting money on expensive city furniture such as waste containers and fancy bus shelters and opt for utility solutions. .Clean up the pot holes and poor road infrastructure throughout the city, paint guard rails and replace light bulbs. Get students out cleaning up the sides off the highway and litter everywhere. Improve the transit directly into the city. It is as high a priority as running lines throughout the city to suburbs. the Don Valley situation is a disgrace and diminishes the city. Improve lighting in the city in high risks areas to make the city safer. More emphasis on community centers and sports facilities at reasonable rates so kids can participate. Ask major businesses to subsidize these facilities and put their name on them if necessary. Magna does it in New Market and Aurora all the time. / keep the kids active in sports and programs with corporate money. / When I was a kid the police ran a number of our clubs on a volunteer basis in the city and what happened to the pools provided by the Scarborough Lions, Rotary And Kiwanas., They were all over the city. Why does the Junior Chamber of Commerce not have a major role in the city activities .We were all members of the Jaycees years ago and participated in everything. the city seems to have lost these active volunteer groups which saved the city a lot of money.
11.	Please help the disabled on the TTC, and call out for more help for them.
12.	Service addition should impact the most number of people, i.e. extension of a subway line.
13.	Please prioritize TTC and construction. Our handling of these two services in particular are mocked by tourists and contribute to disappointment and frustration by citizens.
14.	I would like the public figures not to make racist, sexist and homophobic statements. / / We need to improve transportation in a big way and expand...or toronto will sink to the bottom.....we do not need diesel trains...we need electric trains. / / We need programs for youth....especially marginalized youth. / /
15.	A long term public transit plan, that services the whole city, with secure funding is the most important thing. Period.
16.	While I'm thrilled Rob Ford is so pro-subway, the last thing we need is yet another northern suburban line. Subways are needed in high-density downtown thoroughways like Queen, where no amount of streetcar service can reduce the incoming traffic



	<b>Transit - Other Advice</b>
	from the suburbs. We only have one east-west rapid transit line along Bloor, and we need a relief line along Queen - and perhaps one out to the airport, along Eglinton.
17.	I think the emphasis on cars above all other modes of transportation has to be abandoned. Clearly cars have a role to play in our transportation infrastructure mix, but let's consider other, cost effective modes of transportation (bikes, street-level LRT) when determining how to invest in better transportation.
18.	Please consider opening up the waterfront. It could be a fantastic area of the city, enjoyed by all, but currently it is mired in a sea of condos and isolated by the Gardiner. It is such a beautiful resource that could bring in heaps of revenue for the city, but it's potential continues to be ignored. San Francisco and Chicago have revolutionized their cities through waterfront rehabilitation programs; Toronto could very much join their ranks. / / Also, there are other ways of making the TTC function properly without raising fares FOR EVERYONE. A stratified system would work much better (see my earlier comments). Plus, if you expect people to pay so much for public transit, then you need to make it worth it in some way. I have seen no improvements in my TTC experience between last year and this one, despite the hike. Tokens are also an outdated system that needs to be replaced (in Montreal, swipe cards work beautifully, why can't Toronto do that?). / / I love this city, but I wouldn't say that it's especially easy to love sometimes.
19.	Seriously entertain uploading the subway system to the Province.
20.	I'm fortunately fairly financially comfortable, well serviced by transit and other services (e.g.. parks/trails) but many are not. Equity should be a key priority.
21.	The TTC is broken - we need zoned fares, to implement presto everywhere, eliminate fare collectors in favour of automated systems, the list goes on. / / Also, please open up all city generated data, especially line by line financial data, for use and analysis by the public.
22.	Better mass transit makes a more livable city and will get people spending more.
23.	We need to look into the future perhaps more - people are getting older, traffic is awful, TTC is more awful (I heard they want to cut services in order to save \$4 Mio., - I waited already twice for the Eglinton bus 40 minutes since I moved here 2 months ago. (I have only taken that bus a few times.) I don't know. Infrastructure is one of the main contributors to a well-functioning city. Naturally, so is the environment. I would like to see re-instilling old values by means of logic and respect (not force). I believe a caring citizen can save tremendous costs in our city.
24.	TTC and Garbage are essential services that must improve -- currently it is very difficult to rely on TTC - as of May 1, many service routes were cancelled -- this is not acceptable; as well, garbage/recycling needs to be consistent - no strikes
25.	There should be less council control - more use of professional boards for agencies, boards and commissions. There shouldn't be politicians on the TTC Commission. I trust professional boards to make better decisions than professional politicians.
26.	Reduce exceptions made to the Official Plan, and bring some long-range vision to that document. The process is so porous at this point, the impression among the business

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	community is that if you grease enough palms with the promise of high municipal tax payments, you can build whatever you want, wherever you want without regard to the social impact of building vertical gated communities, office complexes or condo lots that will inevitably become future ghettos when their fashionability passes. Residential areas must be integrated with commercial areas in order to prevent future problems with crime, infrastructure, loss of property value and transit. / / Try to do a few things exceptionally well. The City of Toronto does not have the resources to act as an interventionist government; resist the urge to perform all the social functions that should be uploaded to the province and focus instead on developing a really strong core of municipal services that will attract the business, residents and wealth that will provide Toronto with the resources to undertake more ambitious civic projects.
27.	I want to live in a city that looks after people, provides good public transit, health facilities, public housing, parks, libraries, pools etc. and spends money to foster the arts. I don't want to live in a soul-less city that values things only in terms of cost and money. Most things of value have nothing to do with making money. And I don't want to see our unionized city workers be laid off or made worse off by having their jobs contracted out.
28.	Let apartment and condos have the chance to have a green bin. No more St. Clair Avenue type dedicated street car lines that take away two lanes of vehicle traffic and close down stores during construction. NO MORE BICYCLE LANES , ESPECIALLY NOT ON DANFORTH ROAD AND BLOOR STREET SINCE THERE ARE NO BICYCLES ON THOSE ROADS AND TAKE AWAY BICYCLE LANES ON ROADS THAT ARE CAUSING GRIDLOCK SUCH AS DUPONT STREET. AND TAKE AWAY THE GARDEN IN THE MIDDLE OF MOORE AVENUE AND DON'T PUT ANY MORE GARDENS DOWN THE MIDDLE OF A ROAD. ROADS WERE NOT MADE FOR GARDENS.
29.	There does seem to be a fair amount of marketing money spent, especially for groups like the TTC or Health, that do not function as communications or education (although there is probably too much spent on that), but is pure advertising. The city should not be advertising services.
30.	While always keeping an eye on costs to ensure value for tax money spent, we must do more to improve city infrastructure (water and sewer lines, public transit, roads, urban forest).
31.	Providing transit to the inner suburbs should be a priority. / Install protected bike lanes, expand the bike lane system, add more bike lanes on hydro right of ways and railroad track surplus lands.
32.	Stop the Gravy train. AS everyone knows, the city does not have a revenue problem it has a spending problem! A lot of the things I just surveyed on could be run by the private sector, with city governance. Take the TTC for example, if I take a bus up Warden I have to pay more past Steeles. WHY? Get the area public transit under one umbrella. I should be able to take public transit from Oshawa to Oakville and beyond. Why are there so many transit systems. If you look at the GTA from space, there are

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	<p>no dividing lines, you see one very large urban area. It should be treated as one large Urban Area, for transit and even services. The ongoing debate about the 905ers coming to work in Toronto, using our services, and not paying for them needs to be addressed sooner rather than later. How about a payroll tax for non Toronto residents. It is done in US cities, so it might work here. / The services that the city run should be essential services only. Contract out the others. Keep Police, Fire and EMS, but do we really need to run the Zoo? It could operate by the private sector, under city eyes. This works for much of the services. The city needs to look presentable. The mayors graffiti plan is a start, but lets get rid of the dandelions that take over the parks and get back to grass. Keep the beaches and parks clean. Keep the streets maintained (private sector) and fill the pot holes. Why do you always see a crowd of workers standing around and one worker doing the work? I see it everywhere. Get rid of the sense of entitlement of all workers, not just Councillors. Make the managers accountable to keep the workers...working. Get the cost over runs under control. If a job is contracted out, have it in writing that the contractor is responsible for the over runs. Don't let them say they need a buffer of 10%, 20% or higher, because you know they will use it. They are using the City as a free lottery. Let's get into the 21st century and have have 24 hour service for road repairs. Get the job done...on time and on budget. Penalize the contractors if they are late! / Toronto Hydro for years was telling us to save energy... so we did. Now they are not making enough money so they need to raise rates. So we save energy and now it costs us more. / Each year the TTC raises its fares, thereby making it a little more difficult for people to pay. The people that rely on the TTC are the ones who can not afford a car and have little means to pay for things. As the price goes up, the ridership goes down. The TTC needs a certain amount of money to keep running, I know, but heres a thought. Let's get more people riding the TTC by making it more affordable. Instead of raising the price, how about reducing the price. Lower price, more people ride the TTC, more people ride the TTC, more fare is paid. More fare is paid, the better the service. I know its a radical idea, but it just might work. Drop the fare by \$1.00 and see if more people use it. / Paid duty Cops seems to be a hot topic. How about making the contractors/film crews pick up the wages? Why is the city paying it? Makes sense to me! But that may be too sensible as the entitlement is still there. This has nothing to do with the actual Cops doing the work, as I would not begrudge them the Overtime. / I watched my garbage pick up person come down my street and as the truck is moving, slam the transmission into park, leaving skid marks on the road and jumping out when the truck is still moving. Can I assume that the transmissions on these truck allow for this type of treatment or are we replacing them more often. And another thing, it's called customer service... put the bins back where you found them and not throw them. I have had to replace my green bin numerous times because they get cracks and can not be used, Wasteful because of the Garbage Operators not taking care. / I can go on for hours on this but oif you want more / Get rid of the special projects that only affect a few. Stop the grants to small projects. If the project only affect a small portion</p>

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	of the population, then maybe they need to come up with their own financing and not rely on the city cash cow! /
33.	Please keep in mind that the small, seemingly insignificant programs and services make this City fabulous - its the free festivals and arts events; its our wonderful necklace of parks and waterfront; its our bike paths and markets and recreational spaces and classes. Let's not nickel and dime everyone to death with user fees!!! A \$6.00 increase in this year's property tax would have kept every service we had in 2010 - now we are losing libraries, transit routes, whole transit lines, charging the vulnerable to hang out at rec. centre .... think about the City you grew up in, live in and want your children and grandchildren to live in. A concrete box with bare grey walls or a vibrant, colourful and kind place with respect for all citizens.
34.	It's very important to invest in our infrastructure, communities, new green solutions and technologies, public transit, health care systems etc. And why are we increasing the police budget when crime is decreasing? / /
35.	I want this to be a rationale and principled process. For example if some services are to be contracted out, It should be OK for bidders to be a union shop. / / The cost of policing should NOT be considered untouchable. / / The subway portion of the TTC should be considered for uploading to the Province(after all with the Vaughn extension) it is No longer a purely Toronto play. In the interim the subway aspect of the TTC fare structure should be a pure fare by distance play with consideration of zonal fares for the street car and bus networks. / / The vehicle registration fee should be reconsidered as a fee for service scheme using the Toronto Water approach as a template, A state of good repair has to be the metric; so the fee would include allowance for capital renewal, as well as operating budget offsets for road engineering, maintenance, and the traffic police component of the police budget. A residual should still be paid through property tax but the bulk of the all in road costs should be pain via user fees. / / The City theatres should be privatized outright. / / The Toronto Zoo should became a pure GTA organization; in which Toronto would pay its fair share, Toronto should offer to donate the assets to the new organization.
36.	Value for money. Equity before ideology. Trains before cars.
37.	Please note that oftentimes, when contracting out services, the process results in a captive market of users who have no other options as for providers of a service, so this creates a monopoly situation. This is contrary to some of the best features of capitalism, and often results in high costs and increased user fees with little to no service improvements. Even when there are several providers, costs for businesses almost always get passed on to users because it is still a semi-captive market, so service doesn't increase and cost increases. Also, the only way to "have a say" in a private corporation providing a service is to be a shareholder, and most of the time one's voting power with a share is minimal. Instead, when a city runs a service, any user of that service that is a resident of the City can "have a say" without having to have made a financial transaction (the purchasing of stock) and their ability to influence an outcome is much more certain. Please don't contract out any service

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	(TTC, garbage, parks etc.) that has a reasonable chance of encountering any of these hurdles.
38.	Better public transit. It is the only way to get people moving in the city again. Subways where its logical (i.e.. not Sheppard). Light rail where their is not the possibility of subways. Stop letter the conservatives get away with being one of the only national governments in the developed world that does not invest sufficiently in urban transit. Make the contractors that rip up the roads repair the roads properly, out of their pockets. / / Also, when it comes to transit, I usually trust urban/transportation planners to have a better idea of what this city needs to get moving more
39.	The less cars we have, the better. In a dense city, they are slower and less efficient than well designed public transit. They pollute and the required roads and parking areas are ugly and take up too much space. The city could derive significant revenue from tolls on downtown driving, while the reduction in traffic could provide a lot of opportunities for making downtown more pedestrian friendly.
40.	Please don't rush into major decisions! The cancelling of years of transit planning work for an idea that has not (and will not) be proven viable is an example of rash thinking that is going to come back to haunt the city for decades to come
41.	Transit, transit, transit. Improve it for the ENTIRE city, not just a small corridor.
42.	Providing services more efficiently should not come at the expense of providing quality services. Further, Toronto is a large City requiring significant investments if it is to prosper and be competitive in a global economy. Government exists to deal with inherent market failures and provide critical investment to support future growth (i.e. take our lack of transit infrastructure from years of underinvestment as an example) and therefore should not necessarily be run as a private company. / / All the City services listed in this survey are important. Some are used on a daily basis, some are used only in the case of emergency and some provide a safety net to our most vulnerable. It seems unreasonable to try to compare these varied services along the dimensions outlined in this survey. I would hope Council takes a balanced approach to the service review and not inevitably prioritize hard services and emergency services (i.e. the sacred cows) over other key investments that provide unquantifiable and long run benefits to our communities such as libraries, parks, and cultural activities. Paying a little bit more in property taxes given Toronto's low rates next to our GTA neighbours does not seem unreasonable. After all there is no such thing as a free lunch.
43.	I am tired of newcomers that come to this country and are offered free access to the recreation programs and don't have to pay especially when my grandchildren or other children can't afford the programmes through parks and recreation. Enough / is enough I feel everyone needs to pay and if you can't afford it you don't do it. I also feel daycare is the same I had children / and stayed home with them and again if you can't afford to look after your children and expect the state to look after them don't have them. I do believe that sometimes people fall on hard times and the community should help them to get back on there feet an I know some people just are unable to

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	survive on there own we do need to help them but in a way the we make them / feel better about themselves. I also know that a lot of services such as TTC should be amalgamated with the GTA and working together so it could run a lot smoother. Public health is one service which is overlapped with provincial there the / ones that are insisting on vaccines such as flu shots and other services and they should pay for that. We have had so much / downloading that the province needs to take it back or offer up more money.
44.	I think that the council needs to consider the long term vision for the city. Selling off assets like property along the waterfront or public services like the TTC will sacrifice the ability of toronto to be a world class city for years to come.
45.	Think about what kind of city you want Toronto to be. The decision re: cost of Eglinton subway at the expense of TTC riders in the northwest corridor, especially, creates more of a 'have/have-not' city. This is not good for Toronto.
46.	Improve public transit and bike lanes in the city.
47.	Long term growth in a city comes from investment in affordable housing, public transit and culture.
48.	Less emphasis on subways and more on rapid transit solutions.
49.	Rob Ford didn't end the war on cars. He's betrayed the human race and joined ranks with the cars, and now we are in a more difficult position, but the cars know they can't win because they are fuelled by a non-renewable resource. Rob Ford's personal preferences should be just personal preferences and they should not be costing the city billions of dollars and transit services. (Do you remember how I thought affordability and service quality is a false dichotomy? This is evidence of that - Rob Ford managed to lower affordability and service quality at the same time).
50.	personal responsibility and accountability. also I think anyone making these decision should live in the city proper as well as use the service. i.e., the head of the ttc lives in toronto and is compensated for traveling on the ttc and not cabs or cars
51.	Transportation - LRT, bike lanes, TTC. / If there should be increased user fees for anything, it should be driving cars during rush hour and downtown, using highways, etc.
52.	Please consider the economic future of Toronto. We need public transport now that services as many communities as possible. / One subway line will not solve our transit issues and therefore will not create more jobs and a viable economic future for out city. / The whole west side of the city is woefully under serviced in the current transit plan.
53.	We need to be making decisions based on the long term results we hope to achieve. Public transit and environmental programs may take years to institute, but we need them in order to keep in step with what our needs will be in the future.
54.	The TTC at rush hour is beyond capacity and completely ridiculous. Not to mention it breaks down at least once a day rendering it unreliable. If the subways were extended to ALL areas of the city more people would use it. If more money was spent on maintaining it MORE PEOPLE WOULD USE IT! This would reduce carbon emissions and



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	create tons of revenue for the city. Not to mention it would make the city a much more desirable place to visit, once again creating revenue. The TTC is a huge priority as well as clawing our way back up to lead the fight against climate change. We need to take example from so many countries and Europe. Electric city vehicles! More cost to those who choose to drive when a great public transit system is available. Electric/hybrid buses. And tickets for those who a seen littering by police! That would bring revenue not to mention save money on having to clean up the city!
55.	Study after study has shown the positive impacts of investment in the arts, transit, and lessening the gap between rich and poor. It improves our city's economic future and social relations within our city. Lets put the ideology aside and do what is best for all people in our city
56.	Please put more consideration into long-term planning to reduce the income gap across the city. This should be a primary consideration in transit policy, affordable housing, and access to services. / / Do not interfere with waterfront revitalization, the East Bayfront, or West Donlands.
57.	Let's benchmark against other cities that we aspire to be. Our TTC is pathetic compared to the NYC subway system. All the high-fives in the world about how our system is paid for by users rather than tax payers makes no difference to the people of the city that are trapped by horrible public transit, expensive taxis and the high cost of driving. Raise my property tax 10%, I don't care, just give me a decent public transit system where the people working there care about their jobs and appreciate that they have one.
58.	City Council should be pressuring higher levels of government to contribute their fair share to the cost of city services. Provincial downloading should be ended. The City should be asking for more dedicated funding from the Federal Government and the Province for transit.
59.	I am always in favour of a cleaner, greener, more walkable, livable and dynamic city. This cannot be achieved without fully embracing arts, culture and heritage programs, supporting bike lanes and mass public transit, and doing our best to get more cars off the roads by providing attractive alternatives and a healthy dose of disincentives. / / I'd also like to add that I already sick of anti-democratic, bullying approach to the political process and I'd call for more civility in council and a more open and transparent process. Just because Rob Ford won, it doesn't mean that residents accept 100% of his vision and there needs to be compromise.
60.	In general terms I would like the City to operate the same way a reasonable household does. Look at the money you have available, determine what services everybody needs--health, safety, emergency, roads, transit, garbage collection, water--and pay for those first. Once those are taken care of, go down the list and allocate money to the things that most or many people require. The "frill" items should come last.
61.	Walkable livable mixed usage neighbourhoods. Ease of public transit between neighbourhoods. Use of green space.

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62.	Improve public transit!!!! Improve the built form of the city. Continue to invest in the Waterfront. Commit to affordable housing and do not contract out affordable housing. Be fair to Unions in the same manner that the Police Union was dealt with fairly.
63.	Fix the transit system. Having visited other cities in the world, Toronto's transit system is an embarrassment.
64.	Gridlock is making this city unbearable. Try urban designers who are interested in improving traffic flow. Mayor Ford loves the automobile, so he should consider hiring people who are young, smart and interested in speeding things up, not slowing them down. I swear, this city was designed by old men. Open up the one ways where possible, use current technology for traffic flow, improve bike lanes and add lanes separate from cars, build an east to west subway near the lakeshore and consider expanding the wheelway and removing the Gardiner so people can access the waterfront in Parkdale.
65.	DO NOT CUT SERVICES, especially public transit now that gas is at an all time high. Make good choices, not stupid ones i.e. subway to Scarborough or burying the Eglinton line completely... if it saves money, LET IT RUN ABOVE GROUND, especially since THERE IS ROOM ON THE ROAD
66.	Cuts to services affect quality of life for everyone. Look at the long term consequences -- burning one's furniture to heat the house does not fare well for the long term. I want to pass on a great city to our kids.
67.	Our city is suffering at the hands of a thousand things, but it will suffer more if those that need help can't get it. It doesn't take a 5 digit paycheck to be frustrated by a broken transit system, or to be saddened at the sight of someone that can't get help. If these problems are not seen as priorities then they will only get worse. Our city is sick, and cuts may help it in the short term but they will not heal it. I don't know where the cure is, but hopefully one of you has a better idea to try.
68.	Public Transit is the most important issue facing the city. I spend 2 hours a day in our transit system. Either contract it out to a company that will clean up the system and get it working properly, or have the city do it. Either way, things need to improve. The system is antiquated and dirty.
69.	Maintain programs for children, including parks, libraries, community centers and affordable children's transit costs.
70.	Improving the climate for business helps everyone in Toronto in the long term I think this should be the central key. / / At the same rate, improving transit, the waterfront, and our parks / sidewalks should be key as well.
71.	Modernize the TTC. It's still difficult to pay by interact at a subway!!!
72.	City council needs to take into account the increasing polarization of income throughout the city and the increasing concentration of poverty in the city's edges. It needs to step very carefully in making any decisions - such as the apparent decision to cancel the Finch LRT - that will very clearly increase the marginalization of citizens who are already on the edges.



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73.	Why is the State of Repair so bad on the TTC, especially the Subway Stations. / The University Line is so shabby, with gouges in the ceiling, missing tiles etc. / It doesn't look good for the tourists! Truckloads of money aren't necessarily needed but more efficiency from the Maintenance Staff. / IF they can't get it together, maybe privatization is an option. I've heard no talk of this .Just the Window Dressing of declaring the TTC an Essential Service.
74.	1) Determine if the City should really be providing the service at all. For example, police offices standing around doing nothing at construction sites, city run theatres, golf courses, etc. / 2) Look into more effective ways to deliver service - Toronto Hydro becomes Toronto Water & Hydro for example, smart water meters that report usage back automatically so no one needs to come and do meter readings. Use technology, kiosks, etc., to make delivery of services cheaper. / 3) Address the parking elephant that seems to exist - all traffic in the city (buses, cars, bikes) would move a lot better if on street parking was reduced, if parking laws were enforced and if cars that were in violation were towed rather than just getting a ticket yet remaining where they are, impeding the flow of traffic. Create parking zones for street parking where pricing is the same within the zone. / 4) Adopt a system similar to Montreal's snow clearing that forces parked cars off the streets during snow clearing or they're towed.
75.	Cut TTC staff. The ticket vendors jobs can be done by machine. Then maybe the TTC will be able to afford to clean the stations. Stop charging me money to put out garbage. I live above a commercial property. People like use should be able to put out one bag of garbage without having to pay \$5 a bag.
76.	Impact on the whole city - see beyond your ward and do something for the good of the whole / Impact on income levels / City-building / Creating a network of public transit / Upholding social safety net / Stop polarizing along left and right
77.	keep the essentials city-run: ttc, water, garbage, arts and culture, recreation
78.	If you are going to cut city services, you should cut your salary first (not office budgets, that's immaterial). Unless you are willing to make a sacrifice of your own, you do not have the moral authority to cut others benefits. / Unless you are prepared to tackle big ticket items like the police budget and TTC, you will NEVER balance the budget and should give up on the false pretence and lies that you can balance the budget through 'efficiencies'. This is a fools game.
79.	Do not sell existing City of Toronto assets and property, this will just lead to a short influx of cash and will not be sustainable. / / Spend more time and effort developing the CITY and not just saying it's ok to build a box condominium or bland townhouse development on every free spot of property available. Maybe the city could require there to be some sort of space for city services on the ground floor to make this work with new developments? Even if it is a condominium/townhouse development, it does not have to be cookie cutter and boring. More variety please. / / As well, environmental concerns are present as well. It's baffling to me to see the city being so short-sighted as to not have green-roof requirements for all new development. / / Transit services desperately need improving, especially along areas of high

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	condominium development (King West). Perhaps dedicated streetcar lanes will be necessary for this stretch since traffic seems to be the main impediment along this route. / / Child care services really need to be improved, along with the related availability. Services necessary for allowing families to live in the downtown core, such as affordable housing, need improving as well.
80.	Council should look outwards to see examples of great practice in other cities, such as Munich for public transit and excellent public recreation facilities to see what Toronto can take from other great cities. In order for Toronto to remain a great city, funding from programs such as public parks, libraries, community services and public transit can not be cut- they should be maintained, and ideally, increased to improve access for all!
81.	Cost should not be the only thing to consider. Quality of service is important. Environmental, transit should be important. The true measure of a community is how we take care of the vulnerable.
82.	1) Heritage buildings must be not only designated and fully protected, but must be subject to regular inspections by the City and heavy fines levied (or repossession of property to the City) if they are not being maintained in a satisfactory manner. / 2) Homeless shelters and public housing must be spread out around the entire City of Toronto, and absolutely not concentrated to one particular area or neighbourhood. Smaller buildings are preferable or several floors in a new condo or apartment tower could help subside the building and maintenance of more affordable units. Lower income people/families should not be ghettoized. / 3) Long term plans must be studied and put into place for future subway/RT expansions and improved GO Transit into the 905 and beyond. Successful cities have good public transportation networks, in Toronto's case the TTC and GO.
83.	Keep public services public. Contracting out garbage collection will only end up with contractors raking up huge profits while all sorts of toxic stuff ends up in our landfill sites and leaching out. I think the overcrowding of our public transit is disgraceful and that it is that Toronto users pay proportionately more of the costs than any other North American city.
84.	library services is important to the community. Please don't cut it. Contract out some of the TTC tickets collector to cut the cost for the public transportation. City needs to have a better planning for a better future.
85.	Consider the long term costs and the public's input. / The public's perception is that too many tax dollars have been and are still being wasted by the City due to duplication of services, services that should be funded at the Provincial level, e.g. Public Housing, Social Assistance, A fair share of the Public Transit servicing more than just the Toronto taxpayers, Etc..
86.	Seriously consider expanding BIXI stations. The service area is small and needs to expand in order to better suit residents.
87.	Please consider that living in Toronto is increasingly expensive, and in order to prevent middle-income people from moving away and commuting in from farther

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	afield (and thus not contributing to the property tax base), the city needs to maintain a high level of service. This is particularly true for services people access on a regular basis, such as public transit.
88.	There were no questions about which transit services should be funded. I am deeply concerned that by putting all of the cities funds in one subway we are not providing affordable and effective public transit throughout the city.
89.	Counsellors ought to ride the bus, walk through rough areas of town and try to feed their children on what a welfare recipient receives for a week before attempting to cut anything. The mayor ought to read some books. Counsellors ought to be required to work at least 3 days / month at a soup kitchen, women's drop in centre or charity organization that works for the poor. Counsellors ought to have a work experience week with any and all services they wish to cut prior to making any cuts so they can have first hand information about what is actually going on. / / Why are we making cuts when our deficit is not that high?
90.	Streetcars are much cheaper and more effective at providing mass transit than subways.
91.	A city that is safe for bicycle riding. A fee for cars that enter the city core. Make Toronto a car free city as much as possible and increase the level of service by the TTC.
92.	Make public transit a priority.
93.	The city needs to continue to provide excellent public transit, recreation spaces, and recycling. / All of these impact on our physical and mental health. They provide savings to society as a whole through better health, better access to work. And the city should not use the poor, ill and disadvantaged as scapegoats in trying to balance the books.
94.	Toronto is the biggest and richest city in one of the richest countries in the world. We can be great, but achieving greatness requires vision and investment. London, Paris, Berlin, New York, Chicago have all achieved great things by investing in themselves - in transit, in architecture, in parks, in public spaces, in culture, in museums, in galleries, in festivals. Toronto must find a way to pay for all the things that are needed, but I believe it would be supreme folly to try to do so by cutting back on all the things that might help to make this city great. Macdonald helped to build a great nation by investing in a railway that would link it together; I want a City Council that believes Toronto can be great; one that will work together to make that vision a reality.
95.	so THIS is the box where I should have put those comments.... / / Hi there, / / I'm not sure if these comments are what you expect but here goes. / / Firstly, referring to your first page of categories, as an artist I don't feel comfortable by being categorized along with sport and entertainment activities. My activities contribute to the local and national economy in a very specific way that exists outside of tourism. I think if more people realized how athletic and strong dancers had to be compared to football players or UFC fighters, it'd be pretty clear that we should be working

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	<p>towards sustainable arts funding rather than legalizing/supporting UFC here. / / Anyone who thinks that the arts need to seek more support from the private sector simply do not know anything about the arts or the private sector. Several actions in the last year ranging from Bell Canada's withdrawal of support from the only Video Art Award in the country, to the continuing Scotiabank-everything festivals, make it pretty obvious that sustainable and long term support for the arts and the livelihood of artists is not on the private sector's agenda. / / Also, I think BIAs have to be far more accountable to their communities and to the city on several levels. BIAs are too often a gentrifying force that eliminates cultural diversity in favour of investors, and more often than not the voices of the citizens businesses working in the area fall on death ears. / / I am also deeply disappointment with Mayor Ford's transit plan. By not investing in LRT to connect communities in Toronto, he is further ghettoizing and ostracizing citizens. Citizens that will remember his decisions four years from now, when he is out of office and the subways still aren't done. / / At the cost of gas rising, any politician with a petrol-based platform is truly misguided. Road repair needs to be done for the safety of cyclists, pedestrians and cars. Realistic and sustainable bike routes need to be invested in for everyone's well being. Further to this, more green initiatives need to be made in order to keep the city healthy and sustainable, and this includes taking a position on metrolinx's plans to run diesel trains through Parkdale. / / Thank you for your time and the opportunity to provide feedback. /</p>
96.	TTC services need to be improved in order to get people of their cars. / Make the TTC better, more reliable, and cleaner, and faster than taking cars
97.	Toronto's transit is considerably worse than systems in London, Washington DC, Boston -- even former Soviet bloc cities like Prague and Budapest. We need to spend considerably more and dramatically improve our transit if we want to be a functioning city.
98.	more ttc
99.	Make public transit a priority for the day when gasoline reaches \$2 a litre - which is quite common in Europe and it will come here. Charge more for water, sewer and garbage collection. Again look at Europe for examples of savings. Encourage use of solar and wind for city use.
100.	<p>As a cyclist, I don't want more bike lanes. They don't help me. What helps is better road conditions, and I've been thankful for the improvements in the roads, especially in the slow lanes. What we really need is more sharing-the-road education for drivers and cyclists, even if it just means educating new cyclists on the bylaws and guidelines. The city put out a pretty good safe cycling brochure, but nobody knows about it. I keep having to give my friends advice like "pass right-turners on the left, don't line up to their right." / / Honestly my biggest problem with Toronto is the diesel fumes downtown. The biggest offenders are tourist vehicles, non-hybrid city buses, school buses (this is sickening), and rental vehicles. Nobody should be able to save money by reducing our property values and gassing pedestrians. It's embarrassing when tourists</p>

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	<p>and visiting friends complain about the big clouds of diesel fumes that make it hard for them to breathe, and we can't afford the healthcare costs associated with respiratory ailments. It should be illegal for construction projects to take whole neighbourhoods hostage with noxious fumes for months on end. / / The other thing that's adding to the congestion of our streets is the rampant taxicabs downtown. When one in ten vehicles is a cab cruising for a fare, enough's enough. We need to look at bylaws addressing taxicabs. They shouldn't just be able to stop in a moving lane or a bike lane to take on a fare. There should be consequences. / / Our police are required to waste far too much time busting people who aren't causing any disruption at all because they happen to be drinking in public parks, while actual public disruptions terrorize our residents. If cops are busting boozing hipsters in Alexandria Park while some screaming psycho is taking the nearest intersection hostage, how are we supposed to feel well-served? Our public drinking laws are insulting to the public. / / Bike cops need to do a lot more enforcement on cyclists who are holding up traffic and breaking the law, and officers in cruisers need to nab those drivers who use our streets like they're racing courses. There's a whole cross-section of irresponsible drivers who slow down transit and cause congestion by pretending to be turning right, only so they can make illegal lane changes in the middle of intersections, to get in front of streetcars. It's one or two people speeding up their own commute by slowing down 70 other people's commute, and I've never seen them get any attention by cops, yet I've been stopped for not having bike lights on a sunny afternoon. A few very rude drivers and cyclists are wrecking the transit situation for the majority of us who are careful, considerate people who give ourselves enough time to get where we're going, and it doesn't seem important to police. I'm mentioning this here because it all costs taxpayer money! Insurance increases, congestion, healthcare, property values, and the general attractiveness of our city as a place to live, work and open businesses... all of these things take a huge hit from a couple thousand rude losers. / / In terms of our social safety net, one great way to get more people off of Ontario Works and into new jobs is to make the transition easier in a couple of simple ways: food and clothing. Welfare recipients in cities have to get their food from meal programs because their welfare income (typically about \$600) gets swallowed up by rent and utilities, leaving them without grocery money. This is why city-dwellers get stuck on welfare: they can't afford to go hungry during the critical period during which they are working full-time AND waiting for their first pay cheques. So full-time jobs are essentially inaccessible to them, and part-time jobs are rarely available in Toronto. I don't think that throwing more money into the Employment Start-up supplement is the answer, because those transitioning to full-time work don't really have the time or typically the skills to shop and cook for themselves - they're too busy scrambling for work clothes! If meal programs could mobilize to provide food at street-level, in minivans, through grocery stores or whatever it takes, they could meet new workers half-way and help them keep their new jobs. If these services were dependable, welfare recipients could more confidently engage with new work. Right now, making</p>

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	the transition, in the city, really is a huge obstacle. So we've got all sorts of employable people on OW who can't make the switch.
101.	Look at ways of preventing union from running the city; some employees such as garbage collectors or TTC drivers are overpaid. Also, the city was much more effectively run before amalgamation. This is a big city and blanket measures do not work; what works in Etobicoke does not work in Scarborough.
102.	The city needs to take a longer term view when making decisions. For example, when the Bloor Viaduct bridge was built, the city had the foresight to include a provision for a subway into the decision of the bridge even though a subway was not constructed until many decades later. This decision saved the city thousands of dollars. This type of visionary thinking is what is lacking in the city today. Also, the city needs to think outside the box instead of being trapped in its two option world - the city does it or the city contracts it out. There are other alternatives - community boards for example. The ice rinks managed by community boards are better run, better maintained and fully utilized. In contrast, the city run ice rinks are old and decrepit, often sit empty and don't have programming that is responsive to the needs of the community (I speak from experience as I play hockey in both types of rinks). The city should look at handing over control and operation of all ice rinks, community centres and parks to community boards immediately.
103.	arts, culture, recreation and public transit are very important aspects of running a well-rounded city. it may be worth it to increase fees for "luxurious" services in the future such as driving and overly-priced privatized classes.
104.	Should not cut services to those most in need- homeless, frail seniors, people with physical or mental/emotional problems. Also, increasing user fees for these people to access service will make it even more difficult for them to access services because they already live on strict budgets. / TTC passes should be free for seniors.
105.	Examine sources of waste not listed: / - street speedbumps were ground down and replaced unnecessarily, a huge cost an annoyance / - water is cleaned and pumped but an unknown amount is lost in city pipes; a priority should be placed on leak detection and repair / - construction workers routinely tear up roads and sidewalks replacing communication or other wires, yet only infill with asphalt, leaving the City to restore. Require the companies to do restoration. / - consider congestion charges levied on 905ers coming into the city (or tolls) / - maintain heritage buildings and increase density in the core by providing incentives for developers to do restoration work / - automate TTC fare systems (smart cards) to enhance commuter experience and prevent lines at old-fashioned ticket booths / - Harbord 94 bus is rarely used. Street should be for cars and a dedicated bike lane (use savings from bus line...bloor line and college can take extra passengers) /
106.	more bike lanes and better public transit
107.	The downtown population continues to expand as more condos are built and filled. Since I moved here in 2006 I have seen the decline of TTC service. It is almost unbearable now. Demand and need for more and better TTC service is essential.



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108.	Privatization doesn't work for the provision of services. The world over, privatization of public transit has led to massive cash 'subsidies' to private companies to run a service that ends up being worse. Privatizing garbage collection in Toronto would effectively destroy the waste diversion plan that took the city almost TEN years to put into place. it's finally working - don't fix it if it isn't broken!
109.	YES. Consider how hard the non government employees work to earn their pay cheques. Consider the benefit packages they have in comparison. Consider the working conditions, sick days, job protection etc. Consider all of this when negotiating with the government employees. IE subway employees, the police, etc. Respect my taxes.
110.	all the striking garbage and TTC people can be laid off for all I care
111.	Expanding the TTC
112.	Don't just go with the flow and support a Mayor who makes bad decisions for the city. Stand up for your constituents and have a backbone. We don't want police to have a raise, subways that drain our money when there was a solid TTC plan already in place, and cuts to programs that make this city a viable place to live.
113.	Our transit system is an absolute disgrace when compared with Singapore, Hong Kong and Tokyo.
114.	Yes. If they keep everything as it is would be better than changing anything. It seems they cannot avoid their convictions make a right pluralistic decision for the citizenry and future generation. How can you ask people if it is better to contract out public property such as TTC or Park? And why there was no increase in fines, car licensing, and such as they drain the cars drain much more than anything else and harm us most, perhaps stop the 11% income increase for the cops.
115.	City should consider how to reduce the use of cars in the downtown core. Public transit has to be made more attractive.
116.	Improving public transit is the ONLY way to improve the city. / Cars should be phased out of the downtown core. Much less parking should be made available at a much higher price downtown. Encourage and invest in public transit to make Toronto a better city. /
117.	We need better TTC service, with more buses and streetcars running frequently, and better organized. We also need more bike lanes across the city, as well as separated lanes downtown.
118.	Would like somebody on city council to grow a pair and create a vision of greatness for the city and act upon it instead of worrying about being re-elected in 4 years!! get something done instead of constantly cancelling the previous administrations projects. If previous city of toronto governments can get some pretty amazing stuff rolled out. For example it took just two years to electrify the streetcar routes and phase out the horse draw street cars. Why can the city not get done projects in a timely manner today?
119.	Consider alternatives to provide the same level of services. For example, for some TTC bus routes, we can use smaller buses to provide the same services but save the city

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	on the gas/maintenance.
120.	The focus shouldn't be on reducing cost as much as providing more value for tax dollars. Toronto has a considerably lower tax rate than other surrounding towns, the taxes at my parents cottage are the same as my condo, yet they receive ZERO services. the taxes at their home north of toronto are similarly higher than mine, for less services. Services can be improved without cutting jobs and cutting pay. Contracting out will only make corporations richer, the workers poorer. if it didn't, the company wouldn't bid for the contract. there is nothing wrong with city jobs being enviable jobs, the onus is on the city to make sure that value is there for the \$\$\$. \$100k ttc ticket collectors aren't good value for the \$\$, city-employed garbage men who have a pension and a decent wage so their children don't have to be garbage men is good value.
121.	add Queen St. Subway line and get rid of stupid street cars.
122.	find a way to increase transit use and services while decreasing motor vehicle use / make city more bike friendly
123.	TTC works well but it is becoming really expensive. I came to Toronto 7 years ago and the TTC Pass was around 90 dollars. It's more than 35 dollars increase in just few years : close to 40% for the same service. / I loved the idea that we could enjoy to go swimming for free and to know that families with low income could use those services. Now we have to pay 2\$ per person. Not everybody will be able to go swimming as much as they want anymore, that's sad. / I will love more French books in public libraries, what's exist is not enough. / Public health is suffering. It's really hard to find a family doctor. The service in hospital can be terrible. The approach to patient should be more humanist. You have to wait for hours and they treat you like a number in 5 minutes! I am really disappointed and it means that you are better to be in good health or you are in trouble. / Education is not on the survey and it's essential, why it's missing? /
124.	support and expand public transit, reduce the carbon footprint of city services and that of its citizens, house the homeless,
125.	Need a subway system extending through the city
126.	Good public transit is essential.
127.	The City should serve the underprivileged: increased free services for those at risk, those without work, those who require public transit, etc
128.	Bring back the car tax! It's disgusting you are encouraging personal driving rather than public transit and bike travel.
129.	look for efficiencies so the same level of services can be delivered using less money. / / TTC management needs to be reviewed. There is a lot of wasted money there.
130.	I like that the City is in great control of some of the public services, i.e. Police, Fire, EMS, Libraries, Parks and Recreation, TTC. I find it hard to make a decision based on the information given in regards to contracting everything out. I feel the above are being run in a great way and I would have no issue's paying a little more in user fee's/property taxes in order to keep them at the same level of service, and also run



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	by the City. I would like to believe that an Officer, Medic, Fireman, Librarian, TTC driver would feel a lot of pride being a city employee and servicing their peers. I know people that work for the city, and they hold themselves accountable for the work that they do, knowing that it is important to represent the taxpayers with the best service they can possibly provide. I also feel that if we contract the city out, we lose control of many factors, including holding individual companies responsible for lack or quality of services.
131.	1. don't do a slash and burn approach. / 2. start by fixing the top of the pyramid, the executives...cut the fat like (executive salary, benefits vacation etc) / 3. Toronto is a world class city and its about time that we start to get city services that reflect this. / Transit needs to be incredible, bring back light rail,, this will result in development in poor areas. increase affordability and increase your tax base. !!!!!!!!!!!!!!!
132.	There are many "services" on which nobody is ever going to make a profit, and it is the City's duty to provide them and to raise sufficient revenues to do so. / / I am very troubled by the proposed scheme to divert new tax revenues to subsidize the construction of one subway line even when these taxes might come from developments far from that line. This perverts the concept of local taxation funding local improvements, and risks underfunding of necessary work through pre-dedication of revenue streams. If some work is of sufficient importance to take funding from remote neighbourhoods, then it should be on the general tax base as an overall public good. / / The City's financial situation is a difficult one, and it is not helped by doctrinaire comments or references to pinko socialists. Equally unsavoury comments could be made about the Mayor and his inner circle. Such attitudes do nothing to help the general understanding of the problem and agreement on whatever solutions we might implement. / / Any discussion of funding requires transparency and full information about what is done now, what might be done in the future, and the effect of decisions we might make. This survey is interesting, but superficial, and voters need far more information to make informed decisions on many of these issues.
133.	Please support public transit and facilitate alternative transportation like AutoShare car sharing and Bixi bike rental programs. We need bike lanes. We need to fix the TTC.
134.	Think long term and what is best for the city rather than making decisions because of political ideology / A truly great society is determined by how it treats its most vulnerable / When there is extreme distance between the privileged of this city and those in need, that is when we run into trouble / Funding Programs for Youth ( i.e. Parks & Recreation ) is more important than Policing them / Improving health inequities helps make a safer city / There is a significant problem with racism and oppression in this city that desperately needs to be addressed / You desperately need to address the TTC issues in the extreme northeast & northwest....subways just don't make sense to those areas...you need to look at the TTC service to York University / Garbage pick-up by city workers is definitely cheaper than contracting out...you treat them with such disdain...it is a really hard, physically challenging job where workers

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	are prone to injury...they need our support not our condemnation / It takes an entire city to work co-operatively together ( that includes all voices and especially those of people in need ) to make this city great / Stacking consultations doesn't lend itself to us hearing everybody's voice...the most disenfranchised of this city ( and those who access and need the services the most ) are the ones whose voices won't be heard...that is unconscionable /
135.	Public transit needs to be expanded in Toronto, and not at the cost of its users. There are still too many areas that are difficult to get to by transit because they are simply not served at all, or served too infrequently. However, it's a real mistake to put the burden of carrying this cost on transit users - they are helping the environment by taking transit, not to mention reducing road congestion/maintenance through their decision to use the TTC. People who take transit are often low-income as well, and it's truly unfair to ask them to pay even more for using a service that should be encouraged, rather than discouraged through disproportionately steep user fees. Higher user fees and reduced service also does no good to encourage people who are currently dependent on their cars to take transit, either. Please keep our public transit public, and keep it accessible.
136.	The questions regarding the TTC were extremely few and superficial. This survey seems to want us to tell you what you want to hear, not what we really think.
137.	Consider the vulnerable. Bring back more transit options for poorer neighbourhoods. The better the transit options, the fewer people who need to drive, and the better the commute for those who do. We all benefit from investment in transit - drivers and TTC users alike. Cutting services is a false economy and a disservice to us all.
138.	Have to think long term - what do we want city to look like in 5 years time, not just next year. Must increase economic activity, transit, and PREVENT crime (not just police it!). Penny-wise approach may result in increased costs down the road as the affects of some cuts are seen.
139.	PLEASE remember the environment for the FUTURE of this city. Building 20kms of subway is VERY SHORT SIGHTED. I can RUN 20kms, to me investing that much \$ into such a small amount of subway is just plain ridiculous. We need to go to light rail- if Toronto wants to be a city of the future and keep in line with all the great growing cities of the world we need to think AHEAD to the future- light rail is cheaper and easier to get up and running. THIS is where our \$ should be going, not on small subway expansions. We should NOT be catering to cars on the road, but getting people OUT of cars onto GOOD public transit and into bike lanes (of which we need MORE of to allow riders to safely navigate through the city core- not just the nice green spaces). We need to think about how we want the city to run in the next 50-100 years, not just today.
140.	Stop being small-minded. Focus on what makes a great city and not just on the cost of everything. (Don't make stupid decisions like cancelling the Fort York pedestrian bridge.) People want to live in great cities that have great public transit (i.e., light-rail & trams), great museums, walking spaces, aesthetics, theatres, sports venues, parks.

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	They don't want to live in dull, ugly places dominated by cars and full of litter. Focusing on building a great, livable city will bring businesses and more jobs, and ultimately more tax revenues.
141.	I think it's very important that the level of most services are not reduced, even if that means increasing property taxes or user fees. Many services need to be increased to make Toronto the better city we should be: TTC, supporting the homeless, affordable housing, supporting vulnerable people. Most people would not mind paying more taxes in order to provide better quality services (or even to maintain existing services when they cost more each year). Of course every dollar spent and every program should be scrutinized to ensure there is no wasteful spending, but we shouldn't cut services that people need just so others can have property tax reductions or freezes.
142.	Many people rely on many of these public services, such as libraries, public housing, community centres, public health initiatives, public transit and so forth. Please keep in mind that many of these people are the working poor, low income or belong to vulnerable groups, and that these services provide them much help and relief as well as greatly benefit their quality of life.
143.	I would encourage City Council to be inspired by other great cities of the world (e.g. New York) and try to figure out how they provide beautiful city spaces, outstanding cultural events, great public transit, etc. while at the same time treating our most vulnerable citizens and creatures with respect and dignity.
144.	Providing infrastructure for cyclists is cheaper than providing for cars. Transit investment pays itself back over a number of years and gives the city its identity.
145.	Let's decommodify Toronto the good. Free Transit. Give empty housing capacity to homeless. Unionize all workplaces, including city hall.
146.	No more cuts to services. I use transit and rely on it.
147.	We need council to be forward thinking, not just about today's bottom line. / Many of the ideas being discussed in the news recently and currently will hurt this city greatly in the long run, for example, building a subway line with money we don't have vs. 4 light-rail lines that were approved and funding was available. / / Toronto should strongly consider a NYC-style payroll tax on the thousands of people who use our infrastructure all day, and then drive home to the suburbs and pay their taxes to a different municipality. / / Thank you for this opportunity to comment, this would be welcome annually.
148.	The TTC needs a LOT of help. Less roads, more rail.
149.	Don't outsource! Don't sell city assets. Ever! Invest in children, public education and infrastructure. Appeal to the province and the feds for funding since Toronto is the most important city in Canada. We need provincial and federal funding for public transit, childcare and infrastructure. Toronto has the most immigrants, the most educational needs and this must be supported by the larger Canadian community.
150.	Public libraries, public parks, public transit and roadways are all very important services that should not be cut. To save money on items like the TTC, the City should consider implementing fare programs like those in Montreal, Chicago and New York

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	City, where reloadable and swipable cards are used instead of paper tickets/transfers or tokens. This would significantly reduce staffing costs at TTC stations as people could use their cards to enter TTC facilities rather than have to show transfers or deposit tokens with TTC agents. It's also a way easier method of accessing the TTC and there's no dispute about whether you have money left on your card or time left on your transfer - which decreases altercations with public transit staff. Reduced staffing costs could then be used to increase service frequency and quality.
151.	It costs more money to have people who are homeless and unemployed than it does to establish strong social services that assists people to get back on their feet. It costs less to house a person who is homeless than to respond to the health concerns that arise from a lack of shelter. It costs less to provide leadership opportunities for youth than it does to treat bullet wounds and jail them. I hope that the city is forward thinking in its approach to budget issues and social services. We need access across the city - including where services are accessed and how individuals and get themselves to and from services. We do not need a small subway line, we need a massive overhaul of transit services so that people in Scarborough and Etobicoke also have the ability to access the services that they need.
152.	Don't cut services. They are already below other major cities (especially public transit and environmental programs).
153.	Please look at the great cities around the world and the size of their subway systems. I am aware there are greater costs involved but we should be looking at creating a world class subway system, replacing streetcar routes no matter what the cost. I would love to see a Subway going from the future Finch West Station south along Keele, then along the existing rail corridor to Queen St and East to Nevelle Park in the East end. For this I would gladly pay a 10% property tax increase.
154.	Public Transit is vital for places to prosper, the same with childcare...too many people can't afford it.
155.	Why is there such a huge disproportion of the property taxes funding the public school systems and the TTC and not that of the actual critical services that the city needs? City council should take a closer and careful look as to where the public fundings are being diverted to and to be well -spent on. Where is the biggest bang for the buck for taxpayers' money? City council needs to practice tight fiscal responsibility and accountability if there is to be a better future on Toronto.
156.	I notice that there is never the choice of "try to get the provincial and/or federal governments to provide this funding". Given the federal government election results, with so many fed govt representatives in the GTA, now is the time to apply pressure to get some of these services better funded. For example, the TTC, I believe we are the only jurisdiction in North America which does not receive substantial provincial/federal subsidies. Also, we need to pressure the province\feds to give us a national child care program, as in Quebec.
157.	We need good public spaces, with clean sidewalks, beautiful buildings (especially heritage buildings), beautiful parks. We need good and speedy and reliable transit.

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158.	Yes, Ask the Provincial Government and the Federal Government to subsidize the TTC. Stop privatization of public services except the Police Service. Go ahead to privatize the Police Force. This is the only public service I agree to privatize! The Provincial and Federal Government should also subsidize the social assistance.
159.	Remember that the city needs neighbourhoods to thrive, not more highways for cars. We need culture, libraries, services for all citizens, not just those who live in the suburbs. You must also keep in mind that the cookie cutter approach is not appropriate in such a large, diverse city. Taking away streetcars or buses from "old" Toronto punishes those who cannot afford to drive. Please also pay attention to the need for green spaces - crucial for the health of the city and its citizens. And finally, please ensure community input - not just through this survey but through citizen committees. The city belongs to all of us, not just City Council and City employees. Thank you.
160.	Transit is important, The environment is important. Social services are important. The mayor's agenda for reducing the "gravy train" is an embarrassment. Especially in light of the huge increase in salaries to the police services, and paying police to stand around construction sights.
161.	Municipal services are integral to a healthy city. People rely on them. They make our city a better place to live. They represent jobs. They ensure equality. We have a civic responsibility: everyone should have access to transit, good housing, recreation, daycare, etc. The City provides those things, and if we cut funding or 'contract out' we lose the accountability and transparency (not to mention quality) maintained by those being in the public sector. /
162.	Licensed contractors or service technicians should be able to purchase parking permits valid throughout the city valid for day use. Parking wardens should be issued Metro passes, a good pair of boots, and sent on their routes.
163.	Honour fare system for the TTC with ticket inspections. The buses and streetcars will move faster because the driver can concentrate on driving. Also, let's have 1, 2, 3, 5, and 7 day TTC passes as is done for transit in other cities in the world.
164.	Toronto's transit is already woefully behind. Good transit is needed to take the city into the future - our population is only going to grow. Don't be bullied by the police union. Everything needs to be realistic, fair and proportionate. Avoid fear-mongering.
165.	Budgeting should include the "total cost of ownership" for say a 10 year period. Start to fund subway and LRT expansion on an ongoing basis rather than doing it on a project basis - i.e. every year there ought to be one or two more subway or LRT stops going in rather than the stop and start again process which leads to "BIG PROJECT" funding needs.
166.	Effective and Comfortable Transit; Alternate Transportation, i.e. bicycle network
167.	the city is a community. cuts to community programs and services hurt the city. The city is a vibrant hub of arts and culture. cuts to arts and culture hurts the city. The city is a shining example of clean and environmentally sound programs and transit. cuts to or privatization of TTC and/or organics pick up and recycling will be detrimental to the

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	city. / I would rather pay more tax than have cuts to city services and would also rather pay more tax than increase user fees when the city has so many poor who cant afford things already
168.	Reduce cost on TTC fares !
169.	Contracting out city services does not work. The quality is always low. The city needs to stop contracting out essential services including construction, roadways, transit, etc. Arts and culture programs are important for Toronto to maintain itself as a vibrant world city. Public services like libraries and health NEED to be provided by the city. Transparent government and government accountability are essential.
170.	Don't cripple or slash spending for our important public/social services. Continue to support Toronto as a cosmopolitan, immigrant-friendly, cultural capital! Support transit, environmental sustainability and fight segregation. Work to end discrepancies and inequalities by supporting public education, healthcare, childcare and other services. Don't let my wonderful, diverse, beautiful city become a divided mess that does not take care of its less advantaged residents. Work to make Toronto the envy of Canada and the world.
171.	Do a historical perspective of city services 20 years ago, 30 years ago. Remember how the city population has changed both demographically and multiculturally. Seniors are making up a large part of the demographic and their needs must be met. Many seniors cannot access the subway system because escalators and elevators aren't working in many stations. Social housing problems will not disappear if the communities living there do not have support. The city should look for partnerships with the private sector where possible to help support community centres and rinks. If Rogers can support the Dome why not the local skating rinks? Much more free publicity. they can write it off as a charitable donation.
172.	Please allocate more money toward building new public transit routes and bike lanes.
173.	Many investments are about economic development - it is partly the City's job to provide the framework on which economic development can occur. E.g.. TTC provides important ingredient for making economic development possible. Don't "kill the goose that lays the golden egg."
174.	Focus on the neglected LGBT community, on TTC, garbage and cleanup, health services, and security. Everything else - zoos, theatres, cultural programs - it's all icing and not necessary. If you need to cut something - cut cultural programs not health services like the Hassle Free Clinic. If you need to increase user fees, do it for non-essential cultural programs not something like TTC.
175.	Just again, the TTC. The bus services should be better managed and restored. /
176.	Build much more rapid transit. The transit priority is the at risk neighbourhoods. / Build much more city owned affordable housing.
177.	Crime, Health, Safety and expeditious snow removal on sidewalks and roads should be priority. / Contract out things like garbage, TTC and any other service that cannot be deemed "essential". The people of Toronto have to be able to continue living without being held hostage by striking unions. There are plenty of hungry people out



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	there willing to get paid for a days work.
178.	Transit is the most important issue facing Toronto and the GTA. If you don't implement fees to reduce road congestion and vehicle congestion, the City will continue to lose money into infrastructure and fees will be exported to outlying communities with lower property taxes. Vehicle fees and tolls for entering the city are the only effective way to combat sprawl and maintain revenue.
179.	Historically, several city services, such as the TTC and garbage collection, have run poorly in their current condition. It would make sense to try contracting them out to see if we can see an improvement. By contrast, services such as the Toronto Police and EMS have run well while being managed by the city. Therefore they should stay in city hands.
180.	Fix the TTC
181.	Do not cut the services that serve the GENERAL PUBLIC as opposed to special small groups. Services such as: police, fire dept., emergency, public libraries, TTC, garbage should be top priority for the city. The rest, such as community based programs, heritage, theatres) should be considered second priority.
182.	Better transit, green energy, parks and recreation infrastructure esp. for marginalised neighbourhoods, better education (child centred not grades centred).
183.	Remember that good money spent isn't lost - it is an investment in the future of the city, and could result in savings and generated income later. Don't ignore investing in our transit, our youth and the quality of our city for temporary savings!
184.	If I had to rank the two single greatest priorities of City Council they would be the following: / 1. Get the house in order. The City needs to greatly reduce spending, increase the efficiency of service delivery, investigate private delivery/contracting-out of services and hold the line on taxes. / 2. The TTC needs to expand its subway network. For a city that is an international commerce hub, we have an embarrassingly inadequate mass-transit system. The three most critical new lines should be: 1) Eglinton Cross-Town Line (as a subway, not an LRT); 2) Downtown Relief Line; and 3) A Subway Connection to the Airport, either from the Eglinton Cross-Town Line or through extension of the Bloor-Danforth Line. Subways are a massive capital expenditure, meaning it is unlikely that they can all be built at once, so the city should develop a plan whereby an additional specified number of KM of subway are built each year until the entire expansion is complete (Perhaps 5 km/year over 20 years). The City should also investigate delivering the new lines via a public-private partnership model. Federal and Provincial governments should have a role in ensuring Canada's financial capital is able to effectively move its citizens and workers - particularly international visitors who bring capital and talent to the City. The City should investigate a long-term deal with these levels of government to provide a modest amount of annual funding to contribute to the annual expansion targets - i.e.. \$500M/year from feds, \$300M/year from province (these amounts would not be significant to the overall federal and provincial budgets but would be instrumental in achieving the City's annual expansion targets). Using the DBFM P3 model, the City

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	could use these annual contributions as well as its own investment to make annual interim substantial completion payments to the P3 contractor (such payments would of course be dependent on the contractor completing the work on time and on budget).
185.	Good cities are based on having good service. These attract good businesses and people who take pride in where they live and want to be citizens. Funding for many things in Toronto (such as the TTC, library, affordable housing and supporting good design and planning) should be increased. /
186.	The TTC is the city's most important resource.
187.	Kids are our future keep the programs going. / TTC workers are the hardest working city workers we have. STOP making them out to be all over paid for easy work. The future of the workers is important and the keep this city moving. If your going to cut jobs get the people in the offices that are over paid with not Customer Service skills. Or the ones that mis use our tax paying dollars.
188.	Balance the budget; keep property taxes low; stop expanding unnecessary "social" services that should be addressed by the Province; Contract out TTC services/allow competition for bus routes.
189.	As I said before, reshape traffic! This will, in the long term be good for property taxes (you can have more people living inside Toronto instead of surrounding suburbs. You can use all the extra land rather than concentrate on the downtown core. / / By playing with property tax values, toll roads and improving public transit along with incentives for businesses to move out of the surrounding suburbs and back into Toronto (into the old suburbs of Etobicoke or Scarborough for example) you will slowly improve revenue by utilizing all the land area we have. Study where we can place satellite business centers and give incentives to businesses that have moved to placed like Mississauga or Markham to move into places like Scarborough or Etobicoke.
190.	Cutting costs in administrative areas should be a priority. Cutting costs in front line services, especially parks, transit, police and fire services should be avoided by increasing property taxes.
191.	The number one issue: Build subways whatever the cost. I would support raising property taxes for this. The city is going to strangle without a better public transit network, and we have to stop clogging up traffic with streetcars and bike lanes (and I commute by bike... I know how stupid the current rag-tag bike lane network is now!)
192.	Outsource if it saves money. Get rid of jobs for life, unions, collective bargaining, ban all strikes. Run govt businesses like a regular business, efficiently and to cover all costs i.e. the TTC. Have user fees cover the cost of these types of services. Review funding to special interest groups. Expand sport, arts, parks, recreation and the public face of the city. Underground public transit. No bike lanes. No street cars. Work w the ON govt to buy back the 407 and make it free to reduce gridlock.
193.	NEED COMPETITION FOR TTC, WAGES, FEES ADMINISTRATION WAY TO MUCH
194.	Please focus on improved service to transit



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195.	Reducing public transit funding and funding for arts and heritage programs is ludicrous. The same amount paid to one person working in a science related field can pay three salaries in an arts field. More funding for the arts would increase job opportunities. Students across the GTA rely on the TTC, particularly those in college and university. So the people who get stuck in class until 10:00 at night are those that suffer the most when you cut night time routes.
196.	More feasible ways for people to get around aside from cars. Improve bike lanes, walking paths, and mass transit.
197.	Inclusion of the actual make up of the city: Diversity, LGBTQ, Aboriginal, People with disabilities, people from all ethnic backgrounds, women, youth voice, more accessible services and languages. Better TTC service - more accessible TTC service in terms of cost and physical accessibility
198.	Yes - think big. Toronto as a leader among cities on the world stage. Don't cut but invest in our future. Improve public transit, libraries, parks, community centres, ballparks (need new bleachers and washrooms), keep day camps and swimming lessons affordable, invest in our youth and in literacy.
199.	1) Work with other municipalities to deliver services (transit, social, economic, etc.), 2) Transit is essential from an economic and environmental perspective - funding it needs to be holistically tackled (private, public investment, and senior government commitment).
200.	What I said before... / Cut managerial staff. Cut staff who only go to meetings. Meetings don't accomplish anything. Meetings breed more meetings. Based on what I've seen of large organizations (government and private), it's the bureaucracy that will never make the so-called "hard decisions" about their own jobs. And since it's the bureaucracy that makes these decisions they protect their jobs and salaries, thinking they are too important. Well, they're not. The people who are important are the guys picking up your garbage, the men and women driving the buses and streetcars, the cop on the beat, the librarian who's introducing your kid to the world of literature or the swim teacher teaching your kid to swim. There the ones whose jobs should be protected. Unfortunately, once people are in a position of power, whether a middle-management bureaucrat or a fat-cat elected politician, they forget where they have come from. / And remember, based on what I've seen of this survey and the mayor's actions so far, he knows the cost of everything but the value of nothing. So when considering these cuts I'm sure no one will ever consider the over-all value of something, and just look at the pennies. Operating a city like this is not the same thing as preparing a budget for a 4-person family, and every time I hear a politician say that kind of stuff, I want to scream. Oh yes and don't make comparisons to how much something cost 20 years ago for the same services. The last time I looked my grocery bill has gone up 25 per cent in the last year for the same amount of food!!! You think the TTC is always gonna cost the same to operate year after year
201.	Invest in a complete transit network. More buses, subways and LRT, in a comprehensive, long-term plan. Increase property taxes to pay for the backlog in

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	construction. We also need to lower commercial property taxes, especially on apartments and condominiums.
202.	The environment is first. TTC is important here because we must get cars off the roads. Recycling is currently nearly impossible - I know you don't think so but it is - this must be remedied, in particular recycling of plastics & some other approach than the current ridiculous fiasco in the area of used electronics.
203.	we must improve public transit and internet capability to continue to make this city desirable for businesses to locate.
204.	Increase bike lanes in Toronto to improve the health of citizens and improve traffic flow. Don't rip up the streetcar tracks! More funding for the TTC.
205.	Make investments in the future. Develop the city into a denser, more connected, less-expensive per capita city to serve. When planning for the future, never forget climate change is the planet's number one problem, and rising energy prices are here to stay, so we'll need a lot more transit capacity all over the city, and we'll need it soon. Encourage biking and walking. Rebuild the suburbs so they can sustain a biking, walking population. Break down the separation of uses so people can live, work, shop and play without driving.
206.	You need to invest in infrastructure now. In 20 years, Toronto should have four times as many kilometres of subway track as it does now. Car traffic on our city's streets is an environmental nightmare and is on the way to being a Mexico-city style health risk. The only sane way to reduce it is to offer everyone (not just those able to afford to live and work on Yonge or Bloor) a faster and more pleasant way to get across town. That means subways, not light rail or buses. I know subways are more expensive, but they are also the only form of transit worth the money.
207.	Make Toronto a better place to live than it is today, a place where we the people living in this city can live a good life and be proud to say that we live in a great city. "Great" is more important than "cheap". I am retired, live a frugal life style, and have a limited income, but even so, I accept that paying taxes is the cost of living in a civilized society. I like my tax dollars to be spent wisely; but for people like me life is greatly enhanced by good transit, the cycling network, libraries, parks, clean air and water, etc - please spend my tax dollars on these services.
208.	I am much more concerned with the quality of services then the cost. While fiscal responsibility and accountability is essential for any organisation, cities are judged by the quality of services it offers residents and visitors, not by the cost of providing them. Great cities have useable parks, a wide reaching public transit system, public arts and culture venues and public libraries. Improving the quality of life for residents and providing services that allow for business to succeed is what attracts further business investments, economic migration, as well as tourism. I'm not concerned with how services are funded as much as I'm concerned with the quality of services.
209.	Kill the Diesel trains from Metrolinx
210.	The City of Toronto needs to invest in the TTC. Without an efficient and reliable TTC, The City of Toronto will never achieve its full potential.

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211.	Don't be afraid to try new concepts (i.e. competition for public transit, road tolls, selling the parking authority). Also, make sure that any decisions are economically sustainable (i.e. will save / generate money in the long run)
212.	Do NOT cut services significantly (as you did with the TTC). Reducing services and increasing fees at the same time is meaningless; just increase the fees a bit more for those that can afford them.
213.	Basic level of infrastructure, roads, sidewalks is disgraceful / Traffic congestion is outrageous waster of time and scarce resources / upgrades to infrastructure and public transit (which can be contracted out) should be made an absolute priority / this is a quality of life issue and will benefit ALL citizens regardless of income.
214.	Transit is a big issue. We need a better TTC system and better bike lanes.
215.	Please have one company run public buses and another run the subway to foster competition. Please ensure competitive and transparent bidding for all contracting out. Please protect our most vulnerable and our environment.
216.	Public consultation such as this survey is important. Such consultations should not cost an exceeding amount however. Advertisements could be posted on the TTC as an in-kind donation for example.
217.	As I was just saying: / / Please, please, please, STOP ALL THE MYOPIC, SELFISH LEFT/ RIGHT WING POSTURING AND THINK ABOUT OUR GRANDCHILDREN'S TORONTO BEFORE IT'S TOO LATE. EVERY BODY has to pay. Slash the salaries and benefits of all public servants to fit the times, which would bring everybody down by at least 30%, ESPECIALLY the Mayor, all council (more like 45%) and their support staff. They shouldn't even have support staff. Make all businesses pay for themselves. If they can't provide a service that keeps them in business, too bad. SLASH all arts funding. Arts will continue the way they have for unsubsidized millenia, but with less ego and whining. If you can sing, or paint, sing and paint for your neighbourhood in your spare time. And for God's sake, keep the fee for plastic bags as a pathetic little starting point and move quickly to DRASTICALLY increase fees for ANY environmentally damaging practices or uses of materials, in every direction. This includes CARS - the use of cars should be incredibly cost prohibitive (an increase of at least 200% through a CAR TAX in the inner city, as well as drastically increased parking fees and fines). Either dramatically improve TTC and garbage collection customer service or contract it all out. They are spoiled and rude brats. Throw out all the expensive police gadgets and cameras and SLASH the bloated police budgets just as brutally as everything else – we're talking 30% (use some of the savings to retrain them out of the hi-tech black OPS computer game mentality the cops under 40 seems to have been raised with). Above all, do everything we can to dramatically reduce the involvement and influence of large multinational corporations, big government and big union interests in our cities and decentralize by dramatically increasing engagement of community members at the local level so neighbourhoods increasingly decide on important neighbourhood decisions wherever possible - NOT council or city hall. We should all be growing our own food on city streets that are increasingly

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	abandoned by cars. Almost all residential streets should be converted to food production by 2030. If we don't do these kinds of things and all make sacrifices and come together, the generations to come will be cursing our monumental, ideological, self-involved stupidity. /
218.	I would really like to see the tone of discourse change. Ever since Don Cherry's speech, I've felt like every new development at City Council is accompanied by a hearty, "There, pinkos, how do you like THAT?" I'm not on any gravy train; I'm a university student who can barely afford groceries. My friends are losing their bus service. My relatives' jobs are in danger. The city I love is being gutted. I've never had anything against people from the suburbs, and I totally understand that the downtown has advantages that they don't. But I think the solution to that is extending better services to all parts of the city. A healthy city is a safe and prosperous city.
219.	Much more real bike lanes / Much more TTC service
220.	Toronto is Canada's largest city and the economic engine of not just our province but also the country. It should be the greatest city in the country and really be striving to be as good or better than other great cities around the world (London, New York, Paris, Sydney). We need to attract people to live here and to increase our productivity and economic output. Cost cutting isn't going to bring anyone to Toronto. We need to invest in transit and capital projects that will build our city on the world stage.
221.	The entire Council should vote on all major issues such as transit, environmental services, waste disposal. In a democracy it is not acceptable for city staff to make the decisions. It is not acceptable for the Mayor to make any decision on his own
222.	Get traffic under control by massively improving public transit / Green initiatives such as mandating roof-top gardens, renewable energy projects, bike lanes /
223.	Please do not cut essential services! Arts, culture, environment, public transit, social services, are all essential elements which make Toronto a great city to live in. No savings are worth losing access to these services over. Saving money in the long run is not worth it when you think of how Toronto would be without arts, culture and other essential services. More citizens should be encouraged to support services, rather than being faced with scare-tactics that tell them to say "no" to services or "yes" to contracting-out to keep their money in their pocket.
224.	Currently getting around this city is very painful. Traffic jams are horrible and the TTC is providing pretty crappy service over all (It takes me an hour to get some places by bus that take me 15 minutes by bike). My morning commute is about 45 minutes, the same drive is about 10 minutes in "off hours." That is pretty bad.
225.	City should be spending money on the City's Infrastructure. Roads, Subways, Transit, etc. There is way too many traffic delays due to poor Public Transit. This improvement will improve the City's overall economy.
226.	The roads in and leading to Toronto are becoming increasingly over crowded. A fee for regular commuters who opt to drive in to the city rather than take public transit

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	could be used to subsidize public transit which would both get cars off the road and allow the city to increase public transit options which would make public transit an even more viable option for commuters. There should be exceptions to this tax for individuals who must drive as part of their job, such as construction workers, delivery trucks, freight etc and should also be based on income levels.
227.	Communities that have better economic opportunities through training programs, access to transit and activities for their children will be safer.
228.	The TTC is shameful. I can't stress that enough. It needs to be cheaper, far more efficient, and infinitely more user-friendly (and friendlier).
229.	Yes. Please benchmark Toronto against the best global cities in the world. PriceWaterhouseCoopers and the Partnership for New York City graded 26 metro areas on business opportunities, culture, livability, and innovation and Toronto came in at #2. Viewing Toronto through the lens of our global brothers and sisters will tell us where we are doing well (environmental, green, sustainability) and where we can improve (transit). We should also not be afraid to talk with other cities about how they deliver programs and address the costs of doing so. Engaging globally will inspire us and give us targets to shoot for. Also, don't be afraid to tap the private sector for expertise in particular areas (marketing; engineering etc) through advisory bodies or councils.
230.	The city is expanding and needs improved services just to meet our current needs. It would be better to be forward thinking and plan for future needs rather than just barely meet what we have now. We need to improve our streets and make them complete so that they include efficient and accessible transit, bike lanes and pedestrian areas and we need to decrease on our environmental impact and continue to support communities and businesses in finding ways to be greener. We need a vision of a progressive Toronto where all people would be proud to live, work and play and we all need to work towards that vision together.
231.	Environmental sustainability and investment in transit will pay for themselves many times over. Penny-pinching will cost us more down the road.
232.	Transit infrastructure INCLUDES bikes: a healthy, safe, cost effective and efficient mode of transportation, if you DESIGN and PLAN for it to be. Please!! Please make this a priority.
233.	less cars, more and more affordable & reliable mass transit, and more cycling lanes & cycling incentives
234.	invest in public transit now - it will only continue to increase in cost in the future.
235.	This is where we live, and who we are. Let's make it beautiful for everyone. Fewer cars, more transit, better housing, better services, better education.
236.	Bicycle lanes. Look at how many people are cycling in the city from April to November. There is a significant number. This means fewer cars clogging the streets and fewer passengers clogging up an already overburdened TTC. Make more bicycle lanes and there will be more cyclists.
237.	Our city is crumbling, we need to rebuild basic infrastructure and change our mind-

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	set. It is much more cost effective to use bicycles and transit then it is to encourage driving. We need to set up our city as a walkable, and transit-able city. We can't support the traffic we have now and as the city grows it is only going to get worse.
238.	DON'T BE PENNY WISE AND POUND FOOLISH - don't save money just for the sake of saving money. / / Money must be saved by finding smarter ways to do things and not at the cost of reducing the livability and viability of the city. Find the proper balance between reducing costs where appropriate and increasing investment in infrastructure and programs that can deliver value for the city. For example, the money invested in Waterfront Toronto will pay huge dividends for the city in the future and is money well spent. / / Delaying spending in infrastructure that is critical to maintaining the competitiveness and livability of the city (ex: public transit, economic development) is NOT smart money management. Find savings but also keep building a globally competitive city.
239.	Please keep in mind the recent survey that said Toronto was one of the best cities in the world, except for the bad transit system. We need to make sure people can get around.
240.	Keep libraries publicly funded, we have a world class system and it reduces the divide. Neighbourhood libraries, provide access to information technology, employment resources, information and research resources, programming for children and adults that reduce increase literacy rates. Public Transit is also an important focus, increase bus service in locations, many people rely on local transit to get to and from work and for those who work odd hours regular bus service is important. This is what makes a vibrant and productive city.
241.	Don't pay firefighters to sleep, 24 hour shifts are crazy. TTC and collection have been looked at but you need to look at fire.
242.	The TTC is awful. When you compare it to Other world cities' transit systems, it's quite clear how much it sucks and how overpriced it is. NYC - \$2.25 per ride. We need to take their system and implement it here instead of just merrily burning money on a system that doesn't function and indulges bad behaviour by employees.
243.	/ Clean transit / / Reducing the gap between the rich and the poor / / Holding big business accountable for pollution and actions that harm the environment. Households cannot "save the environment" by switching to energy star appliances and efficient light bulbs. Comparatively, the industrial sector does much more damage. It is the arena where steps toward protecting our environment desperately need to be taken, and soon. / / Keeping water services within jurisdiction of the city. Water is of paramount importance for every single citizen's basic health. Please remove water privatization from the table, it should not even be up for consideration.
244.	Reduce the salary and welfare of TTC employees.
245.	This is an extremely flawed survey and I find the use of the language "I don't care" appalling when we're talking about services that impact hundreds of thousands of people in a very significant way (TTC, affordable housing, etc.) The City is responsible for continuing to provide the services that it currently provides. Why is it, exactly,



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	that we're looking at a deficit? What ideologically-based decisions has the Mayor and the executive made that are in NO WAY FINANCIALLY SOUND (ex. privatization of services like garbage collection, subway building vs. light rail, etc.)? User fees for those who cannot afford to pay are not an effective way to provide services for residents.
246.	Toronto is one of the biggest cities....it does not have enough art support....ttc is overly expensive....housing costs and services are through the roof....it does not even have access for those who can't afford to see simple things like the museum....every country has a major city museum with one free night or day for those that can't afford it....we don't even have that. You have over paid city employees doing the bare minimal in work while the tax payers foot the bill.
247.	Think more about creating a dynamic, people focused city. That means more emphasis on bikes, ttc, arts and culture and less on tax cuts and the supremacy of cars.
248.	Explore possibility of setting up a Commission to award a designer and sculpture of a bronze windsurf themed statue at 2 Regatta Rd., Waterpark Place, Toronto Winsurfing Club, Zen baby!
249.	Equity, access and safety are crucial. Transit, housing, childcare are essential. / Contracting out can work well for Partnerships with Not for Profit agencies/community partners. Mixed model of delivery works well.
250.	Get more for transit from Province / Get more for housing from Feds
251.	The TTC keep charging more but service has not improved in many areas. For example the buses come late and in a group as opposed to single or two buses coming on time.
252.	Have referendums to ask it citizens on what they consider essential services - maybe when elections occur; allow all taxpayers to vote! / Continue to press govt for portion of the gas tax to fund public transit / Stop doing/delivering services provincially mandated / City staff to take responsibility for their jobs and support to the public.
253.	Major decision should be done with community consultation e.g. Sheppard Subway. / Privatization of unionized jobs is lowering the living standard.
254.	reduce the number of wards to half / lower your salaries and perks / don't provide unnecessary bureaucracy because it's costly / got out of social services, give it to the province / get rid of the ttc - amalgamate it with GO Transit / get rid of the CNE - amalgamate with Ontario Place / get rid of the Parking Authority - sell off the garages and parking sites / get rid of the Metro Zoo - how many more wild animals have to die / charge user fees for city employees parking, day care centres and other freebies / make sure the people in Toronto proper have metered water usage
255.	1) I think it's vital that City employees live where they work. This is especially important for policing staff, but also for other concerned with City programs (City planners, librarian staff, e.g.) Engagement concern and understanding greater if one lives and plays where one works (by this, I mean, in City of Toronto, and not Vaughan, Mississauga, Oakville) (see City of Boston policy in comparison with city of

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	Boston/ohr/residency asp) / / 2) Improve TTC fare-paying system to ensure control of cheaters.
256.	privatize parking services, some daycare and some transit services. Look at models in European cities and Asian cities that seem to be working.
257.	The city ought to uphold its own policies around human rights and access issues / The city needs a Women's Equity office / The city must meet the needs of vulnerable populations / Invest in the transit network and ensure affordability and comprehensiveness / No one ought to be asked to disclose citizenship status / Services that currently receive less than 2% of the city budget should not be eliminated or reduced / If the city chooses privatization, good oversight and enforcement must be in place to ensure compliance to city policies; especially hiring employees / Ensure the Tower Renewal project goes ahead / Improving and enhancing services is important
258.	- No privatization of services / - Make big business and those with higher income levels pay more for everything / - Make people/commuters into the 416 area from 905 pay more for roads, infrastructure, using transit / -
259.	Cut funding for police and spend it on TTC, recent 11% raise for police services is a contradiction of City Hall. They're picking and choosing what they want to fund.
260.	Focus on the core responsibilities of providing police, fire and EMS, then transportation including the TTC, and maintaining our infrastructure and parks. Eliminate spending in areas that should not be paid for by the city ratepayers such as arts, culture, and theatre, as examples of items that should be entirely privately funded; these are nice frills, but do not rise to the level of commanding support with public tax dollars.
261.	Public transit is the most pressing issue facing Toronto which effects business and other services
262.	The city needs to do a review of neighbourhood demographics. I believe that the city's information is outdated. For instance, in my neighbourhood, Danforth Village (near Danforth & Coxwell) the TDSB and other city services are operating as if this is an aging neighbourhood. In fact the area is BURSTING with young families that are in desperate need of park upgrades, recreation facilities, support of local businesses that meet our needs, TTC services and daycare.
263.	Public transit will always be a loss but it's a fact of running a modern city. what other city in the world makes money on their transit, non! So keep on building the vital infrastructure we need before business and our environment come to a stand still.
264.	I feel that the city needs to look at Police services which is one of the highest costs for efficiencies & cuts - especially the misuse of tax payer dollars for monitoring construction sites and traffic management - surely the former is not needed to extent it is provided today and also traffic calming & parking monitoring could be done by non-police personnel who's pay would be commensurate with the lesser level or responsibility and risk. As well, I feel outsourcing or contracting out of TTC like services in other cities has proved to be disastrous. The need for elected officials to



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	behave in a manner that is transparent, open and accountable is also very important - the mayor should and must respond to and speak to media (as it is not reasonable or feasible for him to speak directly to each resident in the city).
265.	keep ttc public
266.	allow condo development on TTC subway stations
267.	Build more subways (not LRTs) like there are in ALL great cities in the world. We must be the only city of our size with such a poor subway system. Don't be afraid to invest heavily in it and raise taxes to cover the cost.
268.	The cost of cancelling the Sheppard LRT
269.	Homelessness is a pit which burns money and shows no long term results just let it explode and let the province deal with it if it wants to or let them find new communities making homelessness less painful isn't helping. Constant subway growth and building makes more sense than the stop and go approach we appear to be using. Many of the worst issues on the TTC appear to be caused by poor route supervision and scheduling. Ban all left hand turns in the city start converting roads into one direction rather than both to improve traffic.
270.	Need to improve quality of services, as they appear inferior to other cities when I travel. So we have a costly system, with inferior road conditions, inferior transit, slow, non-responsive, indifferent government employees for things such as inspections required to open a restaurant - yet we have expensive parking, parking ticketing agents swarming popular travel routes in the city to raise money, bike lanes in the wrong places...
271.	Don't cut things we know our children need to have solid futures - things like leadership programs, access to fitness and wellness, great ttc, etc. I will be so much harder to put them back if we cut them now.
272.	Offering up the subway station naming rights to the highest corporate bidder is NOT a good option for funding city services. / / I want to live in a city that supports, includes and celebrates difference among residents through city service provision.
273.	We need a progressive tax system. The annual vehicle fee should not be cancelled but rather used as the basis for subsidizing TTC. Parking fees should also not be decreased This is not about being anti-car (indeed that fee was minimal), but rather seen as the basis for investing in a better transportation system for now and the future.
274.	The importance of fast affordable transit / Bike lanes and more green energy options
275.	many picturesque fountains are out of commission. There are two in the beaches that are shut off and decaying. please repair and maintain fountains. they look especially awful if they are abandoned. many drinking fountains are also broken. can't a sturdy design be found?
276.	The city has recently made the decision to spend more money on the TTC expansion through extended subway services instead of the light rail transit that was previously planned. The light rail transit plan would have doubled the amount of kilometers in public transit and would have saved the City millions. This is just ridiculous planning. If the City (and mostly, our new mayor) would learn to spend wisely, maybe there

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	would be more money for increased services elsewhere.
277.	Investments in city services save the city money in the long run. For example, people who can go to work easily and efficiently on public transit provide a good labour force for the economy.
278.	WE NEED AN ARCHITECTURE SPECIALIST TO VETO BAD DESIGN - IT SHOULD BE LAW THAT EVERY DEVELOPER PAYS FOR THE EXTRA INFRASTRUCTURE NEEDED TO BUILD AND THEY MUST PROVIDE SET BACKS, HSORT CUTS AND AMENITIES IE DAYCARE SPACE, MEETING SPACE, PUBLIC ART WORKS AND EHNHANCING THE STREET LEVEL ESPERIENCE SEE LISA roCHON'S COLUMNS ON THIS ISSUE in the Globe and Mail / Transit - start building subway on Bathurst Street !!!!! Have you seen it during rush hours? north and south?? / How do you stop road rage when these traffic nightmares are a daily part of working people's existence? / You must dedicate Bus Lanes and triple the number of them to take people to work and get them out of their cars - and move the carless quickly to and fro work play etc. / Stop Sprawl / Stop Sprawl / It will be our demise one day / / Police and Fire - huge wastes of funds - when I see 3 or 4 trucks at a non event - why do so many respond to a non fire event? / forget 2 officers in cars / and again - why do I see 4 or 5 cars resooinding to a homeless person - 5 officers hovering over a person who is helplessly drunk / Can they not distinguish who will go - send one car? not 3 or more / their salaries are a disgrace / they are not trained well / they should be walking the beat -0 get them out of their cars and onto the s=trees / and the accountability is not even close to being there / the Parks Dept. is qauite a fiefdom / too many managers and layers of managers I know I have dealt with Parks ongoing for more than 3 years / and sub managers / too few enforcement staff / for parks and animal services / /
279.	The TTC is the most expensive public transportation system I've ever come across, making it inaccessible to the very people it is supposed to serve the most. As well, having such high rates discourages possible riders, who opt to drive instead, increasing pollution and traffic.
280.	stop cutting user fees like the car registration, bag tax and then turn around and tell me you need to cut or contract out services because you need money. we live in the city because we love what it offers. I want to ride the ttc affordably, go to city events, and enjoy the public library or volunteer at toronto animal services with it being toronto institutions not contracted out because there is no money.
281.	Keep the history of Toronto. The Mayor and Councillor Doug Ford do not have the rights to rename Toronto's subway station. It is a shame to sell out to corporate sector. The City of Toronto will become a polarized City (rich vs. poor) if Mayor Ford continue to sell out Toronto housing and let the rich people rule our community. Put yourself in resident's shoes before you make those decisions. Don't tarnish the City of Toronto.
282.	Employ a better transit payment system like the Oyster cards in London England which calculate fare based on journey length.
283.	Public services should stay PUBLIC. Contracting out just means that the priority

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	becomes profit for someone else, not services to the citizens who are paying for it. Especially when it comes to public transit.
284.	Please support greener alternatives to transportation (TTC, bikes, walking) over cars. A more livable city is important for everyone.
285.	Affordable housing and public transit are critical for this city!
286.	There is plenty of fat to be trimmed, especially in cops and sanitation services. Garbage should be contracted out. We MUSN;T make fare hikes in public transit - our city is too large to deny poor, hard working labourers the right to affordable ways to get to and from work. We need the TTC to be efficient, safe and reliable. A world class affordable system for a world class, busy city.
287.	I would like the city to consider a transit option that reduces the volume at transfer subways stations (St. George and Yonge) during rush hour. Congestion has reached a dangerous level with passengers waiting for the trains right at the edge of the platform.
288.	Improve public transit please.
289.	In a city with a crumbling infrastructure, horrendous public transit, and declining services, tax cutting and the removal of user fees for services which are important to the suburban financial elite are not options.
290.	Eliminate all funding for the David Miller "Global Warming" & "Climate Change" programs. Privatize all cleaning and maintenance functions, get out of the theatre business,, privatize and allow competition in the public transit service providers.
291.	To think long term about transit expansion.
292.	LRT LRT LRT LRT LRT LRT LRT LRT LRT LRT LRT LRT LRT
293.	bargain hard with the union / don't make TTC an essential service - the TTC union will hold us by the balls if an arbitrator makes the decisions
294.	The Toronto Public Libraries and Mutual Life have MAP PASSES available. / / The Libraries are not monitoring this and in return abuses are occurring and no one is doing something about. For example Kennedy and Eglinton Branch- Its all the time same family and friends who get these passes. No one else get a chance. / / Kennedy and Eglinton Library should suspend these Map Passes until further notice.
295.	Look to forward-thinking regions to see how they are doing it. Invest in long-term transit, infrastructure, and human capital at the expense of short-term political gains. Doesn't anyone have any foresight or vision of Toronto as the best place in the world to live at city hall these days?
296.	Do not cut or reduce basic services such as EMS, good roads, and create more supports for low-income people in the city. Reduce transportation costs (public transit) for children & students, seniors and everyone, so that we can get around daily and not be isolated. Provide A LOT MORE AFFORDABLE housing!!!!!! Give more income to the WELCOME program for families to be able to access programs for their children and themselves when they are in a low-income situation - do not cap the number. Every child in the city should have the same / access to facilities!!
297.	Put some pride back into making Toronto beautiful again. We have parks filled with

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	weeds, roads that are third-world quality, and general decay everywhere. It's a mess. We need along term vision for fixing infrastructure, adding road capacity and building transit in order to keep the City working.
298.	Increase/encourage public transportation use. Invest more in rapid transportation such as / subway.
299.	Please keep in mind that homeowners also use transit and care about the environment.
300.	Our culture and arts events showcase what Toronto is and who we are. Having a City Council who actively supports these things is SO important and sends out the message that they celebrate and love our city. Our city needs to invest in increased TTC services- we're so behind on this. With the massive increased size of the city, we have fallen totally behind. Our city now (and for years) has included Scarborough, North York, etc. We need to make these people feel part of our city, while respecting and honouring our diverse and alive core.
301.	Toronto is growing and we require more transit to keep in line with other cities.
302.	Again, don't trade away environmental protection and stewardship, public health or public transit for a few tax cuts. Start looking at increasing user fees or taxing those who contribute to the degradation of our cities: i.e. highly polluting industries, drivers of SUVs and excessively gas guzzling vehicles, real estate developers, etc. / Seriously think about the type of city YOU, as city councillors but also as parents and residents, want to inhabit and then look around the world to find those cities that are actually like that. They do exist and they are not pipedreams. Let's learn from the best cities around the world. / /
303.	Seriously - start charging user fees for community centres and sports facilities. Also, erect gantries or entry gates to tax cars from the 905 region. No user fees at all? Come on. By the same token, people on social assistance/disability should get reduced TTC fares. I think Toronto should also get out of the social housing business. Let the free market decide.
304.	GET RID OF UNIONS!!! Especially within the TTC. Cut # of staff (why do we need 2 person operating the subway train?). After the purged, raise capital by issuing IPO on the Toronto Stock Exchange. Use capital to build subways with large retail space to lease out. Have auction of land above the subway for commercial or residential builders. It's that simple, think of it as a real business.
305.	Better management and training e.g. for TTC employees. Reward well managed city service departments/organizations e.g. libraries and put in performance measures for those areas that are inefficient e.g. TTC.
306.	Make sure Toronto remains a liveable city, where people at all income levels can live a full life. If you cut back on public , open, access to community services, such as libraries, parks, free sports for children and community centres, the city will have social unrest, Those with money will leave and Toronto will become like one of those run-down, violence-ridden American cities. / / We pay almost twice the average property tax and it is becoming a financial strain, but we enjoy a wonderful city -- we

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	walk the dog through three small parks several times a day, we walk every day along clean, safe streets, we visit our local library several times a week, our friends use the elder care support in a community centre, our kids play sports in city parks, garbage is picked up regularly, the Forestry department has very dedicated arborists who look after the old trees, and we use the TTC. So, we get great service for those taxes. / / The biggest disappointment is the TTC. Bus and streetcar service is absolutely unreliable so we often drive and pay high parking fees, just to be sure that we will arrive on time. Subways are more reliable, but the stairs and stations are really dirty.
307.	Transit needs to be a priority.
308.	Please consider how transit pricing affects the riders and how short-term solutions are not good for transit users who must commute daily as short-term is worthless if in 5 years the system cannot keep up.
309.	I would hope that the City I live in and pay taxes to - happily, for the most part - acts responsibly as a democratic body, as a guardian of the public trust AND as an employer. Protect the vulnerable, help everyone to make a contribution, economically and otherwise. Build the public realm in a great city. Knock off the union busting. / / Bring back vehicle registration tax, and raise property taxes 5% so we would fill the gap and invest in roads, infrastructure and transit. / / Why have we spent \$3.0 M on unelected consultants who have a say in what items should be axed? It troubles me that Mayor Ford is paying others to figure out the budget, when this should be his job. / / This survey is biased and unprofessional and this whole public consultation is a shameful publicity stunt.
310.	Don't do anything that will make TTC service any worse. It is dreadfully unreliable.
311.	Transit is a huge priority. / Increase support for the arts beyond \$25/capita, to match Montreal's rate. / Fire whomever is approving the street furniture designs (especially the ridiculous garbage receptacles).
312.	Better movement of people, transit, pedestrians, bikes and lastly cars. / Greater respect of Councillors for all residents / Sensitivity training for all Councillors on understanding for residents in other parts of the City
313.	Public transit improvements should focus on service to poor communities. Affordable housing is a top priority.
314.	building communities is important, helping people get around their communities is important, whether by public transit etc. making this city look good for business, tourists and citizens alike is most important.
315.	The city needs to look after the needs of its citizens regarding housing, public health, transit, emergency services, infrastructure, water etc. in a manner that is accountable to its citizens and where they can vote out of power any councillors/mayors who are not looking after their best interests. Services that make money should have the profits put back into maintaining the services that do not and never will. People who can afford to are willing to pay their taxes for these services with the understanding that they improve the lives and safety of everyone in the present and have for themselves/family in the past and will do so in the future. People also use different

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	<p>services at different times in their lives. If you charge user fees for services to people that have no money you are denying them a public right. If you allow people to pay their taxes only for those services that they personally are currently using you are creating a society of great inequality and denying a public trust. I do not have children but believe that I have an obligation to support family and children's services. I don't have a car but will support roads if transit is also supported by those who do not use it etc. / / I also do not see that it serves anyone to put thousands of public sector workers out of a job or working as low paid contact workers for companies that will end up charging whatever they can get away with once they have the contact and have dismantled the public sector infrastructure. / / If however you are going to insist on contracting out some services, they should be where where quality, fairness of application, security of information or an ability for prejudicial treatment would not be an issue e.g. parking tickets and lots. They would also be those services where profits could be made or no one would want to take it on. Most of the services for low income people, emergency/fire/police/environmental services/infrastructure/libraries do not fit into this category so this survey is not a useful indicator of what and how the city should be doing. / / / There are some services that could be contracted out where quality, fairness of application, security of information or an ability for prejudicial treatment would not be an issue e.g. parking tickets and lots. They would also be those services where profits could be made or no one would want to take it on. Most of the services for low income people, emergency/fire/police/environmental services/infrastructure/libraries do not fit into this category so this survey is not a useful indicator of what and how the city should be doing. /</p>
316.	I am not sure how the TTC should be funded but having lived abroad in other major world cities, the TTC proves to be a huge embarrassment. The user fee is not at all in line with the quality of service or with the extent of the transit system, namely the underground portion. The TTC needs major work and expansion to come up to par with the public transit available in other world cities.
317.	Investing in infrastructure if done right is never a waste of tax dollars, especially transit. But building subways all over Toronto where not needed is the biggest gravy train of all!
318.	If you want to expand/grow the city, people will need a better way to get around it. Highway tolls are good if they fund public transit and maintain the roads and highways
319.	In general, my preference is for necessary services that a city cannot grow with (proper roads, transit, water, etc etc) be funded properly. The rest, you manage based on how much people value the service. Toronto has enough wealthy people that can pay a reasonable fee for services. Therefore increase service fees but provide subsidies to people that are of lower income. Taxes should be the last resort.
320.	Toronto residents should not be on the hook 100% to fund transit and infrastructure that is used heavily by non-city residents. Higher user fees (or zonal charging on TTC)



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	and road tolls should be considered.
321.	I resent that the survey continuously asked whether I think reducing costs is more important than maintaining quality - why do these things have to be mutually exclusive? Did we not learn anything from Walkerton? Quality is ALWAYS the most important factor when it comes to the health and safety of the population, and the majority of the services in question here - from waste disposal to tree maintenance to libraries to housing to public transit - ARE FUNDAMENTALLY ABOUT HEALTH AND SAFETY. To compromise on the quality of ANY of these services is a betrayal to the entire population and - as the largest city in Canada - to the entire nation. It is offensive and deeply troubling that the bottom line would ever be considered more important than health and safety.
322.	please focus on the TTC & public infrastructure. Construction on Avenue Rd. is a pain.
323.	If we wanted fewer public services, worse transit, and lower taxes, we'd all move to Kapuskasing. We live in Toronto because we have access to programs and services, public transit, and an economy that requires the type of worker who demands a high quality of life. We can make cuts, but we're ultimately hurting the city and the economy when we do.
324.	Yes. Don't be short sighted and small thinking. Toronto is much more than the basic services such as roads, sewers, police, etc / Have some vision about creating a vibrant, liveable, inclusive city--and this will mean investment in--not cuts to-- the "softer" services such as arts, libraries, parks,, public space, good architecture, the environment, childcare, services and support for vulnerable people / Improve public waterfront access and facilities / And very very important important invest in and significantly expand public transit--not just subways and buses-- but light rail with right of ways that take them out of traffic. The suburbs should have and need excellent transit options-- and planning for and providing these should take precedence over continuing support of the car culture. A huge effort has to be made to get people out of their cars and to give them real options for doing so
325.	The future of Toronto depends on your courage and willingness to build a city that is based on respect for citizens and a foundation of good childcare, good jobs, good transit, great libraries, and robust and healthy city services. Focusing exclusively on short-term savings and contracting out will not leave a legacy for the Torontonians of tomorrow.
326.	Make public transit investment the most important consideration.
327.	The mobility of residents - congestion is ridiculous and the answer is not widening roads and providing more capacity. the answer is in providing higher order transit and alternatives to the single occupancy vehicle. Rethink your priorities please, Mayor Ford.
328.	the financial and economic health of the city depends on the delivery of excellent public services - investors and knowledge workers are attracted to places that offer a high quality of life. That means: good transit, clean streets, attractive parks and community centres and public libraries.

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329.	1. We HAVE to get a TTC subway to the airport. It is shameful that we don't have one already. / 2. We have to find ways to get businesses and tourists to come here. / 3. We have to get make our residents healthier and smarter, or get them to move somewhere else.
330.	Yes - it's past due to have a rail link to the airport. The tracks are already there. It's been studied to death. Now - when will you build it? Pan Am Games are fast approaching - will our transit be ready? It doesn't look like it.
331.	Toronto is the largest city in Canada and should be on par with other great world cities - Hong Kong, New York, Chicago, Vancouver, Paris, Nice, etc. and should work to be as progressive as these cities with incredible services including seamless, efficient transit, accessible services, great parks and waterfront that invite Torontonians to spend time in their city, mixed used areas that alleviate low-income, new Canadians burdens, inviting to tourists and good for business and young families.
332.	Please consider our transit system (the TTC) and how underfunded, overstressed and wildly outdated it is. We need major overhauls to this service in order to provide for the majority of citizens who do not drive in the city. In comparison to any other major city our transit is laughable. It is in dire need of attention!
333.	Transportation is key to the city and it is broken in Toronto. We must absolutely get people out of their cars and develop urban transport. Traffic congestion fees for the downtown corridor (as they have in London and Mexico City) and toll streets and highways are a must. Pedestrian only sections of the city are a must. We have to dramatically limit of the number of drivers in the city and at the same time drastically support mass transit. Separated, safe, designated bike lanes are a must. On "poor air quality" days absolutely nobody should be driving their cars and those businesses that accept cars in the downtown corridor should be taxed for polluting and allowing their employees to pollute by driving to work. Toronto just has to step into the 21st century around urban and mass transit. We can't go on driving absolutely everywhere. The city can't support it, we're choking to death on our own exhaust. Stop allowing downtown condos to be built with parking spaces - you live downtown, RENT a car!
334.	The city should focus on the big picture and invest in transit, culture and infrastructure - everything that makes a great city. / / Less red tape and a bit more customer service in general would be good.
335.	better roads, no tolls, a subway to the airport, more control over the police department and its budget
336.	Instead of looking at present costs they should look at the costs that would be saved for the future generations and the quality of life the future generations will have. e.g.. by building an underground subway system the future generations will benefit tremendously. Look at the underground system (as it is called in London, England). This saves tremendous amount of time for commuters. The above ground system in the long run will become more costly and will also restrict in widening roads. The population of Toronto is increasing, yet the roads are not increasing in proportion to the increase in traffic. The main reason why there are so much cars on the road



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	during rush hour is because our public transport system is extremely poor.
337.	Our environment is very important. Please don't cut back on funding that will help us clean our water, air or land. In general, Toronto has a lot of smog (we could use some more trees to clean that air!) and the lake water is not clean enough to swim in. I think we could increase tourism if we could offer swimming, boating etc. in water that is CLEAN... Let's invest and make harbourfront more beautiful! / / I'd also like to see more security with TTC. There are people who get on there that scare me sometimes...
338.	Cancel Subway expansions!
339.	The TTC is a disgrace to Toronto. Such a world-class city deserves a better transit system! I also think we should devote more funding to arts and culture to bring Toronto up to par with other world metropolises.
340.	I don't trust private companies to take on city services because they have different motivations - some of the money is going towards their own profit and it seems that they don't pay workers as well (which is bad in the long run). As well, you run a business differently from a government - for example a business would think it's pointless to run a bus early in the morning that only a few people take, but a government would see it as important to give all people access to transit they need (as much as possible). This is why I would prefer the city to keep running services instead of contracting them out.
341.	energy efficiency, public transit and urban forests & agriculture are key to coping with a future (i.e. within 100 years) of unconstrained climate change and resource depletion
342.	I think public transit is very important, and that the city should continue to support the TTC.
343.	Get the TTC to put shelters at each and every bus stop. There are several around the city where commuters are forced to stand exposed to snow, rain and the elements.
344.	Don't be "penny wise and pound foolish". For example, while the City might save money by cutting some transit services (a bus route here or there), that negatively impacts the ability of citizens to move around the City, thus decreasing quality of life. Similarly, while it may reduce budget expenditures to cut support and funding for programs low income neighbourhoods or at-risk youth/individuals, in the long run that will result in more people being pushed into poverty and possibly into crime. We need to invest in our City. The problem is a revenue problem, not a spending problem. Eliminating the Vehicle Registration Fee was a mistake that only drove the City \$65 million further into a budget shortfall.
345.	by investing in children, public transit, the environment and arts and culture we create a city in which want to live, grow and raise their families. These factors then contribute to what businesses chose to operate out of our city, increasing our property tax base. We owe it to ourselves to create a dynamic, engaging, cutting edge city in order to grow into the the future.
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	money by cutting some transit services (a bus route here or there), that negatively impacts the ability of citizens to move around the City, thus decreasing quality of life. Similarly, while it may reduce budget expenditures to cut support and funding for programs low income neighbourhoods or at-risk youth/individuals, in the long run that will result in more people being pushed into poverty and possibly into crime. We need to invest in our City. The problem is a revenue problem, not a spending problem. Eliminating the Vehicle Registration Fee was a mistake that only drove the City \$65 million further into a budget shortfall.
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348.	The police costs are way too high. We do not need officers acting as pylons. Get some control over the police budget. Invest more into youth community programs that in the long run will be money better spent on crime than the police. Put tolls on the city boundaries. Why should residents of other cities like Mississauga be able to drive into Toronto every day to go to work and pay nothing to use our roads. We do not have to gouge them, but they need to pay something. Bring back the motor vehicle tax. If you can afford a car you can afford \$60 a year and use that money for public transit
349.	Common sense!! Which does not mean every one for themselves. I would rather pay taxes so I can get clean water from my tap than build my own water treatment plant. Have a great library rather than have to fill my house with books. Have a good transit system rather than have to remain housebound. We value our services, so please let's sustain (and even improve) them.
350.	I think all councillors should think about the least advantaged people in our city whenever they make any decision. think about the refugee who left everything behind and has to scrounge for bus fare to ride the over-crowded Finch Bus to try to figure out how to collect welfare, use a food bank and register her children for school. Think about my disabled daughter, who wants to work, but can't find an employer and doesn't understand the ODSP application or process. Think about the battered wife, living at Falstaff Ave trying to get to a grocery store by bus with 3 children. Sorry, I'm so upset with the self-centred, me-first, car-focused punishing direction that this city is taking....
351.	Please don't balance the budgets at the expense of Toronto's rich cultural heritage. Think of the Toronto you'd like to see in a decade when you're making these decisions. Think of how to work with public/private partnerships to get things done. Create a great public transit system to make moving around Toronto more efficient and faster.
352.	Tighten your belts, don't think about cutting services, think how you can cut your admin costs / A job in TTC is considered to be "Time To Chill" - I am honestly speaking.

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	It may be hard to privatize it, but reduce waste, improve efficiency. Just because people have a job in public sector should not mean they have it "made".
353.	Investing in Toronto is important for it's future / Cutting services will lead to less growth and desire to live in Toronto, / services for New Canadians / Compassion for Toronto's most vulnerable citizens / Leadership and creativity on new ways to solve urban issues / Engaging youth in all aspects / Listening to community lead initiatives / Increasing environmental programs / Increasing support for artists and cultural investments / Integrating public transit throughout GTA
354.	Road tolls are necessary to fund transit expansion. Downtown Relief Subway must be constructed to ease congestion in the core! It should be a priority. Stick to one transit expansion plan. Sheppard East should be LRT. Keep the Sheppard subway construction to the corridor between Yonge-Sheppard and Downsview Station.
355.	Safe injection sites save lives. Your current war on graffiti is hurting local businesses and accomplishing nothing except wasting money. Funding for cultural festivals (including Pride) boosts the local economy. Green jobs are a key part of our economic future. Arts funding promotes community engagement and civic pride, which is critical to a healthy future. Environmental initiatives are key investment priorities. Subways are too expensive and only make sense when there is sufficient projected ridership; Mayor Ford's transit plan is profoundly misguided. Outsourcing service delivery is fine in many situations, but only when we maintain quality, and that requires that we maintain a sufficiently robust public service to monitor the quality of service delivery.
356.	We need to have a usable TTC. Buses should be ON TIME. It doesn't matter as much about the frequency, just make sure that you can plan that if you are at the specified time, the bus will be there. Unfortunately that isn't the case with most buses. If you don't believe me, try taking TTC buses for a month and see how frustrating and time consuming it is.
357.	great cities have great subway NETWORKS, not just 2.5 lines
358.	Develop our transit system please - we need more subway routes. And maintain our childcare and recreation programs - they are essential to our community.
359.	Toronto needs MORE police not less. I am a single mother working very hard to do what I can but I live in a "high risk" neighbourhood and right now we have less police presence than I would like (and I live down the street from 42 Division) given that my 12 year old has to take the ttc to and from school. She has a healthy and positive view of the police as she has had good interactions with them in the community during crises (murders) and at school. Please, please do not take away our sense of security which goes directly hand in hand with the presence of officers.
360.	Please do not respond to a manufactured crisis. The city is healthy, liveable, and prosperous. While it is truly important to do a service review to reconsider what is necessary and what is not, we also have to realize that taxes contribute to a vital, beautiful, energetic and safe city. Also, it is incredibly important to push back on Police Services. Those cops with everyone getting free parking as a perk, and gyms in

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	their stations, etc. have it really, really good. They do a very, very tough job, one that I would not want, and the fact that they are paid so well attracts good people. But really, they are a public service that CAN be cut, reduced, and there are things that CAN be eliminated, especially as Toronto's citizens get OLDER and, in fact, crime decreases. Please respond to the reality of our city.
361.	Please do not privatize our garbage collection or TTC.
362.	Stop this whole war on Graffiti business, its just silly, and making the wrong people pay for clean-up. The war on cars should continue, and I am not being facetious, cars contribute to pollution, make a mess of our city's infrastructure, and we have a great transit system, it should be supported and used! Also, I am sick of seeing people who clearly need help on the street. The cuts to health care and programs just mean people who need help are left on the streets, this is embarrassing for our city. Also, libraries and literacy are vital to our city's health, fund them and fund them properly, it contributes to jobs and a healthy economy more than you'll ever know.
363.	improve TTC service but DO NOT raise fares unless the subway line is expanded (think QUEEN LINE)
364.	Please consider that most of the residents in Toronto value good public transit, a livable city with affordable housing, and good community services that respect the diversity of our city. The police services don't need a raise but public health, the libraries and the community centres need more and sustained funding.
365.	In my opinion, the following are absolutely needed by the City of Toronto and I'd pay more in property taxes for them if need be: / / 1. Safety: Is a must and should come first - Police, Fire, Water Treatment. Fund these services first no matter what. / / 2. Expanded SUBWAY and highway service: The ability to get around the City in an easy, timely and cost effective manner is crucial - for people to obtain and maintain jobs, for people to access everyday necessities (medical services, grocery stores, etc.), for tourism to bring money into the City, and so on. Expanded SUBWAY service (not more clumsy and obtrusive LRTs/streetcars/buses) as well as more highways, most especially north/south highways, are therefore major necessities as is the need to maintain all roadways throughout the City. / / 3. Forget "Bike Lanes" on all roads!!! It's my opinion that both bikers and drivers are too careless and often downright stupid on the roads to make bike lanes feasible without concrete barriers to separate them in order to prevent deaths and/or serious injury. White paint lines denoting bike lanes on roads provide no safety to anyone. Assuming the City would want total safety on roadways for everyone, the expense of concrete barriers would certainly be too much at this time - and I don't know a single driver who would be comfortable with bikers on roads without concrete barriers.
366.	I don't drive a car in the city. I only ride my bike. Though I appreciated receiving my rebate for the car that sits in my driveway all week, I would like to feel safer on the roads! More bike lanes and improved bike lanes are vital to the health of this city. / Also, you need to have a vision of what you'd like this city to look like in 5 years, 10 years. I have just returned from time in Europe and the evolution of cities there into

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	pedestrian friendly and car-unfriendly places is astonishing - beautiful, inexpensive, clean public transit is at the core of any great city!!!
367.	Consider the public - public service, public transit, public housing, public spaces.
368.	Find a better way to increase transit services.. The shepherd subway is a joke. Use the existing rail lines around the city to make an urban transit system like they have in Europe, especially Germany with the S-Bahn. And stop talking about it. Get it done now. / / The other matter is the residents outside of Toronto who use our roads and parking and other services. It is THEY who should be taxed with a user fee, sold a permit to access the downtown core, pay a subsidy for parking. As an example, this can be done by raising the parking rates and providing a discount (to the original rate) for all city residents. / / It can be made as complicated or as simple as the city likes. But I am tired of paying for roads that the 905ers and the truckers use more than I do. Use the City of Toronto Act to legislate this. / / How about a \$0.25 tax per order on all drive through purchases? That way people would get out of their car and shut off the engines. Perhaps an exception could be made for mothers with kids in the car and the disabled. But this could be a significant revenue stream depending on the amount taxed - \$0.25? \$0.75? \$1.00?
369.	DON'T CUT PUBLIC SPACES SUCH AS PARK AND COMMUNITY CENTRE DEVELOPMENTS. HAVING THESE SPACES GIVES KIDS AND FAMILIES LOWER COST ALTERNATIVES AND WILL CREATE A SAFER CITY DOWN THE ROAD. CITY MUST REDUCE POLICING COSTS. THEY ARE EXORBITANT AND THE CITY IS BEING HELD HOSTAGE TO POLICE. THE CITY IS A SAFE PLACE AND WE SHOULD RE-ALLOCATE POLICING TO HIGHER RISK NEIGHBOURHOODS AND NOT KEEP HIRING MORE POLICE EVERY YEAR. ALSO THE CITY SHOULD ELIMINATE THE VERY COSTLY DECISION TO MAKE TTC ESSENTIAL SERVICES AS IT WILL CAUSE HUGE COSTS DOWN THE ROAD WITH ARBITRATED SETTLEMENTS.
370.	Focus on improved transportation, especially public transit and separated bike lanes. People need other viable commuting options than just the car.
371.	PEOPLE should be the main concern. Social welfare programs, affordable living (housing, transit, health, education). Animals are an important part of life. They need proper care and consideration. Animals for entertainment, for sale, for profit, should NOT be supported or allowed. LIVES and DIGNITY must come first. Culture, Social programs are important for a thriving community
372.	Build us a TTC that works. Build it to places where people need it. Listen to the experts, Mayor Ford is not an expert. He does not have the expertise to single-handedly poo-poo a transit plan which very knowledgeable people have spent thousands of hours developing. Don't be ideologues: just do what makes sense.
373.	We were promised better transit and maintained service deliver at zero additional cost. If this guarantee is not respected, we should consider impeaching any politician who made such a guarantee.
374.	Stop handing out tax dollars collected for core services (roads, transit, infrastructure, parks etc) to special interest groups particularly those seeking City funding to support cultural activities such as Pride and Carabana. If these groups truly provide the City's

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	businesses with the dollar benefit they claim, why are these business recipients not flocking to Caribana and Pride to fully fund its events? If it was good business, they would.
375.	We need a vision for the City that doesn't focus on individual residents calling the Mayor but is instead about establishing Toronto as a world-class City through innovation, culture, environmental protection and transit. The current administration is focused on minor spending cuts that will provide no impact on our budget deficit rather than looking strategically at a multi-year plan for the City. If things don't change soon, we will quickly be on a road to ruin that we cannot stop.
376.	Cut back on private duty work by police officers, and overtime. We need them to be alert on their regular jobs at regular pay. / Don't let police demand bigger pay hikes than other essential workers. / Monitor construction workers - often there seem to be two guys standing around for every two who are clearly working. Make the supervisors justify how many workers they need for each job. / Ban idling by city vehicles: it's bad for the air and it costs us all too. / Encourage city planners to travel to European cities (especially Scandinavia and Germany) on their vacations to see how things are done there. We can learn smarter ways of doing things. Offer raises and promotions to city staff who come up with better ideas that save money. / Go solar (or other renewables) for energy on all city buildings, just as the school board is doing. / When building or renovating city buildings, install pipes and filters to use roof water or grey water (i.e. soapy water used in sinks and washing machines) for toilets, to reduce the use of good drinking water. / Sell rain barrels to homeowners at cost to encourage use of roof water for watering lawns and gardens. Or install them, with diverters, at a fair cost to the owners. / Money invested in services like libraries and community centres is essential to all neighbourhoods as it affects the health and intelligence of growing young people. / Extend efficient public transit to the NW and NE corners of the city, so people living there can get to work and back safely and in time to look after their kids at night. / The wealthy can pay plenty of property taxes. Those who live in homes that cost over \$1 million can afford it. / Insist on senior governments forking over gas taxes, to pay for street repairs. / Charge industries the full cost (treatment and disposal costs) of the water they use, so homeowners aren't subsidizing their water costs. / / /
377.	We need to clean our city. / We need to build subways. / We need to increase and modernize the bus fleet. / We need to have citizens pay for the services provided. /
378.	More subway and light rail or the city is going to stop moving because of traffic congestion
379.	Re-examine TTC planning and use surface LRT to deliver reliable public transit to the most people at an affordable price.
380.	Toronto is competing with world cities like London, Paris, and New York for investment--not with Vaughan or Oshawa. If we do not invest in our future through improved public transit, vibrant culture, and beautiful urban spaces we will be left far behind. We can and must set our sights higher as a first-tier world city, and that may



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	mean higher taxes--which I am OK with!
381.	TTC is all important for a healthy city. We cannot keep bringing more cars into the city.
382.	I think it is absolutely ridiculous that the City feels it needs to either increase taxes or implement user fees in order to maintain the current level of services provided to the residents of this City. I also find it alarming that some of the services that are already on the chopping block are those services that are required by the least advantaged members of our city. The cuts to TTC routes that are disproportionately used by the city's poor is an example. / / I am a home owner and am comfortable with an increase in my property taxes if it means that the less fortunate members of our society will be able to enjoy services that will improve their standard of living, and allow them to raise their families with dignity. / / I strongly disagree with the City's "option" of contracting out services that have been provided by the City for so long. There is absolutely no evidence that contracting out certain services will save the City money. / / I also take issue with the way this survey was set up. How can you increase user fees for homeless shelters when those using the services don't have any money? / / Toronto has been a great city to live in, let's not ruin it by giving into all of Rob Ford's demands.
383.	get province and federal government to pay part of TTC
384.	We can be a great city! It won't be hard to do if we use the creative minds that are already here in Toronto. / Let's cooperate with surrounding municipalities on issues like transit. / Let's decrease our dependence on polluting sources of energy, for example, and create a healthy environment.
385.	Cutting services to those that need it most IS NOT the way to balance the budget. Public Health, housing for the homeless and under-housed, TTC are all important to ensuring that our city remains great. We have to ensure the health of all those that live here. I'm ashamed that the city is even CONSIDERING cutting funding to these programs.
386.	Only that being a tax paying citizen, I don't want to feel fearful (by-law officers) and angry joggers/bike riders giving family owned, friendly dogs an enjoyable outing, where they can do what dogs were designed to do, run and play! / / Thank You
387.	The city needs to spend money to improve services and make this a better city. For far, far, far too long 'we' have collectively elected council on the basis of no tax increases or tax reductions. This is short term satisfaction in exchange for long term disaster. We should have had an on-going subway expansion program continuously underway since the 1950's. If that had been the case we wouldn't be looking for billions now for ad-hoc expansions. / The way to spend more for a better city is to increase both taxes and user fees. We must think far into the future and do things right.
388.	Invest in the public transit system.
389.	Don't make us a lean and mean American city - they are disasters. Traffic is horrendous - we need public transit that works, not more cars. Fewer homeless

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	people
390.	Avoid contracting out if possible. / Hold public consultations before cutting or contracting our services / Put public transit ahead of cars
391.	They should consider the fact that residential property tax rates are extremely low compared to other municipalities in the province. I would rather pay higher taxes for better service, particularly public transit.
392.	Restructure the house tax structure so it is fair. A little old lady who happens to live in a neighbourhood that was once considered undesirable and is not trendy now can no longer afford the taxes. Enough is enough! Improve TTC quality and customer service.
393.	Bike lanes are critical to the safety of cyclists and reduce the frustration for drivers. My family has used all forms of transit - car, bus, subway, streetcar, go transit and bike in the past. All can be safe and economical, but by far cycling has a extremely positive impact to the environment and the health of the population. Please save the bike lanes, for a small cost they have amazing short and long term gain for our city and the world at large.
394.	City Council needs to stop Mayor Ford's small thinking and indefensible support for the car culture. His subway plan needs to be scrapped in favour of something that helps the whole City rather than feeding more riders onto the already over-populated Yonge line. They need to start listening to the experts instead of thinking that they know better than people who dedicate themselves to a specialty. If the experts say we need road tolls and congestion fees, then Council had better start listening. Not doing so puts our whole future in jeopardy, not only environmentally speaking, but economically. The current car culture is not sustainable. If Mayor Ford has a logical argument as to why this is not the case, I have yet to hear it. I doubt that it exists.
395.	if the city fosters more bicycle traffic they should fund more police to ticket non helmet wearing riders or our health care budget will climb dramatically to support all the expensive head injuries/
396.	Accountability for public service employees (e.g., TTC)
397.	Very important to have a direct link with downtown and Pearson - more important than extra subway now considered
398.	Transit capital investment decisions should be made on the basis of efficiency and need. Increasing subsidy to 40% of operating costs will increase ridership, reduce traffic, and create productivity by reducing time lost due to traffic delays. Don't build expensive subways where land LRT can save billions of dollars. / / G20 fiasco shows police obviously have more funds than they need. Cuts need to happen in the most expensive departments. Police need to focus more on actual reported crimes, less on harassing randomly-encountered non-criminals on the street. Police need to respect constitutional rights on freedom of peaceful assembly (protest), freedom of association, and equal treatment on the basis of race, gender, and sexual orientation (insults and special harassment of minorities, as happened during the G20 summit, should result in suspension or termination).



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399.	quit increasing TTC
400.	Building transit where it is needed requires political will but is not impossible. Mexico City built 20km of subway in two years. It's outrageous that it takes so long for our city to accomplish anything to improve public transit.
401.	Thoughtful and fair consideration given for residents of downtown - there are a lot of us and our services are used by thousands of 905ers every day who don't necessarily contribute to paying for them. Downtown services (e.g. roads, transit) must be considered for EVERYONE who uses them, not just those who live in the area.
402.	Keep at a high level, the services that make cities great. Police, Fire EMS, Transit, Garbage Recreation.
403.	1) Order the TTC to implement its scent-free policy NOW! There must be NO scented chemical products of any kind used in cleaning or sanitizing vehicles and subway cars. GO transit buses have cloth seats and A/C, but THEIR buses are scent-free which means that unscented products ARE available. / 2) For the future, cast plastic seats should be ordered -- no more cloth seats that must be sanitized against bed bugs etc.
404.	in 2006 the Canadian census reported for the first time ever that households of 2 adults with no children out numbered families/households with children. Start considering the MAJORITY when you are allocating funds. The majority of us pay our taxes every single year only to see our funds allocated to activities and programs that do not benefit us at all. Put our funds into programs that we can use. I cannot use public day care, I can use the TTC and better roads, and better funded public events like caribana and pride. I can benefit from better garbage collection, presently my garbage is only collected every 2 weeks, its no wonder we have a raccoon problem. I can benefit from lower street parking permits, or maybe if we pay for a monthly street parking permit for our homes, we should get free parking in city lots across the city? .. give us more bang for our buck.
405.	Council would benefit from implementing a "Position of Principle" for all its activities, not just services and costs. I propose a social version of the Hippocratic Oath "Do No Harm". and that accountability measures be developed that guarantee that no council or counsellor leaves office where matters/services/programs/costs/policies are minimally the same or improved. If they are tangibly worsened than the council or counsellor responsible must be held responsible. (i.e.) Jacobec computers, Lastman subway to nowhere etc.
406.	Think things through before acting.. don't get into situations where the costs become prohibitive- such as the waste of money building separated street car line on St Clair OR the widening of sidewalks at Bloor and Bay area... Are the millions of \$\$\$ spent on these and other similar projects necessary? The water line under Ave Rd, I assume is vital.
407.	Do not cut any services. Find a way to fund city services by a combination of increased user fees, increased property taxes and a city sales tax on all retail sales within the city limits. Implement tolls on 400 series highways within the GTA to fund public transit. Drivers have to pay for the roads that they use, similar to riders of

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	public transit. There is no longer any 'free lunch' for anybody.
408.	I suspect that I'm like most people: I want to live in a well-functioning city and I'm prepared to pay to do so, but I have little sympathy for the public service unions and have no objection to contracting out most services if done properly. Short-sighted decisions for immediate political gain cost us far more in the long term. Expanding and properly funding transit should be the city's greatest priority now.
409.	Keep in mind the broader economic and business benefits of decisions, e.g. funding the arts provides HUGE economic benefits in terms of jobs, tax revenues, tourism, etc.; funding parades such as Pride and Caribana is good for local businesses; funding public transit is important for economic prosperity. There was never a war on cars; however, there SHOULD be. Cars are bad; public transit (streetcars, subways, buses) is good. Walking and cycling are best. Institute road tolls and traffic congestion charges. Don't be afraid to increase property taxes. (Ideally, cities should have the power of the income tax but that is a problem with our Constitution.)
410.	Do not waste PPP funding on the Sheppard subway. There are not enough riders on that line to support a subway. It will need to be heavily subsidized, which is what we are trying to reduce. Use PPP on The Downtown Relief Line. People will use it in droves and it will actually reduce congestion on the Yonge Line. The business community will invest. They know it will be very heavily used. It will not need to be subsidized by the city. It will pay for itself.
411.	Perhaps if we reduced the services to those who "milk the system" and don't contribute anything to it they would move away. Perhaps we should give out one way bus or airplane tickets. Might be cheaper in the long run.
412.	Try taking the TTC during rush hour before you worry about cutting taxes instead of improving service.
413.	People who are eager to lower the quality of services generally don't use them. No one who relies on the bus to get to work thinks we should cut service frequency, and no one who needs social services to care for their children thinks it is a frivolous service. Please try to keep in mind that those who have the luxury of not requiring these things don't necessarily have the right to decide for those who do.
414.	1. Don't "contract out;," rather, look increase efficiency and foster pride among city staff. / 2. Support the arts, education, and small-scale independent businesses - these are the true engines of economic and real-estate stability in most neighbourhoods. / 3. Clean up and enhance the appearance of the end-of-line TTC stations such as Finch -- these are the stations where the greatest numbers of new Toronto residents see the "face" of the city every day. If they see an attractive, contemporary facility every day, it will give them a much better feeling about the city and their own role and actions in it.
415.	Increase transit service! We need more service and more rapid transit lines. I want to get where I'm going without my car stuck in traffic. We need more cars off the road and to do that we need frequent and reliable transit and more rapid transit lines. More than only Eglinton and Sheppard, we need Finch, we need a Yonge relief line.

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	We need to get our traffic moving... and to do that we need better transit... and if we have to raise property taxes to fund a new line, let's do it!
416.	If the infrastructure is in deplorable condition (which it is), then anything new must take this into account and have to improve whatever it is using as a basis. Example both roads and transit are inadequate to poor in the bulk of the city, so new business, residence structures should not be approved unless there are associated measures approved which look to improve the road/transit issues in the area.
417.	We must invest in long term infrastructure to keep our city viable and productive. The quality of our basic infrastructure (roads, water, hydro, transit) has gone down every year that I have lived here. We have worse commute times than LA, and Shanghai has better roads and public transit. We are fast becoming the city that does not work. I blame short sighted decisions by Council focussed on keeping taxes down each year without regard to the impact on long term planning. Prudence without vision means more power failures, potholes, clogged streets, packed subways and rupturing water mains.
418.	I believe it's imperative to increase the quality of the TTC network, including direct rail service from Union Station to inside Pearson airport (very expensive and a bit of a pipe dream, I know, but it's vital to the health of the city).
419.	Consider that some of the money saved by contracting out certain service needs can provide more income stream to fund the TTC or public housing. Another idea for public housing could be to invite different architectural firms to compete to create the best green/space design. I think one way to reduce costs is to create competition. Just an idea. If you want to hire me as a marketing person, I'm all ears. Thanks!!
420.	Consider all modes of transportation when making infrastructure decisions; consider all areas of the city when making public transit decisions; think beyond your four years in office.
421.	think like the majority, average middle class resident, who may not live in the core / and doesn't use transit /
422.	The single most effective way to improve transit (outside of highways) and save money is to encourage active transportation. Every person who walks, cycles, in-lines skates, etc to work or school saves the taxpayer a bundle. Less wear and tear on roads and healthier citizens is the by-product of this approach. Keep plowing the Martin Goodman Trail in winter, clear snow from bike lanes and keep it off the sidewalk and more people will be active year round. Any cost for these services is given back to the city multiple times. It's also less wear and tear on Emergency services as there are fewer accidents on the roads to deal with.
423.	Contracting out does not always mean more affordable or efficient services. As a citizen, I want a livable city that includes culture and access to programs. I do not want to live in something comparable to Detroit or Baltimore. / In Toronto, we also pay far less in taxes compared to 905 - something City Council and Mayor rarely brings up in public. / I think non-Torontonians should foot some of the bill - tolls to repair the potholes created by 905 cars, and better TTC, a Toronto sales tax to help

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	pay for Toronto infrastructure such as water and sewage.
424.	The public is sick of funding wasteful initiatives like St Clair right of way, A la carte program, etc, WHILE city infrastructure is falling apart and services decline. We are tired of above-market salaries for staff/councillors. Get back to basics and deliver quality services even if it means creating some tension. Get out of businesses you have no expertise or mandate for.
425.	Please bring back the LRT's. They were beautiful and useful.
426.	infrastructure needs to be greatly improved! Isolated bike lanes not shared roadways. Better transit options with more frequency and longer hours of operation
427.	We require services like community centres, childcare subsidies and public transit to ensure a vibrant future for our city.
428.	Improve our roads. Increase public transit (subways), have a zone system for the TTC like they do in other major cities
429.	North Americans expect their cities to provide a large array of services at minimal cost, all funded by property tax revenues. / / What might make more sense is to increase user fees, so that demand for city services can be better analysed. / / Additionally, the city should consider outsourcing most of its activities outside of policing, the courts, public health, planning, engineering and a few other core areas. Services such as transit, waste collection, employment services, housing, water treatment and recreation should be considered for outsourcing where quality standards and cost target (set by the city). The role of city staff would change to one of tendering, contract supervision and planning. Many of the city services that are most vital to the functioning of the city (water treatment, transit) are entirely contracted out in Europe, with the result that quality is improved and cost is constrained.
430.	Toronto needs to become a first class city. TTC is a priority. SE and SW city needs a subway system despite the cost and the hassle. There needs to an Education Tax to fund schools, rather than letting businesses commercialize our schools so that they can profit more from free advertising and donation tax breaks. Also, having a smarter and healthier population will help the City fund services, instead of letting corporations dictate schools and promote unhealthy lifestyles so that they can profit.
431.	Transit & Traffic are the most important issues. People need to be able to get around more efficiently. Transit efficiency needs to be improved before people will use it and not their car, which is required to reduce congestion. Transit (TTC) also needs to be more integrated with different regions, like York, GO, Mississauga, etc. Integration can include payment systems, fares, scheduling, etc. People do not just commute within the city limits . Most people on the highway are travelling between regions. The reason they are in the car is because there is no good alternative that is faster.
432.	Pertaining to TTC fare increase. How do they always have a shortfall every year and then the average consumer pays for it? I've been taking the TTC since the fare was \$1.50 for adults and now it's double? And yet we can let people pay this amount based on the fact that they cannot afford a automobile for gas. It makes it hard for

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	these people to budget going to and from work M-F (or whenever they do work).
433.	keep funding for priority neighbourhoods / improve transit but only by using green energy solutions no diesel
434.	Toronto's neglect of public transit especially LRT and subways over the past several decades must be addressed. / The police service is taking too much of an increasing share of the budget. /
435.	Do not privatize any services. Privatization is often considered to be cheaper, but often times it is not. It passes expenses on to the citizens. Also, if services are privatized, then it should be the city's responsibility to ensure that it is not a race to the bottom in terms of expenses - wages.
436.	<p>Answering this questionnaire was a learning experience for me. I was astonished at the number / variety of services City Hall is supposedly providing at the present time. Is this why City Services have deteriorated so much over the last 7 or 8 years? Is City Hall trying to be all things to all people? The sad thing is that city services desperately needed by the people at large (like road maintenance, public transit, garbage collection) have become a joke, while City Hall bends over backward to invent new services it can provide to a select few (subsidized theatre, bicycle lanes and green roofs come to mind). / / I think it would be productive to think of city services not only in terms of what needs to be done by the city and what does not, but in terms of what services are not needed at all. Some services can and should be privatized and others need to be eliminated altogether. / / For example, in my view the city should provide water / garbage / paramedics (EMS) / police / public transportation / road maintenance. The city can contract out these services in some cases. I am strongly for contracting out garbage collection, and some security services currently provided by the police for instance. I think that allowing jitneys would be great as the TTC is a disgrace and competition would be a nice wake up call for TTC management/unionists. Just to be clear, by saying that a given service is needed and should be provided by the city, I do not mean that no cutting should be done. Actually, I see wastefulness everywhere I turn in this city. Why are road crews of 6-9 men seen everywhere when 3 would do the job nicely? Some repairs done two years ago by the city on my street were eye-opening. Nine workers were sent out by the city. At any given time, only one or two were working. Disgusting. And Miller wondered why we were so angry at his tax increases! / / Other services don't need to be done by the city at all and/or need to be pared down drastically. The TCHC has become a giant entity, totally out of control. It needs to be contracted out, and then reduced. Impoverished families and individuals should be able to rent apartments where they wish and private landlords can be paid by the city. We also have an overlong waiting lists of subsidized housing so lets put some rules in place as to how long any one tenant/family can remain in subsidized housing. Five years is long enough for people to better their circumstances. Then they get bounced out to make room for others. / / Draconian cuts are also needed at City Hall. There are far too many civil servants, doing precious little. The 311 service is a nice convenience but not</p>

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	a necessity and I shudder to think of how much glorified phone clerks get paid. / / A couple more words: / Toronto Public Health needs to be uploaded to the province. The city can save a few dollars that way. / A layoff of at least 10% of our police force is in order. We are an aging society and violent crime is on the decline. Also, construction sites/road crews should hire private security staff, not police officers. Or put up pylons. / Environment is not a municipal issue properly speaking. It falls under the domain of the Federal government and should be treated as such. / Toronto's subsidies to the arts community have become a vile way for the establishment/civil servants to funnel taxpayer dollars to friends and relatives who pretend to be artists. Those rewarded with "grants" are nearly always frauds, not genuine working artists. I would like to see this practice discontinued. Real artists sink or swim on their own merit as we always have. / Citizens should not be subsidizing the living costs of Toronto Island residents. They should pay for their own ferries and their own police services. / It has become apparent that councillors need to be told what is and is not appropriate in the way of expenditures. I'm not pleased that 12 Toronto City Councillors are going to Halifax for the Federation of Municipalities conference. Frivolous expenditures should be disallowed. (They can still go, but on their own dime.) / / Thank you for allowing me the opportunity to participate in this process.
437.	There is always places to cut we do in private business all the time I am sure you can find places to cut, I know first hand that there is a lot of waste at the TTC and I am sure this goes for all departments 3% across the board.
438.	Must consider public transport. More innovative ideas to get more people on public transit and make public transit accessible to more people
439.	More streetcars and subway cars for existing lines. Less money for cops who forget citizens' rights.
440.	Fast, affordable and accessible public transit is essential to both those who live inside and outside the city. It is how we get to work - it is essential to Toronto's economy.
441.	Maintaining city control over all aspects of quality of life for city-dwellers (i.e. no privatization); focusing on improving and building sustainable infrastructure for the long-term (public transit, housing, health, green space); always prioritizing caring for the vulnerable.
442.	My main concern is increasing Public Transportation. I live in York Region and wish there were plans to extend the subway across the Greater Toronto Area. Please make this a priority! It would greatly reduce the stress of living in this city.
443.	Help the poor, homeless, and our children. Look at European cities like Munich for use of light rail transit and subways.
444.	Leave our libraries alone and fix the ttc so it works properly (please).Also, improve city's safe bikability
445.	Money is NOT more important that people's lives, health and well-being. Cutting funding for community programs related to health, poverty, transit, job security, food security, etc. is NOT the answer to budget problems and should not be done.
446.	The last thing this city needs is another subway from nothing to nowhere. Build more



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	integrated mass transit, and get the city moving again!
447.	Invest in transit
448.	Hold the line on spending, even for the sacred cows like TTC and the police service.
449.	Again, consider the differences between residents of 'Toronto proper' and GTA (but amalgamated) residents. Consider long term solutions such as transit improvement rather than short term solutions like road widening. Consider environmental impact with regards to each decision.
450.	Keep the ttc public! Do not privatize our public services!
451.	Consider not wasting money on ineffective and expensive transit solutions - spend to achieve best value (i.e. best service to the greatest number over the widest area) for each dollar spent. Consider recovering the real cost of road use to recover the expense of maintaining the road network and funding transit.
452.	There is a rising number of very affluent Torontonians who benefit from the services of this city (transit, excellent public schools, parks and recreation) it is time our investment becomes more proportionate to the benefits we reap.
453.	Transit to allow everyone access to where needed to go-
454.	I would like my city councillor to consider developing a viable public transit system that reduces gridlock and increases accessibility.
455.	There needs to be a paradigm shift in thinking about how to solve challenges such as garbage collection, TTC and crime rates for example. If we all felt that government was truly transparent and effective in using our tax dollars we would all benefit from happier, more productive people. Programs to create a cohesive, effective city council and city hall could save money and deliver better services.
456.	The TTC needs increased service to handle the amount of people who use it everyday. This is an essential city service that must function well whether or not it makes a profit. Property taxes throughout the GTA should aid in this at least a bit. The TTC keeps a lot of potential drivers off of the roads. One streetcar of people could be another 50+ vehicles on the road.
457.	increase bus system & frequency - need to reduce the number of cars
458.	I think the city has to have a vision for the future of Toronto. They need to align their growth vision with the infrastructure reality! When you allow redevelopment with 5 times density and not parking required you would assume that is to encourage public transit use. Then the mandate for increased transit has to follow! I also think there should be caps on property taxes. The market value assessment system is criminal. It will hit TO in the face in 5-10 years when the old timers that purchased their homes 40+ years ago for \$10,000 cannot pay their property taxes of \$12,000 per year. The default rate in TO will be horrible. Be clear that just because you own a home of big value does not mean you have the cash flow to support it! The tax base in TO has to be realistically evaluated for revenue down the road. / / In the planning area I also think the Parkland Levy that is placed on developers has to be seriously looked at.
459.	The maintenance and enhancement of the quality of life for Torontonians has a real bottom-line effect on the economic well-being of the city. Supporting such projects

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	as the revitalization of the Toronto waterfront and the easing of gridlock by increasing support of public transit (even if it means new revenues from road tolls) must be a priority in all decisions made by Council. In addition, the current Council must balance long-term and short-term priorities in funding decisions. Economies can and must be found, but they must be strategic and not compromise the long-term growth and vibrancy of the city.
460.	Toronto will only be a great city through investment, not through cuts. We need to invest in staff, infrastructure, transit, parks, urban forestry, environmental programs and the like in order to make Toronto a world leader and a great place to live. If that means property tax increases, so be it.
461.	Aim for a high standard for environment-air, water, parks. The TTC needs more support from the city. Libraries in Toronto are well used and well managed. Heritage and culture should be valued more. Keep our history and culture alive. It's worth the investment.
462.	transit must be a priority
463.	Public transit needs to be drastically improved. More and more people are moving into the downtown core and relying on public transit. We need more subway lines to make it easier for people to get around the city, thus making it less likely for people to require cars in the city.
464.	If you didn't CUT TAXES (VRT, LTT), then you wouldn't have to raise taxes or user fees. Stop privileging car drivers over transit users. Stop prioritizing wealthy home buyers over tenants. Stop attacking working class city employees. If you have to cut something, cut the police budget. The G20 debacle proved they're not responsible or transparent.
465.	People who visit Toronto say it is run down and grubby. If you really want to change that go after the federal government for funding. If you don't believe public transit is worth the investment visit Paris or Berlin to see how well it can work when it is adequately funded.
466.	Transit services should not be cut at the front line nor "state-of-good repair" maintenance levels - as the TTC is a necessary service that is vital - no more service cuts, but modest fare increases, such as 10-cent increases to tokens, is acceptable to keep the system running as is and to improve it.
467.	improve transit and bike lanes
468.	Toronto is capable of great things like improving air quality to protect our children and creating transit that works. Please don't lose sight of the Toronto we want to create for our children.
469.	Cutting 10% across the board is a short-sighted, especially for provincially mandated and funded programs. Some programs are funded by the province at 75% to 100% of cost, meaning the City's contribution is negligible. The police and TTC budgets are outrageous as is the number of employees in both those organizations who make more than \$100,000/year. It's time to look for efficiencies of scale, reduce the size of management and package out some of those who should have retired by now.



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470.	Grow the subway and transportation network DOWNTOWN
471.	Our park system is critical to the success of our city and life of its residents and with growing populations we need to preserve our parks and green space. We need to reduce our pollution and footprint on this planet if we want future populations to enjoy the level of life we have. It is our duty. Public transit is the lifeline of our city - we need to invest more and reduce our dependence on the auto. Public input is important to the success of any area - elimination of public committees disassociates the public from the city and neglect and ultimately creates a less caring society. The city will be expected to deliver more services that use to be delivered by volunteers. A less caring society can contribute to a decrease in capital value of property.
472.	DO NOT, under any circumstances, contract out Police, Fire, EMS or TTC.
473.	How drastically bad the infrastructure is in Toronto. Public Transit is a mess, the roads are in bad shape, etc.. It should really be at a much higher standard in a city of this calibre.
474.	Each of you members of City Council has a responsibility to improve Toronto - not only for the present generation but future generations. It makes me sad when I consider the disgraceful state of Toronto transit, police, infrastructure and planning.
475.	City MUST uphold its policies around human rights and access issues, If the City chooses privatization good oversight/enforcement to ensure compliance to human rights and access policies, Public dollars should pay fair wages, City needs a Women's Equity Office, City MUST meet the needs of vulnerable populations, Continued targeting funding to priority neighbourhoods, Invest in the transit network and ensure access/affordability/comprehensiveness, No one should be asked to share citizenship status, Services that currently receive less than 2% of the City budget should not be eliminated
476.	Those who own property can afford the taxes. Those who can't afford property also can't afford higher user fees for services like public transit and community services. The only user fees that ought to be levied are user fees for those who commute by car into the downtown core. Their property taxes don't cover the burden they put on the downtown - the road congestion, parking problems, their aggression towards cyclists, and the smog they create are problems they cause but don't suffer from.
477.	Expand the TTC and bike lanes. Toronto is bursting at the seams.
478.	TTC - find a new price structure so that the cost of travel reflects the distance. / Bearing in mind that contracting out may look like cost saving, but demands huge resources in check points, coordination and follow up, i.e.. increase in bureaucracy and hence greater spending
479.	There are millions of people in this city who have no choice but to use public transit. Working to come up with funding models that improve this important service is crucial. As for people who DO have a choice about transportation, they are being dissuaded from taking the TTC due to declining levels of service and the constantly increasing expense of using public transit. / / As a renter, I am also concerned that there are no meaningful penalties against landlords who don't provide adequate

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	services/facilities to their tenants. More investment in residential building inspection could be paid for by levying fines against this city's many deadbeat landlords. I would like to see a licensing system whereby landlords who consistently violate laws get put out of business. As it stands, there is very little incentive for them to obey the rules.
480.	Please walk a careful path between careless spending and stupid cuts. I think there should be value for money spent, and creativity/flexibility about who does the work (in house or contracted). But the city does lots of important things - we need a healthy and diverse cultural scene as well as the ability to get around. And the car is not the city's friend - it brings congestion and pollution, so we need lots of transit and biking and walking options.
481.	This is just common sense. When you are making decisions about the TTC for example. Stop spending large sums of money on long winded studies. This is a serious waste! They are in counterproductive in fact and useless. You can apply this to all services...not only the TTC. / The only way to know how a service needs to be improved is to experience it first hand. Employ no less than 30 people from various neighbourhoods who normally drive their cars every day to stop driving and take the TTC for 6 full months. This includes to work and back and all necessary errands of daily life. Participants also should be fully responsible for obtaining their own tokens and fares. You'd be shocked how suddenly it matters when they need to get somewhere on time! This is a real study, based on real world needs. It will also cost a fraction of what is paid now to these ridiculous studies. / / Another thing that MUST stop, is this new way of passing bills. City council is not being allowed to vote on many of the new things being passed. This is new, and needs to change immediately.
482.	light-rail transit instead of Sheppard subway
483.	clean city best transit and safe. No graffiti on bell boxes, I see alto of it now. Complained last year and it is still there.
484.	Please increase quality daycare subsidies and continue funding child care. Children are our future, and parents need to work. Review policies about subsidies for children who are kindergarten age and attend the new all day kindergarten yet need before and after school daycare that is not provided at the school. / / Don't punish low income families by having them pay more but rather get them on board, i.e.. volunteering in order to get for instance a free TTC day pass. Incentives. If you offer incentives people will contribute. i.e.. offer an "angel incentive" on the TTC by being able to receive one free token if you are spotted offering your seat to an elderly person, or disabled person on the TTC. Have TTC volunteers oversee this program. / / We need to respect other people's diversity at the same time while having common courtesy for those around us. It doesn't happen to the extent in which this could help Toronto be a great city. People are frustrated, angry and quite frankly fed up. If incentives are offered then people tend to try harder. Provide incentives to the community to make Toronto a better place.
485.	Think long term. Create a vision for the city that includes excellent public transit and

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	lots of green space -- a walking city. Cities are for people not cars. Our kids and grandkids need more access to nature.
486.	Improve TTC.
487.	When you support pedestrians, transit users and cyclists you are promoting a healthy environment and a healthy city. When you sacrifice this health in favour of the false freedom of car ownership, you are appealing to our basest instincts and most selfish natures. When you support the arts, sporting, beautification and tourism you make Toronto a magnet for visitors and investment. When you cut these services, you start a downward spiral that drags a city in to economic ruin.
488.	This survey was a dreadful example of binary thinking and pandering to populist ideology. There is need for nuances between 'city provides' 'Contract out'; 'user fees' or 'property tax', 'quality' or 'cost' - There is nothing said about overall vision, overarching policy choices. For instance the police budget is bloated and should be cut, but it does not mean that we need lower quality of policing; we need a different kind of policing and we need the city not to be hostage to the police force. We also need to have the city realise that there is less need for policing, mental health care, subsidised housing when people have easier access to / -jobs (public transit issue), / -recreation such as sports, recreation and arts resources (community centres) / -reliable and high quality child care and senior care / -affordable and non-discriminatory housing. / Societies with a bigger gap between rich and poor are bad for everyone including the well-off. The level of fairness and equality in a society affects more positively life expectancy, decreasing violence, mental health problems and illiteracy than the society's wealth.
489.	The biggest problem is the gap between rich and poor. This affects crime, health, transit, housing, parks, the environment, you name it.
490.	Make affordable pricing rates. For example, the TTC prices for the metropass have gone up considerably than 5 years ago. It keeps increasing like every year.
491.	Stop the track record of stupid decisions and tolerating nonsense like the Sheppard Subway scam where the money was not collected and the thing was build on false projections. Top cheating the city.
492.	When evaluating services, look at interconnections and long-term sustainability. For example, good public transit improves peoples' lives by allowing more mobility, contributes to economic development, improves health by reducing air pollution and reduces climate change impacts.
493.	I feel that any changes should be made with the needs of the most vulnerable as a top priority. I feel those who have a good income and have no disabilities etc... will be willing to pay more in taxes, which will not severely affect their day to day life, compared to low income or impoverished families that would have to start paying user fees for swimming pools etc or pay higher user fees for public transit etc... These changes will seriously reduce their quality of life day to day.
494.	City Council should consider that Toronto's economy is heavily dependent on tourism. Without supporting culture there is no tourism. We also desperately need a decent

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	Transit system, not another Subway to nowhere. Please raise taxes.
495.	Invest in transit. / Invest in active transportation. / Invest in services to improve the living our less fortunate, disabled, and elderly. / Reign in Police Services spending. / Punish polluters with taxes/fees. / Maximize green space w/ low cost community gardens.
496.	Don't take away services that affect vulnerable people (seniors, kids, youth, people with disabilities, homeless people or inadequately-housed people, working poor and people on social assistance). If you do this the City will be in much worse condition. The more people's basic needs are met the greater the contributions they'll be able to make to the City. Also, accessibility and affordability are key issues when designing any service or program, and accessibility is key when designing any structure (building, landscaping features, public transit vehicle, etc.).
497.	cut the police and EMS budgets; lots of overtime and other gravy hidden there / / should undertake a thorough EMS review - why, for instance, are all 3 of police, fire/paramedics and ambulance dispatched to many 911 calls when 1 responder would have sufficed? / / make more use of police auxiliary instead of paying officers overtime / / improve (and never cut) services people use daily such as transit, libraries and swimming pools / / make better use of / allow residents to better access city assets - e.g., extend the swimming season for outdoor pools from Victoria Day to Thanksgiving / / consider climate change both reducing CO2 emissions and adaptation (e.g., larger storm sewer capacity and burying utility lines to decrease vulnerability to more severe weather events, more bike lanes)
498.	Again, how to accelerate Toronto's evolution from a big town into a great city of the future, with beautiful buildings, innovative, integrated communities that are diverse with respect to ethnicity, class and culture, imaginative and diverse green spaces, a green lakefront that is integrated into the city proper, richness and imagination in its arts, sciences and architecture combined with due respect and conservation of its heritage. Improved transit into suburbs that should not be allowed to expand except in terms of density.
499.	if cuts to services like the TTC are made, and fares are increased we'll be getting less for our money and people will be less likely to take the TTC.... leading to more cuts to and fare increases to make up for lost profit. Consider things like this when making cuts/increases to cost for city services.
500.	I have always been proud of Toronto as a balanced city - one where we had a lot to be proud of in terms of culture and tourism. I would like to see us remain a city people can be excited about visiting. I travel widely across North America. Museums, theatre, sports events, the zoo, festivals and other cultural places and events in our city aren't just superfluous. Neither is decent transit (including an airport rail link so we are actually a world class city). These are what attracts tourists and business conventions. Let's not be short-sighted. While these things cost as an investment, if we manage them right and market them well they could actually help our city. Our problem is that we seem to be trying to do everything cheap. The way we are currently talking

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	about running our city is like opening a gourmet restaurant and then expecting everyone to eat off of paper plates.
501.	Consider the quality of life of all residents in the city and the overall health and vitality of the city. We are ALL citizens, and collectively we should have input and responsibility towards keeping this city livable. / Don't assume that taxes are bad, or that private is better. / Don't pit cars against bicycles and transit (I use all three). / Involve the public in a more substantive way, rather than providing questions with limited options
502.	Yes. How about pay-per-distance transport, rather than the flat rate of the TTC? And why are we so "backwards" in technology when it comes to TTC tokens and tickets? The Octopus card (same as the Presto) was implemented in Hong Kong over 12 years ago. When I tell my family about "tokens", they laugh. Kick in the Presto ASAP. The investment will pay for itself in the long-run.
503.	Quite frankly, many Torontonians can well afford higher taxes and user fees and they have high expectations for city services. So make them pay for the excellent services we already have, expand the services that need expanding (like public transit) and support those less fortunate. Our taxes are nowhere near our neighbours in the 905 area code and other parts of the province and the country. Stop freezing taxes to win votes and start planning a better city. Cut costs where it makes sense to cut costs. This 10% cut across the board is senseless.
504.	City should uphold it's on policies on human rights and access issues. / Public dollars should pay fair and equitable wages. / City must meet the needs of vulnerable people. / Targeted funding to priority neighbourhoods. / Invest in transit network. / No one should be ask to share there citizenship status. / City needs a Women's equality office. /
505.	we need to promote transportation options to the car. that means transit and cycling. People that take transit and bike will reduce need for auto ownership, have more money left over to support local economy, and support local businesses and BIAs, in addition to improving traffic congestion and air quality.
506.	1. City Council needs to ensure that in reviewing the services the City offers, it needs to keep in mind the factors that make Toronto an attractive place for residents, businessman, talents/workers, and tourists. This requires investment in many areas. / 2. In prioritizing services, City Council needs to consider broadening its revenue sources. It needs to focus on what is legislated in considering what activities to fund out of property taxes. For "nice to have" services, user fees should be the primary revenue source. For activities that have commercial possibilities such as TTC and real estate properties, it needs to explore public-private partnership (look at how Hongkong has increased the value of its subway). As well, there may be activities where issuing bond makes sense if the activity is inherently revenue-generating.
507.	please fix the TTC! Instead of always funding expansion, please work on the existing line! Stations and trains are falling apart!
508.	City housing costs way too much money. The city should get out of the landlord

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	business. Think about some of the exorbitant salaries being paid to city executives such as TTC CEO, Toronto Hydro, etc.
509.	Cities are places where people live, work, do business; not a freeway haven for cars. We need a transportation system that will serve the people in the "inner suburb" neighbourhoods far better than the present service. The proposed subway building will not do this.
510.	I hope the city will consider lowering transportation fee. It is so high while the services quality keep going down hill. Also, if you can, please make plans to build more subway stations. New York city is not bigger than Toronto, but they have way more subway stations than here. The buses here are suck (some routes, not all). Waiting for buses is so frustration.
511.	Please consider low-income residents in your decision making especially around issues regarding public transit.
512.	Toronto is a city of great potential. I am ashamed of it's transit system which has got to be one of the most underfunded and in-effective subway systems in the world. There is so much more needing attention in this one area alone.
513.	Cars are not good for the environment. Please increase TTC and bike lanes so that people have safe and healthy choices. Fair representation of all areas and communities needs to be looked at. We do not all demand the same things, nor are we all the same.
514.	Great services make great cities. A reliable and accessible public transit system benefits everyone, whether they use it or not and is consistently cited as one of the most important ingredients in creating a business friendly environment. Instead of asking how we can cut corners, we need to be asking how do we invest in our city to make it a place that is friendly to its residents, newcomers and business to encourage sustainable, long-term growth and investment that will assist in ensuring a balanced budget for years to come. / / The city needs to set the tone that taxation isn't about the city stealing your money for no good reason, it is a question of value for money. Businesses/people don't mind paying taxes if they feel like they are getting something for their money. The dialogue around services in Toronto needs to shift and start emphasising all the necessary and life-improving services the city provides at a much lower cost than if each citizen were to be individually responsible for procuring such services or managing the consequences of the lack of service (for example, an increase in property crime relating to fewer social services). People think they want lower taxes because that's what politicians tell them they want. I'm sure most people who properly understand how taxation works actually just want good value for the money they contribute. It's also about social responsibility and people accepting that living in a city means paying for services according to ability in order to deliver a healthy, livable community that meets the needs of everyone. / / Contracting out isn't the answer to all Toronto's problems. The city needs to recognize that most of the services it provides, it provides because it is not profitable. Garbage collection isn't about making money, it's about public health - that's why it is a city service. Most



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	studies show that contracting services out actually costs more in the long term. Also, city jobs have typically been well-paid and secure positions - exactly the type of jobs we want our citizens to have. It benefits us all to have a skilled, well-paid workforce living in our city.
515.	Protect public services. Protect the environment. Do not build diesel fuelled trains-use electric trains. / Keep this city a just and healthy place for all of its occupants.
516.	Please think of single parents / It's hard to manage everything. / Don't be selfish. I can barely afford my rent, daycare fees, ttc bus pas, groceries and diapers.
517.	forget mean-spirited penny-pinching cuts to services. TTC customers are appalling in their discard of litter (newspapers, coffee cups, candy wrappers, sandwich bags, and more) on buses and subway. I would love to take their photos and have them broadcast on large screens at all subway stations! No excuse for littering when containers are available everywhere.
518.	Hire competent people for a start. And, all who work for the city at every level, including all councillors and the mayor should be required to travel by TTC to and from work. Unless these people use the service on a daily basis they have no idea what is truly necessary to run a great transit system.
519.	Demand better work for pay received from certain groups. I witness maintenance work on parks, street cleaning and TTC repairs. Staff would be fired for slacking on the job, for lack of performance, shoddy performance, etc. in working in the private sector. If supervisors are among these workers, they are not in evidence and not doing their job. Management needs to be better trained to exercise discipline and should be able to enforce it. e.g. Summerhill subway roof repair or lack of it has neighbourhood disgusted.
520.	Providing improved facilities for walking and cycling is a cheap and cost-effective way to reduce the load on roads and transit - a small investment in them helps reduce the need for big investments in roads and transit. / / The goal of City Council has to be to build the city. Only continuous investment can keep us competitive with other cities. Cutting back is the first step towards decline. / / "Increasing property taxes" is misleading. Unlike other taxes, property taxes stay exactly the same every year, meaning they decrease in real value because of inflation every year. To increase them is simply to keep up with inflation. Property taxes should increase automatically by the rate of inflation every year - anything more would be an "increase" and anything less would be a "decrease"
521.	Providing better services to citizens (especially child care and good transit) allows them to be more productive community members, thereby contributing more to the quality of life and economic growth in the city of Toronto.
522.	lower ttc fares
523.	A world-class city isn't one which only considers the bottom-line. A world-class city is one that has been invested in; one that supports the arts, heritage, the environment, good planning and most of all, invests in its people, most notably those that need help. / / I'm angered by the fact that the vehicle registration fee was thrown out and

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	the garbage strike surplus has already been drained. I'm sick of those in constant search of the bottom line. I don't live in Toronto because it's cheap and I don't have to pay a lot of taxes. I live in Toronto for the art, culture, public transit, etc. However, I don't want my city to become further degraded by Rob Ford's leadership. I want to pay taxes, I want to see public/private partnerships and I want great services! /
524.	City Council should look to cities that have comprehensive and accessible transit plans, environmental standards and public space advocates. We are a young city compared to European cities, but even when you look at Vancouver you can see an even-younger city that has a much more forward-looking outlook. They have public transit and bicycle infrastructure that we should be aiming for.
525.	Yes - grant MORE access by citizens to give input on these decisions BEFORE making them. Go back to the province and request that more of my provincial taxes be RETURNED to the city to pay for things such as transit and affordable housing.
526.	Improved transit and bike lanes are critical to improving the quality of life in this city and I say this as a driver.
527.	Work WITH provincial and federal government to get the best for the city, instead of engaging in pointless pissing matches. / Remember that city services benefit EVERYONE -- not just immigrants, not just those below the poverty line, not just those who use the TTC every single day ...
528.	Subways are too expensive--light rail transit is the way to go if it has its own dedicated lane. Queen and Bathurst streetcars are a nightmare, for example, but Spadina and St. Clair streetcars are fast, pleasant, and do not interrupt traffic. / The Toronto Zoo and the Ex are unnecessary city expenses. Feel free to contract them out. / The city needs to start getting serious about bike lanes--as the cost of gas goes up, more and more people are going to be biking on the streets, and their safety needs to be considered.
529.	Making services like the TTC renders it such that when there are labour disputes, they go to mandatory mediation/arbitration. Arbitrators aren't allowed to take into account the economic climate at the time. Instead, they look at the pattern of raises in previous contracts. As such, essential services are nearly guaranteed to receive perpetual raises. So, while it might look like a good idea to make the TTC (for example) an essential service, this would guarantee that TTC employees will get regular raises and the price of this service will continue to balloon.
530.	city council needs to plan long term for Toronto. We can't afford to work in 5 year mandates. A course of action needs to be charted, voted on by referendum, then made into law so that in 20 years the city's services are able to accommodate the city's population. We need more subway lines, in a grid pattern that extends across and to the areas with the highest population. it will be expensive in the short term, but will save the city in road repair and environmental damage when a generation of Torontonians prefers to take the TTC than to drive. Right now, Toronto transit is sub par compare to any major city internationally, and nationally including Montreal's STCUM and BC Transit. More subways also means less buses, a huge savings is human



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	resource expenditures.
531.	Consider that without a sensible long term plan to provide rapid transit to more of the city, as well as a plan to manage gradual dense growth in the downtown, economic growth in the city will be severely curtailed.
532.	We need to maintain our social safety net, and not cut services in a short-sighted attempt to save money. The worse poverty gets, the worse off we all will be, whether we are affected directly or indirectly. Closely related to this is developing a rational transit strategy, not one that changes with the whims of the government that happens to be in power.
533.	I would rather pay an income based tax for necessary services. There are a number of services that could generate more revenue and achieve other important city goals-- e.g. increase parking fees, gas tax, etc, and encourage public transit

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