

Topic: Roads, sidewalks and transportation services

This document contains public input on roads, sidewalks and transportation services, including traffic management. 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.

	Roads, sidewalks & traffic - Important Issues
1.	Bike culture and bike lanes
2.	Road conditions
3.	Bike lanes
4.	Traffic
5.	Bike Lanes
6.	Bike Lanes
7.	Bike Lanes
8.	Gridlock and transportation
9.	traffic
10.	Roads
11.	get rid of bike lanes
12.	sidewalk and road conditions
13.	Roads
14.	Roads
15.	Traffic Congestion
16.	Traffic congestion

	Roads, sidewalks & traffic - Important Issues
17.	Gridlock
18.	Congestion
19.	Traffic
20.	infrastructure (roads, bridges, etc.)
21.	traffic congestion
22.	Transportation/Congestion
23.	transportation and crowded roads
24.	traffic gridlock/public transportation
25.	gridlock and car-centred planning
26.	traffic/ gridlock
27.	road repair contract out too many managers.
28.	need to add dedicated bike lanes on major roads
29.	Traffic congestion
30.	congestion
31.	building on-road bike lanes
32.	Over Crowded Road
33.	Roads
34.	Traffic Congestion/A cleaner Environment (related)
35.	traffic
36.	Gridlock
37.	Lack of proper bike routes and safe bike lanes.
38.	Tear down the damn Gardiner please
39.	Road repair
40.	Lack of bike lanes/cyclist safety
41.	More bike lanes
42.	Traffic
43.	Traffic congestion
44.	Bike Lanes
45.	Roads, cycling, traffic congestion
46.	Safe bike lanes, and off-road (pathway) commuting.
47.	Transportation- need more efficient roads, more subways, NO BIKE LANES
48.	Status of repair of roads and infrastructure
49.	Road repairs.
50.	traffic congestion
51.	gridlock
52.	road repair
53.	Bike lanes
54.	Road maintenance
55.	Traffic Congestion
56.	Traffic
57.	Traffic Congestion

	Roads, sidewalks & traffic - Important Issues
58.	Road Congestion
59.	Bike Lanes
60.	gridlock
61.	A lack of infrastructure to deal with traffic
62.	Infrastructure - Roads and sewers
63.	Traffic flow/congestion
64.	policing of communities and traffic. Too much time writing ticket from squad cars and not enough time spent fostering safe communities
65.	street repair
66.	Not enough Bike Lanes
67.	Traffic
68.	Infrastructure repair
69.	Traffic Congestion
70.	bike lanes
71.	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.
72.	roads and sidewalks
73.	Infrastructure upkeep (roads, water mains, etc)
74.	Infrastructure repair and ongoing maintenance
75.	road repairs
76.	Road congestion
77.	Keeping snow removal service as-is
78.	bike lanes
79.	traffic
80.	getting cars off the roads to undo gridlock
81.	traffic problems
82.	roads and bridges in need of repair
83.	traffic congestion
84.	traffic
85.	roads
86.	Roads
87.	Traffic
88.	road repairs/water system repairs
89.	Roads
90.	shoddy roads
91.	Roads
92.	loss of revenue when parking by-law offenders build up huge sums from parking

	Roads, sidewalks & traffic - Important Issues
	infractions & are permitted to negotiate "deals" by which they pay only a small portion. This happens in my neighbourhood and allows a local business to monopolize parking by using on street spaces as part of their business premises.
93.	disgraceful road surfaces caused by failure to co-ordinate services. Result as soon as a street is resurfaced, it is torn up to work on sewers, hydro, water or whatever.
94.	traffic congestion on the highway
95.	traffic
96.	traffic/roads
97.	Lack of tolls/congestion charges creates gridlock
98.	infrastructure (roads, sewers)
99.	Fixing roads.
100.	road conditions
101.	Need more bike lanes/Transportation Improvements/Less Cars
102.	Road Infrastructure
103.	Bike lanes on Bloor, King and Queen Street
104.	infrastructure road issues
105.	Infrastructure badly needing repair
106.	Traffic from the suburban areas
107.	Municipal infrastructure (roads, sewer, water)
108.	traffic
109.	FIX ROADS...ESPECIALLY DOWNTOWN CORE
110.	road conditions
111.	Road Repair Work
112.	Roads
113.	Building & repairing fundamental infrastructure (including ROADS for cars)
114.	Traffic
115.	Poor Roads
116.	Not enough bike lanes
117.	we need more bike lanes
118.	Traffic
119.	Gridlock/ cars vs. bikers
120.	Streetcars creating traffic, and the lack of subways
121.	road/pedestrian collisions
122.	road conditions
123.	gridlock
124.	Transportation/Bike Lanes
125.	Declining sanitation and infrastructure (litter, potholes etc.)
126.	traffic congestion
127.	Gridlock
128.	Bike lanes
129.	roads

	Roads, sidewalks & traffic - Important Issues
130.	Bike Lanes
131.	Congestion
132.	Fixing the roads
133.	Traffic Congestion
134.	Traffic
135.	bike lanes
136.	Appropriate roads, especially for access to downtown
137.	Roads
138.	Traffic
139.	Infrastructure - roads
140.	threat to lose bike lanes
141.	Traffic Flow
142.	traffic
143.	Traffic/infrastructure
144.	Gridlock
145.	State of the roads
146.	Traffic congestion/ need more accessibility for bikes and incentives to car pool or deter people from driving into the downtown core (i.e.. a tax for entering a certain perimeter of downtown like London, England) that would provide extra revenue and reduce congestion
147.	Roads, sidewalks & traffic services
148.	Decaying city roads
149.	Bike lanes
150.	roads
151.	Maintaining roads in useable condition. Make sure services are installed before major road work is done.
152.	Road conditions
153.	traffic
154.	Bike lanes
155.	Road conditions
156.	bike lanes DT in awful shape - Sherbourne
157.	traffic
158.	gridlock
159.	roads & transportation
160.	gridlocked traffic
161.	Road and Transportation
162.	Road and Transportation
163.	Road and Transportation
164.	traffic congestion
165.	Road Repair Backlog, potholes, etc
166.	gridlock

	Roads, sidewalks & traffic - Important Issues
167.	Traffic
168.	Too many traffic jams - needs better traffic lighting timings
169.	Smoothing road pavements
170.	Poor road conditions
171.	Transportation / bike lanes
172.	Potholes
173.	Roads
174.	traffic
175.	traffic congestion, anti pedestrian
176.	Gridlock
177.	roads
178.	Roads and infrastructure repairs
179.	Road Repairs
180.	Roads safe for pedestrians (young and old) and cyclists
181.	Congestion
182.	traffic
183.	vehicular congestion
184.	Road conditions
185.	Bike lanes
186.	Bike lanes
187.	traffic jam
188.	building bike lanes
189.	road conditions, traffic (bicycle lanes should be removed)
190.	Bring back the \$65.00 road tax on cars. It is a once a year fee.
191.	Traffic
192.	Traffic/Car congestion - air and noise pollution
193.	public infrastructure (roads etc)
194.	transportation infrastructure (roads, bike path expansion
195.	Sidewalk and road repairs needed
196.	bike lanes
197.	Traffic
198.	traffic congestion/roads
199.	bike lanes
200.	Bike Lanes
201.	Road repairs
202.	Decent roads
203.	Difficult Road conditions for cyclists
204.	Heavy Traffic
205.	road repair
206.	Road space allocation
207.	more bike lanes and bikability in Toronto

	Roads, sidewalks & traffic - Important Issues
208.	Congestion
209.	Traffic & Transportation
210.	traffic
211.	Traffic congestion
212.	Traffic congestion
213.	traffic
214.	traffic congestion
215.	Traffic management
216.	road repairs
217.	Congestion
218.	parking
219.	bike lanes
220.	roads
221.	Road repair (good surfaces for cyclists and cars)
222.	Not enough bike lanes
223.	Traffic congestion downtown
224.	bike lanes
225.	Traffic Congestion
226.	Support for cyclists/bike lanes
227.	Traffic Gridlock
228.	roads
229.	roads, gridlock, taking care of seniors and the youth
230.	Congestion & Air Quality
231.	bicycle friendly roads & policies
232.	City roads in poor condition
233.	Lack of green initiatives such as bike-friendly roads and energy saving implements
234.	Need for segregated bike lanes
235.	Roads
236.	Traffic
237.	shabby public realm with no coordination of utility work and sidewalk/street repair
238.	Traffic
239.	roads
240.	traffic congestion and poor road conditions
241.	Roads are very bad
242.	reducing car traffic and congestion
243.	Road Conditions
244.	Roads
245.	Beautification: sidewalks, trees
246.	Bike Lanes
247.	sidewalk and road repairs
248.	Traffic

	Roads, sidewalks & traffic - Important Issues
249.	bike lanes
250.	Municipal Infrastructure (state of good repair)
251.	Traffic Congestion
252.	hard infrastructure (roads, water sewers)
253.	roads, sidewalks, traffic services
254.	Traffic
255.	Need more bike lanes
256.	Road repairs
257.	Road repairs
258.	Road repair and creation of lots more bike lanes
259.	Road repairs
260.	Infrastructure, including high efficiency roads to move the traffic in and out of the city
261.	Infrastructure (roads, etc)
262.	Bike lanes
263.	roads
264.	Driver civility in traffic
265.	parking
266.	road construction
267.	Traffic
268.	Traffic
269.	Infrastructure - esp. roads and transportation
270.	Roads/Traffic
271.	Traffic congestion
272.	Infrastructure - roads/transportation
273.	Traffic
274.	Road quality
275.	Traffic
276.	Tolls on Toronto Highways
277.	road maintenance
278.	Traffic
279.	Our garbage being piled in the middle of our sidewalks for garbage day - reference Vienna, Austria
280.	infrastructure repair
281.	declining infrastructure (roads)
282.	Road repairs
283.	bike lanes
284.	traffic
285.	Bike lanes
286.	Roads in need of repair
287.	Bike lanes

	Roads, sidewalks & traffic - Important Issues
288.	Congestion (too many cars on the roads)
289.	Snow Removal
290.	Poor road maintenance
291.	bad conditions of road
292.	Road Maintenance and Transportation
293.	traffic
294.	Traffic and transportation
295.	Gridlock
296.	Increasing bike lanes
297.	ROAD REPAIRS
298.	Road Repair
299.	traffic
300.	road quality
301.	Traffic
302.	bike lanes
303.	Roads/Transportation
304.	traffic congestion
305.	parking
306.	traffic
307.	Traffic jam problems
308.	traffic congestion
309.	Replacement / Repair of damaged city infrastructure
310.	traffic
311.	roads and transportation
312.	Road Infrastructure
313.	Traffic (maybe congestion fees for downtown, like in London. UK)
314.	Infrastructure - Fixing our Roads for Safety
315.	Maintain essential services - road repair, garbage, snow removal, libraries
316.	Bike lanes
317.	Congestion
318.	cycling: we need more bike lanes that are separate from cars and safe for everyone
319.	Traffic gridlock
320.	traffic
321.	Parking
322.	Parking
323.	Road repair
324.	Roads
325.	too much congestion on roads
326.	Road Maintenance
327.	road repair
328.	Green Living (bike lanes, environmental initiatives)

	Roads, sidewalks & traffic - Important Issues
329.	Parking fees too high
330.	excessive user fees and parking meter rates and restrictions
331.	Bike Lanes
332.	to many cars on the road
333.	Bike lanes
334.	Roads are in poor repair
335.	road care
336.	street maintenance and repair
337.	lack of bike lanes
338.	poor quality of roads and buildings
339.	Traffic
340.	Separating bike lanes from car traffic
341.	Roads
342.	Adding more bike lanes
343.	Increasing the number of bike lanes
344.	Transportation and congestion
345.	traffic
346.	traffic
347.	Traffic
348.	Gridlock/Fixing Roads/Transportation etc.
349.	state of good repair (Roads, water mains, etc)
350.	obscene amount of parking tickets handed out in this city STOP IT!!!
351.	Poor capital investment in roads and subways
352.	infrastructure maintenance (water, roads, etc.)
353.	Conditions of roads and highways and congestion
354.	Transportation and roads
355.	bike lanes
356.	Bike lanes
357.	gridlock/transportation
358.	Traffic congestion
359.	Bike lanes
360.	Bike lanes
361.	Roads
362.	Traffic
363.	Bike Lanes
364.	traffic congestion
365.	the need for bike lanes
366.	Transportation, road congestion, and badly-behaved pedestrians
367.	Bike lanes (increasing the number and connectivity)
368.	public transportation/traffic
369.	Road Congestion (Driving)

	Roads, sidewalks & traffic - Important Issues
370.	roads
371.	creating more bike lanes
372.	Traffic
373.	Traffic
374.	road repairs
375.	Bike lanes - more of them
376.	I am interested in front yard parking
377.	Traffic is very heavy
378.	Bike Lanes
379.	Lack of bike lanes makes biking unsafe
380.	Roads
381.	infrastructure of the city - roads, traffic, water works
382.	infrastructure repair
383.	improving roads
384.	Sustainable urban planning to ease traffic (e.g. continuous bike lane system for the entire GTA & Toronto, encourage individuals/organizations to work close to home by providing tax incentives/credits, etc)
385.	bike lanes
386.	bike lanes
387.	Improving Infrastructure (roads, water, sewage)
388.	road tolls should be put in place
389.	Environmentally sensitive develop, including bike lanes, and better means of urban transportation
390.	Crumbling Infrastructure (Water/Roads)
391.	Road Congestion
392.	Safety and access for cyclists, improving our roads
393.	Bike lanes
394.	Potholes
395.	Lack of infrastructure repair
396.	Bike Lanes
397.	the need for bike lanes
398.	Traffic congestion
399.	Bad road signage
400.	traffic congestion
401.	Maintaining current bike lanes in the city
402.	Developing the portland by creating more park lands (not parking lots)
403.	Public transportation/Traffic woes/Cycling routes
404.	roads
405.	ROADS
406.	bad road conditions
407.	Infrastructure (i.e.: roads, sewers, garbage)

	Roads, sidewalks & traffic - Important Issues
408.	decaying infrastructure - water, sewer, roads
409.	engineered traffic congestion. All modes of transport need to flow better
410.	Affordable ways to move traffic in and out of the city. making the areas around Toronto pay their fair share
411.	Traffic Congestion
412.	Bike Lanes
413.	traffic congestion
414.	Roads
415.	road repairs
416.	parking fees
417.	traffic
418.	green space and bike lanes
419.	Bike lanes
420.	Traffic and congestion on our major expressways and city roads
421.	road construction
422.	Bike lanes
423.	Infrastructure, specifically roads & water
424.	Infrastructure - Roads, Community Centers etc.
425.	Bad roads and sidewalks
426.	traffic congestion
427.	Bike lanes
428.	transportation & road safety (re cyclist and pedestrians)
429.	bike lanes
430.	Infrastructure, roads, congestion, noise, pollution, charging traffic tolls into our City
431.	Not enough bike lanes
432.	State of good repair
433.	Badly maintained roads
434.	Traffic congestion and bike corridors
435.	improved bike lanes
436.	bike lanes
437.	Traffic management
438.	Road repairs
439.	Poor road pavement conditions
440.	Deteriorating road quality
441.	traffic congestion - time for some sort of user pays fee?
442.	Addressing traffic congestion
443.	Infrastructure is in poor repair
444.	traffic
445.	parking
446.	deteriorating road quality
447.	traffic

	Roads, sidewalks & traffic - Important Issues
448.	Ugly Public Space and Sidewalks
449.	Traffic
450.	Traffic congestion
451.	Infrastructure (Roads, Water)
452.	road repair
453.	Poor quality road surfaces
454.	traffic
455.	road conditions
456.	bike lanes
457.	poor city roads
458.	Infrastructure - including roads and sewers
459.	Road congestion
460.	road repairs
461.	Traffic
462.	Road maintenance
463.	Traffic
464.	No bike paths/ bike lanes
465.	Traffic Congestion
466.	Bike lanes
467.	traffic flow
468.	Infrastructure - water, roads,
469.	Bike lanes
470.	Crumbling public infrastructure like roads, etc
471.	Road works
472.	Traffic/public transportation
473.	Road works
474.	More Bike Lanes needed, not taking them away
475.	roads
476.	Poor state of infrastructure (roads, sewers, etc)
477.	Roads (traffic, maintenance, snow removal)
478.	badly damaged roads
479.	Gridlock
480.	traffic congestion
481.	traffic and transportation
482.	traffic and transportation
483.	traffic and transportation
484.	Traffic gridlock
485.	Traffic Gridlock
486.	traffic
487.	increasing traffic
488.	Traffic

	Roads, sidewalks & traffic - Important Issues
489.	bike lanes
490.	Bike lanes
491.	Traffic
492.	traffic congestion
493.	Bike lanes
494.	Adding off-road paved cycle paths
495.	Road maintenance
496.	Traffic Congestion
497.	Traffic
498.	traffic
499.	Roads and potholes
500.	Maintaining and improving roads
501.	Better Roads
502.	Road repair/bike line addition
503.	Too much traffic
504.	Road repair
505.	Quality of infrastructure, city streets are in unacceptable state of repair.
506.	traffic
507.	Poor road quality and disruptions
508.	road repair
509.	bridge repair
510.	Lack of long-term capital project funding (e.g. subways, road/bridge maintenance, etc.)
511.	automobile congestion
512.	Traffic
513.	Roads
514.	Streets and Roads /infrastructure overall
515.	Maintaining and Adding Bike Lanes
516.	traffic
517.	Traffic
518.	Poor bike infrastructure, will lead to environmental and traffic problems in the future
519.	Infrastructure decay (roads, pipes, sewage ... etc)
520.	City is too car-centric and doesn't have enough bike lanes or pedestrian areas
521.	Traffic
522.	Bike lanes
523.	roads
524.	Public Transportation/traffic
525.	Traffic
526.	Road maintenance
527.	road
528.	bike lanes

	Roads, sidewalks & traffic - Important Issues
529.	traffic congestion
530.	Congestion
531.	bike lanes
532.	roads
533.	Car traffic
534.	Reducing traffic jams thru better traffic mgmt and street design.
535.	traffic congestion
536.	road infrastructure
537.	Traffic
538.	Roads Condition
539.	traffic
540.	Road Conditions
541.	congestion
542.	bike lanes
543.	congestion
544.	Traffic
545.	Needs More Bike Lanes
546.	Road maintenance
547.	Traffic congestion
548.	Traffic
549.	Bike Lanes
550.	Infrastructure care; roads are terribly maintained
551.	integrating separated bicycle lanes in high traffic corridors
552.	We need to reduce car traffic and increase the number and size of bike lanes
553.	gridlock
554.	repairing/maintaining roads
555.	We need more bike lanes and sustainable options
556.	road traffic
557.	Road traffic gridlock/congestion
558.	Deteriorating Roads
559.	Eliminating over crowding on public roads
560.	Motor gridlock
561.	Traffic (bicycle and car)
562.	Road congestion due to motor vehicles
563.	traffic congestion
564.	bike lanes
565.	road repairs
566.	Repave roads
567.	Traffic congestion
568.	Cycling & Bike-lanes
569.	Transportation, traffic

	Roads, sidewalks & traffic - Important Issues
570.	Roads
571.	Traffic congestion
572.	traffic and air pollution
573.	traffic
574.	physical deterioration of roads
575.	Bike lanes
576.	road conditions and traffic
577.	roads
578.	Traffic congestion
579.	affordable parking
580.	Road maintenance
581.	Public Transportation/traffic congestion
582.	roads and infrastructure
583.	clean up dog poo on sidewalks!
584.	Infrastructure - water, roads, transportation
585.	roads
586.	Traffic
587.	Traffic congestion
588.	Road quality
589.	Traffic
590.	Traffic
591.	Little support for "green" initiatives (more bike lanes)
592.	Gardiner expressway & waterfront planning
593.	Roads
594.	Improving cycling infrastructure & bike lanes
595.	Roads
596.	Bike lanes
597.	Traffic congestion
598.	Bike lanes
599.	Transportation gridlock/lack of a cohesive transportation policy to handle the increased amount of vehicles and people moving through, or in and out of the city
600.	bike lanes
601.	road works
602.	traffic congestion
603.	Congestion Reduction
604.	traffic
605.	traffic
606.	Lack of separated bike lanes
607.	Lack of bicycle parking
608.	Traffic congestion
609.	Traffic congestion

	Roads, sidewalks & traffic - Important Issues
610.	Transportation - public and roads
611.	Traffic/Transportation
612.	We need more bike lanes
613.	road maintenance
614.	bike lanes
615.	Gridlock
616.	too much traffic in the form of private vehicles as well as the noise and danger posed by the Island airport. Island airport.
617.	Traffic
618.	Bike Lanes
619.	traffic congestion
620.	Relieving traffic congestion by favouring non-car transportation modalities
621.	Traffic congestion
622.	congestion
623.	Road Repairs
624.	traffic
625.	Infrastructure - poor road work
626.	Bike lanes
627.	deteriorating infrastructure (roads, water mains, etc.)
628.	Congestion
629.	Congested Traffic in and out of the core
630.	bike lanes
631.	Road Conditions
632.	Traffic congestion
633.	traffic
634.	road conditions and bike lanes being removed
635.	too many cars on the roads
636.	traffic and gridlock
637.	Traffic
638.	crumbling roads and infrastructure
639.	congested roads
640.	Bike lanes
641.	Traffic congestion
642.	roads
643.	traffic jam
644.	Traffic
645.	Traffic & transportation
646.	Traffic
647.	User Fees - GTA Municipalities Paying Toronto, to use our City, re: road & snow maintenance
648.	traffic congestion

	Roads, sidewalks & traffic - Important Issues
649.	Traffic congestion
650.	lack of bike lanes
651.	traffic congestion
652.	gridlock in the city
653.	Improving Infrastructure, Roads, Sidewalks
654.	Bike lanes
655.	traffic gridlock
656.	congestion
657.	Traffic congestion
658.	traffic gridlock
659.	Roads and transportation
660.	Road use (cars & bikes)
661.	traffic
662.	traffic
663.	traffic congestion
664.	Traffic control
665.	Construction on roads
666.	need for more bike lanes
667.	traffic
668.	Bike lanes
669.	Infrastructure - water, roads, transportation
670.	Traffic
671.	closing of major roads for runs/charity events
672.	Bike lanes and safety
673.	The Gardiner Expressway
674.	roads
675.	traffic
676.	traffic
677.	Traffic
678.	road congestion
679.	road traffic
680.	Roads & Traffic
681.	Infrastructure, particularly subpar roads
682.	maintaining existing GTA infrastructure -water, sewage, roads
683.	Bike lanes
684.	Congestion
685.	Transport & Traffic
686.	Traffic
687.	Transportation/reducing traffic
688.	transportation: traffic, congestion, long commutes, not enough bike lanes, not enough walking streets

	Roads, sidewalks & traffic - Important Issues
689.	gridlock
690.	Traffic
691.	Inadequate non-automobile traffic on the streets and sidewalk. Small retail establishments on streets like Woodbine, East Danforth, Christie, Main etc. simply cannot succeed unless we get more people walking and biking. Even where street parking is provided, people in automobiles tend to drive to larger, centralized stores (e.g., Zellers), rather than shopping in their own neighbourhoods. Surveys on streets like Bloor and Harbord have shown that people on foot and on bikes are more likely to stop and shop. In order to encourage pedestrian and bike traffic, we need to make basic investments in things like sidewalk improvement, planting in medians etc., bike lanes/sharrows, and public events to get people used to enjoying the street.
692.	SUVs and trucks on city roads
693.	Congestion
694.	Roads
695.	Lack of bike lanes
696.	roads broken or cracks
697.	Gridlock
698.	Road congestion
699.	traffic
700.	Traffic congestion
701.	pedestrian/cyclist safety. not enough bike lanes or safe lanes
702.	Quality of roads - Many in disrepair
703.	traffic and pollution
704.	traffic flow
705.	Traffic grid lock
706.	traffic
707.	Congestion
708.	traffic gridlock
709.	Better public transportation, more bike lanes, and electric trains.
710.	adding more bike lanes/ making toronto more bike friendly
711.	Bike Lanes
712.	Downtown and highway traffic, a long commute time for most people everyday
713.	Road Repairs
714.	Environmental sustainability (food security, clean air, no smog, more bike lanes, no diesel fuels, better green bin programs, community gardens, a REAL GREEN CITY)
715.	Traffic congestion
716.	Infrastructure and Road maintenance
717.	road gridlock
718.	Awareness about bike lanes and biking in the city
719.	Bike Lanes

	Roads, sidewalks & traffic - Important Issues
720.	Better Roads
721.	Gridlock
722.	potholes & crumbling roads
723.	Traffic and accessibility
724.	Infrastructure - road repairs
725.	Traffic
726.	traffic
727.	road care and grass care on all roads
728.	roads
729.	Traffic
730.	road repairs
731.	poor state of roads
732.	Roads / Transportation
733.	restraining the numbers, height and size of new condominiums. and considering seriously the consequences of current construction down the road. a few years
734.	safe bike lanes
735.	bike lanes
736.	lack of bike lanes and bike friends environments
737.	Bike Lanes
738.	Maintaining Roads
739.	traffic/road construction
740.	Bike lanes
741.	bike lanes
742.	Traffic is horrible due to poor management and organization
743.	Parking fines, Meters & Online Parking Access
744.	city planning - housing, bike lanes, public spaces, preserving heritage buildings, etc.
745.	Repair of basic infrastructure: roads, sewers, etc.
746.	Infrastructure state of repair
747.	Roads
748.	Bike lanes
749.	Traffic gridlock
750.	Traffic
751.	Traffic
752.	Traffic
753.	Road work
754.	Road conditions
755.	Traffic
756.	more bike lanes and well maintained bike lanes - too many potholes!
757.	Bike Lanes
758.	traffic congestion
759.	roads and infrastructure

	Roads, sidewalks & traffic - Important Issues
760.	gridlock
761.	road conditions
762.	Repair infrastructure (roads, water, sewage)
763.	road maintenance
764.	Good maintained roads
765.	road gridlock
766.	Road repairs
767.	ROAD MAINTENANCE
768.	constant repairs of our roads in the city
769.	Traffic Congestion
770.	City Parking Permits and Laws
771.	traffic congestion
772.	roads
773.	roads
774.	the lack of bike lanes/safety
775.	bike lanes
776.	too much traffic (cars)
777.	potholes, roads
778.	Traffic congestion
779.	Bike Lanes
780.	traffic
781.	Traffic
782.	traffic congestion due to uncoordinated road work.
783.	Roads
784.	traffic
785.	Traffic
786.	roads
787.	traffic
788.	Safety of road for all types of vehicles
789.	crumbling infrastructure such as roads
790.	Roads, traffic services, garbage
791.	Traffic congestion
792.	Bike Lanes
793.	More bike lanes
794.	bike lanes
795.	traffic
796.	road structures
797.	Bike Lanes
798.	safety traffic issues
799.	Roads must be better constructed
800.	bike lanes

	Roads, sidewalks & traffic - Important Issues
801.	reducing the number of cars on the road
802.	increasing the number of bike lanes
803.	Road & Sidewalk Repairs - Especially in the older parts of the city. Dangerous to walk, bike & drive
804.	Traffic
805.	Gridlock - traffic
806.	Unload CNE/Metro Zoo/Metro Parking Authority (sell off)
807.	road repairs / traffic gridlock
808.	Civility: road rage, weapons on street, e.g. city residency requirement for City employees to improve engagement with City issues
809.	Transportation - traffic congestion - need for dedicated bike lanes
810.	Roads, sidewalks and traffic services
811.	Focus on renovating sidewalks instead of directing help to less-advantaged people
812.	infrastructure - roads, water, transportation
813.	Infrastructure i.e. roads etc.
814.	Roads
815.	Poor state of roads
816.	traffic density
817.	Pot Holes on Road
818.	condos and traffic in Yonge Sheppard area
819.	Overspending on non-essentials like bike lanes. Overspending on garbage pick up. A review is required into the facts that garbage people are going home hours before their work day ends.
820.	Too many city councillors sitting on their hands and trying to resolve issues like traffic congestion.
821.	snow removal at end of driveways be continued
822.	traffic congestion
823.	Traffic congestion
824.	road construction
825.	extending the subway for a cheaper transportation for public and reduce the traffic
826.	traffic congestion
827.	Roadworks (too many bad roads in the city)
828.	Need to repair infrastructure (sewers, roads)
829.	traffic congestion
830.	city roads
831.	traffic congestion
832.	Traffic congestion
833.	Traffic
834.	Poor road conditions (pavement cuts, potholes)
835.	Road and Street work
836.	Roads

	Roads, sidewalks & traffic - Important Issues
837.	traffic congestion
838.	Traffic Congestion
839.	traffic
840.	More Bike Lanes
841.	Traffic & Roads
842.	Bike Lanes
843.	Traffic
844.	Bike Lanes
845.	Road Construction
846.	traffic congestion
847.	traffic congestion
848.	Traffic density
849.	bike lanes on queen st w
850.	traffic congestion
851.	TRAFFIC CONGESTION
852.	Traffic and Cycling
853.	infrastructure (roads/water)
854.	traffic/public transportation
855.	traffic congestion
856.	addition of separated bike lanes
857.	Driver and biker safety, more bike lanes, promoting education on sharing the road
858.	Road repair
859.	Traffic Congestion
860.	Traffic congestion
861.	cyclist safety and bike lanes
862.	Gridlock
863.	Bike Lanes
864.	Bike lanes and Cycle-friendly streets
865.	traffic/public transportation
866.	Toronto needs more bike lanes
867.	road maintenance
868.	Traffic congestion
869.	Parking spots in the city
870.	Roads
871.	Include traffic info on 311
872.	Traffic
873.	Road Conditions
874.	Not enough safe bike lanes
875.	The city needs more bike lanes
876.	Gridlock
877.	traffic congestion

	Roads, sidewalks & traffic - Important Issues
878.	keep the sidewalks and roads in good order
879.	Decaying Roads and Infrastructure
880.	Reduce gridlock
881.	poor road conditions/repairs
882.	street repair
883.	TRAFFIC CONGESTION
884.	Road and Infrastructures
885.	Road repairs
886.	Parking
887.	Transportation roads
888.	Road transportation not paid via road pricing
889.	Roads and Traffic Management
890.	traffic/transportation
891.	Car traffic
892.	not expanding street cars, subways, bike lanes and other non gas modes of transportation
893.	Bike Lanes
894.	Gridlock
895.	Lack of bike lanes
896.	roads
897.	traffic
898.	Traffic congestion
899.	bike lanes
900.	Bike lanes
901.	traffic congestion
902.	Traffic
903.	roads
904.	Commit to road/sewer/water infrastructure upgrades
905.	Road Construction
906.	construction that obstructs sidewalks
907.	Roads
908.	roads
909.	Traffic
910.	Bike lanes
911.	Bike Lanes
912.	Traffic congestion and lengthy commute times
913.	Traffic
914.	limiting car traffic; promoting and supporting environmentally responsible modes of transport
915.	Traffic, Gridlock and Road Infrastructure
916.	parking

	Roads, sidewalks & traffic - Important Issues
917.	Transportation congestion/costs, incl. cost of gas
918.	bike lanes
919.	traffic
920.	Traffic congestion
921.	Traffic on highways
922.	Poor road, sidewalks and general appearance of the city
923.	Traffic
924.	the reduction or dismantling of bike lanes
925.	Infrastructure (Roads)
926.	traffic chaos
927.	Traffic congestion
928.	aging and failing infrastructure, water and sewage lines, roads, etc.
929.	Subway issues + Bike Lanes
930.	Eliminate Traffic - growing city, figure out a way to move people in and out of it
931.	roads
932.	Road Congestion
933.	roads
934.	traffic congestion
935.	Road congestion
936.	Bike lanes
937.	Traffic Congestion
938.	Infrastructure maintenance/repair
939.	Roads
940.	Infrastructure and roads
941.	road repairs
942.	road maintenance
943.	Roads and other infrastructure not being maintained
944.	Gridlock
945.	infrastructure deficit / capital repair backlog
946.	Traffic issues
947.	traffic- congestion and flow
948.	infrastructure (congestion)
949.	Bike Lanes and making cycling safer for cyclists
950.	Automotive traffic problems
951.	Traffic
952.	traffic congestion and roads
953.	Congestion
954.	Traffic congestion
955.	Crumbling roads
956.	city roads
957.	open Redway Road through to Bayview

	Roads, sidewalks & traffic - Important Issues
958.	Potholes on streets and constant construction that doesn't offer long term solutions
959.	Filth and garbage everywhere (on streets/sidewalks)
960.	Traffic
961.	bike lanes
962.	Roads
963.	infrastructure repair / investment
964.	traffic
965.	Traffic problems
966.	Roads
967.	potholes in the streets
968.	traffic congestion
969.	Infrastructure (roads, bridges, waterfront)
970.	Road Repair
971.	Toronto's environmental policies (e.g.. bag fees and bike lanes)
972.	Traffic
973.	Traffic
974.	Traffic
975.	vehicular traffic
976.	more bike lanes
977.	bike lanes
978.	Transportation/traffic
979.	vehicle traffic congestion
980.	transportation and roads
981.	poor road conditions and old infrastructure
982.	public transportation & road repairs
983.	road maintenance
984.	Road repair
985.	bike lanes or proper accommodation for bikes
986.	Maintaining public infrastructure (roads, waste disposal, etc.)
987.	Traffic
988.	road repair
989.	Traffic/transportation issues
990.	City roads in state of disrepair
991.	traffic congestion
992.	bike lanes
993.	traffic congestion & cyclist/pedestrian unfriendly environment
994.	traffic congestion
995.	Lack of programmes to limit numbers of cars on the road
996.	Bike Lanes
997.	road repair
998.	Road safety for cyclists

	Roads, sidewalks & traffic - Important Issues
999.	traffic congestion
1000.	traffic
1001.	Public transportation and bike lanes
1002.	Traffic congestion
1003.	Roads/Highway infrastructure
1004.	traffic
1005.	Traffic
1006.	Transportation (congestion)
1007.	infrastructure, poor road and sewer system
1008.	traffic
1009.	maintaining essential services i.e. water, roads
1010.	traffic congestion
1011.	traffic
1012.	traffic
1013.	Infrastructure maintenance: roads, buildings, sewer lines, etc
1014.	improve traffic
1015.	infrastructure - roads garbage etc
1016.	Road/sidewalk repairs
1017.	Ensuring that City staff with technical expertise in their respective areas (such as with the City's traffic signal systems) are retained and not lost through privatization (or lost by not being provided competitive wages to neighbouring municipalities), as this would affect the quality of service provided to Torontonians.
1018.	lack of bike lanes
1019.	Road repairs
1020.	Traffic Gridlock
1021.	Roads/Infrastructure
1022.	Private Transportation (i.e. Road and Highways)
1023.	City planning/condos/roads (infrastructure)
1024.	roads and highway improvements
1025.	repair public housing
1026.	Traffic gridlock
1027.	Cycling safety and increased bike lanes
1028.	traffic
1029.	Road repair
1030.	Lack of adequate separated bike lanes
1031.	Poor Infrastructure (roads/highways, sewer system, water filtration, etc)
1032.	Don Valley Parkway traffic
1033.	road conditions
1034.	traffic congestion
1035.	Gridlock
1036.	bike lanes

	Roads, sidewalks & traffic - Important Issues
1037.	Roads/transport
1038.	Traffic congestion
1039.	traffic
1040.	gridlock
1041.	Road repair
1042.	traffic congestion
1043.	infrastructure e.g. poor roads
1044.	road maintenance
1045.	Safe bike traffic
1046.	Traffic congestion
1047.	traffic congestion
1048.	Traffic - too many cars, not enough separation between cars and bikes, air quality issues
1049.	Traffic
1050.	Car Traffic
1051.	city roads
1052.	Bike lanes
1053.	Traffic congestion
1054.	roads
1055.	traffic
1056.	ROADS
1057.	Traffic congestion
1058.	Lack of bike lanes
1059.	traffic
1060.	Increased traffic congestion-need more usable and safe bike lanes and viable public transportation
1061.	traffic congestion and exhaust
1062.	huge number of impediments to traffic flow, e.g. speed bumps everywhere
1063.	dedicated bike lanes
1064.	traffic
1065.	Bike lanes (lack thereof)
1066.	Traffic
1067.	Traffic
1068.	Traffic
1069.	roads
1070.	Traffic gridlock
1071.	dedicated bike lanes
1072.	traffic
1073.	Bike lanes (lack thereof)
1074.	Traffic gridlock
1075.	traffic gridlock

	Roads, sidewalks & traffic - Important Issues
1076.	Quality infrastructure (roads, sidewalks)
1077.	Supporting bike lanes
1078.	Traffic Congestion
1079.	Roads
1080.	Bike Lanes
1081.	Repair of underground infrastructure
1082.	Repair of sidewalks
1083.	Repair of roadways
1084.	Traffic
1085.	state of the roads
1086.	congestion
1087.	pot holes in our roads
1088.	more trees on the sidewalks
1089.	people sleeping on the sidewalks
1090.	traffic and parking
1091.	Infrastructure - rail, bike lanes
1092.	Roads
1093.	Traffic - Alternatives to Automobiles
1094.	Eliminating the backlog of repairs (affordable housing, road, etc.)
1095.	Gridlock--too much traffic on roads
1096.	traffic congestion
1097.	Bike Lanes
1098.	Traffic Congestion
1099.	maintenance and upgrade of public roads
1100.	Traffic Congestion / Pollution
1101.	Making the city a liveable environment (congestion, maintenance, amenities)
1102.	bike lanes
1103.	Road Repair
1104.	Traffic and gridlock
1105.	Traffic
1106.	Road Conditions
1107.	increased bike lanes
1108.	Backlog of Road Repair
1109.	Road Construction/Fixes delayed
1110.	Invest more in income generating services and programs. Ex. explore the possibility of a city use tax or increased taxing on parking vendors not affiliated with the city.
1111.	need better bike lanes
1112.	traffic congestion
1113.	Traffic congestion
1114.	road maintenance
1115.	Infrastructure and Better Sidewalks, Roads

	Roads, sidewalks & traffic - Important Issues
1116.	improving public transportation-eliminating car traffic
1117.	Traffic congestions from constructions
1118.	Traffic congestion
1119.	bike lanes
1120.	Improvements to existing infrastructure such as roads
1121.	Bike lanes
1122.	lack of bike lanes
1123.	broken roads
1124.	congestion
1125.	bike lanes
1126.	better roads
1127.	Road conditions
1128.	traffic
1129.	Congestion
1130.	Traffic congestion
1131.	Traffic congestion on Highway
1132.	ROAD CONGESTION
1133.	maintaining and improving infrastructure such as roads
1134.	Traffic volume
1135.	Road quality
1136.	Lack of coordination for road/utility repairs
1137.	Curb-separated bike lanes
1138.	Decaying infrastructure (roads, bridges)
1139.	Road and Traffic Congestion
1140.	traffic
1141.	Traffic Congestion
1142.	Public Transportation and Traffic congestion
1143.	heavy traffic
1144.	Traffic Congestion & Gridlock
1145.	Infrastructure including water, sewers and roads
1146.	traffic congestion
1147.	Bike lanes
1148.	Traffic Gridlock
1149.	traffic congestion
1150.	road congestion
1151.	bike lanes
1152.	Traffic congestion
1153.	traffic
1154.	Traffic
1155.	condition of roads and sidewalks
1156.	Gridlock

	Roads, sidewalks & traffic - Important Issues
1157.	Improved Roads
1158.	road and sewer upgrades and repairs
1159.	less cars, more bike lanes and walkable streets
1160.	Traffic
1161.	Traffic Congestion
1162.	long overdue Improvements to public transportation on large scale to relieve gridlock.
1163.	Traffic
1164.	Traffic
1165.	roads
1166.	vehicle traffic
1167.	infrastructure (roads, sewers etc.)
1168.	bike lanes
1169.	Road improvements
1170.	Traffic congestion
1171.	Traffic
1172.	traffic congestion
1173.	Fixing infrastructure - roads, sewers
1174.	traffic congestion
1175.	Traffic
1176.	Traffic congestion
1177.	traffic
1178.	roads
1179.	Traffic Congestion
1180.	Infrastructure (roads/water/sewers)
1181.	traffic congestion
1182.	Infrastructure - roads, sewers, etc.
1183.	improved roads, sewers and other basic infrastructure
1184.	bike lanes
1185.	Traffic
1186.	improving and connecting dedicated bike lanes
1187.	reducing congestion - charge tolls
1188.	Road Repairs
1189.	traffic
1190.	road maintenance
1191.	Traffic
1192.	road congestion
1193.	Congestion/pollution
1194.	Traffic congestion
1195.	Traffic
1196.	traffic congestion

	Roads, sidewalks & traffic - Important Issues
1197.	traffic gridlock
1198.	Crumbling Infrastructure roads, subway stations, etc.
1199.	Traffic congestion
1200.	Road repairs.
1201.	city wide bike lanes
1202.	gridlock
1203.	Traffic
1204.	traffic
1205.	road repairs
1206.	Neglect of downtown infrastructure and roads
1207.	too many cars on the roads, creating congestion and air quality issues
1208.	We need more bike lanes
1209.	Disruptive road construction taking too long
1210.	Gridlock downtown
1211.	Poor roads
1212.	Traffic- specially with too many non-essential bike lanes
1213.	roads
1214.	Roads
1215.	Traffic
1216.	transport (overburdened roads)
1217.	Traffic (highways)
1218.	To help alleviate the problems above consider bringing in tolls on DVP and other major roads, extra taxes on car registration (I own a car) , more bike lanes, start building infra-structure throughout the city to receive electric cars
1219.	road conditions are pathetic
1220.	Traffic
1221.	traffic congestion
1222.	Traffic
1223.	Traffic
1224.	Traffic flow
1225.	Road Gridlock
1226.	Roads and transportation
1227.	transportation/roads
1228.	traffic
1229.	Traffic/Road Congestion
1230.	more bike lanes
1231.	traffic
1232.	Snow removal
1233.	Traffic
1234.	road congestion
1235.	pothole roads

	Roads, sidewalks & traffic - Important Issues
1236.	roads
1237.	aging infrastructure (roads/sewers)
1238.	road transportation & traffic issues
1239.	Traffic congestion on streets and highways thru GTA
1240.	Roads
1241.	Overcrowded roads
1242.	Reducing congestion
1243.	Traffic congestion
1244.	Gridlock
1245.	traffic
1246.	Get rid of The bike lanes on Pharmacy Avenue
1247.	transportation/gridlock
1248.	Aging infrastructure, including roads, water
1249.	Infrastructure (especially traffic/transportation)
1250.	Roads in need of repair
1251.	Traffic congestion
1252.	road repair
1253.	rehab of city roads
1254.	road conditions
1255.	Infrastructure repair; water, roads, where are all the investors?!!
1256.	Traffic
1257.	Traffic Management
1258.	Traffic Congestion
1259.	roads and bridges
1260.	Parking
1261.	Congestion
1262.	Traffic
1263.	Road repair
1264.	Traffic
1265.	Public Transportation/Traffic
1266.	Traffic
1267.	Traffic
1268.	road maintenance
1269.	traffic flow
1270.	congestion
1271.	Road Conditions
1272.	traffic
1273.	Poor Road Conditions
1274.	traffic
1275.	Bike Lanes
1276.	Need more bike lanes & less cars in the city

	Roads, sidewalks & traffic - Important Issues
1277.	congestion and pollution
1278.	congestion
1279.	poor roads
1280.	Lack of tolls
1281.	fixing subway/road system
1282.	Traffic
1283.	road conditions
1284.	improving public transportation and creating more bike lanes
1285.	Bike Lanes
1286.	Need to stop downtown road closures for fundraising and annual walks like pro-Israel
1287.	traffic
1288.	repairs backlogs (road/water main)
1289.	roads
1290.	Roads
1291.	Bike lanes (need more)
1292.	state of good repair be kept up
1293.	Roads
1294.	water and road infrastructure
1295.	gridlock caused by car traffic
1296.	Traffic Congestion
1297.	Bike lanes
1298.	Better roads and highways
1299.	Roads
1300.	Road Repair
1301.	more bike lanes
1302.	Traffic
1303.	road infrastructure
1304.	Reducing Traffic congestion
1305.	Roads
1306.	State of the Roads
1307.	Gridlock
1308.	Traffic congestion
1309.	Traffic
1310.	Traffic and Transportation Issues
1311.	traffic
1312.	Gridlock
1313.	Traffic congestion
1314.	Transportation - Gridlock
1315.	Traffic
1316.	bike lanes
1317.	Traffic

	Roads, sidewalks & traffic - Important Issues
1318.	Traffic gridlock
1319.	traffic congestion
1320.	traffic congestion
1321.	Transportation and the inefficient development of Bike Lanes
1322.	road conditions
1323.	Road maintenance
1324.	Event road closures
1325.	Traffic Congestion
1326.	Condition of City Structure, Roads, Sewers, Water Lines
1327.	roads
1328.	congestion & population growth sustainability
1329.	transportation and parking
1330.	Congestion
1331.	traffic
1332.	Traffic congestion and poor traffic management
1333.	infrastructure repair
1334.	traffic
1335.	Bike lanes
1336.	traffic
1337.	traffic
1338.	Roads
1339.	Parking Permits
1340.	Policing and safety (including road)
1341.	Implement road tolls and auto restrictions
1342.	Congestion
1343.	road maintenance
1344.	planning for sustainable future in Toronto, in housing, roads, environmental concerns
1345.	aging infrastructure (hydro, water, roads)
1346.	Road repairs
1347.	Bike lanes
1348.	bike lanes
1349.	Infrastructure (roads)
1350.	Road issues
1351.	insufficient, affordable, public parking
1352.	Transportation congestion and access
1353.	traffic congestion
1354.	Maintaining roads and other infrastructure
1355.	More bike lanes needed
1356.	Bike Lanes
1357.	Infrastructure (sewers, water, roads)
1358.	We need better bike lanes

	Roads, sidewalks & traffic - Important Issues
1359.	Bike Lanes
1360.	Gridlock
1361.	roads
1362.	ROAD CONDITIONS
1363.	Traffic
1364.	traffic congestion
1365.	traffic
1366.	Traffic Congestion
1367.	Roads
1368.	road/sidewalk accessibility and safety
1369.	Upkeep of roads
1370.	bike lanes and safe cycling routes downtown
1371.	everything we do should be measured on becoming more competitive as an economic and cultural center. More attention is needed to achieving this goal. Crumbling sidewalks and tolerance of beggars hitting on pedestrians, especially out of towners, is unacceptable
1372.	Transportation/Traffic
1373.	Bike lanes
1374.	Congested major highways and city roads
1375.	Expensive parking costs
1376.	Infrastructure-roads, sidewalks , water
1377.	Road & Sidewalk Repair
1378.	Traffic congestion
1379.	gridlock of drivers - too much pollution
1380.	Traffic Congestion
1381.	road congestion
1382.	traffic congestion and smog
1383.	Bike Lanes
1384.	Lack of good roads to move traffic
1385.	Roads
1386.	Crumbling Infrastructure (roads, water mains...)
1387.	Traffic problems
1388.	increase communication between services so that major work is coordinated i.e. paving of roads is NOT done before changing water pipes (happens all the time)
1389.	traffic congestion
1390.	Traffic
1391.	Traffic
1392.	traffic
1393.	Traffic
1394.	traffic congestion
1395.	traffic

	Roads, sidewalks & traffic - Important Issues
1396.	Traffic congestion
1397.	Infrastructure Problems, (roads, sewers, etc)
1398.	Automobile Traffic, (commute times)
1399.	repairing roads
1400.	Reducing traffic
1401.	traffic congestion
1402.	city traffic
1403.	traffic
1404.	need help with downtown traffic congestion
1405.	poor condition of roads
1406.	Traffic
1407.	Traffic
1408.	Traffic
1409.	Integration of non car-related traffic
1410.	traffic
1411.	Traffic Enforcement (lack of)
1412.	road backups
1413.	Roads
1414.	Roads, traffic services, garbage
1415.	infrastructure repair
1416.	Public transportation/ Bike lanes
1417.	traffic
1418.	Condition of roads, and inconvenient maintenance schedules
1419.	Traffic
1420.	Car congestion
1421.	road repair
1422.	traffic
1423.	Traffic Congestion
1424.	potholes
1425.	Toronto Parking Authority
1426.	access to off road cycling
1427.	safe areas to ride bikes road and off road
1428.	bike lanes
1429.	Road Safety
1430.	traffic
1431.	bike lanes
1432.	infrastructure repair
1433.	high-rise developments and congestion
1434.	transportation -- public, traffic, lanes, services and policies for cyclists
1435.	Traffic
1436.	roads

	Roads, sidewalks & traffic - Important Issues
1437.	more bike lanes
1438.	Traffic gridlock
1439.	Traffic congestion
1440.	roads
1441.	roads
1442.	Bike lanes
1443.	Transportation and congestion
1444.	poor condition of roads
1445.	Congestion, too many cars. Employees have to arrive before 8 or arrive after 9 but to arrive at 9 they have to spend 1hour on the highway for a 20 minute drive any other time?? It's crazy...
1446.	Roads
1447.	more publicly funded parking spaces, less privately owned ones
1448.	roads
1449.	Bike Lanes
1450.	Road Maintenance
1451.	Traffic!
1452.	Roads
1453.	Traffic congestion
1454.	Improving roads, sidewalks, and infrastructure
1455.	clean up the dog poop from public sidewalks
1456.	roads
1457.	Retaining good services such as garbage collection, snow removal
1458.	Fair payment (taxes and tolls)
1459.	highway congestion
1460.	Traffic
1461.	broken roads and sewers
1462.	Roads
1463.	long term construction on roads
1464.	control garbage have more public parking
1465.	less gridlock
1466.	road repair
1467.	road repairs in toronto
1468.	Useless Parking Ticket Department
1469.	potholes, roads,
1470.	traffic congestion
1471.	roads
1472.	Traffic
1473.	traffic
1474.	traffic
1475.	providing more bike lanes

	Roads, sidewalks & traffic - Important Issues
1476.	better bike lanes
1477.	Parking
1478.	Traffic
1479.	Traffic
1480.	The protection and construction of more bike lanes
1481.	reducing gridlock and pollution
1482.	roads
1483.	improve bumps on sidewalks
1484.	Aging infrastructure (pipes, roads, etc.)
1485.	Infrastructure--roads
1486.	Traffic congestion
1487.	Roads
1488.	Traffic congestion
1489.	traffic
1490.	Traffic
1491.	Bike lanes
1492.	Traffic
1493.	congestion
1494.	More Repairs to Roads and Infrastructure
1495.	maintaining infrastructures such as roads and sewers
1496.	traffic
1497.	Roads and Infrastructure
1498.	Traffic
1499.	ROADS, SIDEWALKS & TRAFFIC SERVICES
1500.	roads
1501.	Bike Lanes
1502.	Roads and Transportation
1503.	Increase bike lanes
1504.	Traffic
1505.	figure out a way to get less cars on the road
1506.	decrease fees for public parking!
1507.	parking
1508.	Roads
1509.	Parking
1510.	Solutions for Gridlock Traffic coming into the city
1511.	Traffic
1512.	Improve traffic congestion
1513.	increase fines for dog owners who let dogs poo on sidewalks
1514.	Traffic congestion
1515.	roads
1516.	traffic problems

	Roads, sidewalks & traffic - Important Issues
1517.	transportation and traffic
1518.	Roads
1519.	more bike lanes
1520.	there is way too much dog shit on toronto sidewalks
1521.	transportation that addresses gridlock issues
1522.	bike lanes
1523.	Traffic congestion
1524.	city roads
1525.	roads
1526.	parking
1527.	road conditions
1528.	Road congestion / accessibility in and out of the city
1529.	Bike Lanes
1530.	As Identified by our BIA members: Budget needed to maintain downtown streets and sidewalks in need of repair
1531.	Transportation/Congestion
1532.	traffic
1533.	Cycling/Road infrastructure
1534.	roads
1535.	Lack of bike lanes
1536.	road conditions
1537.	Traffic
1538.	Backlog in road repairs
1539.	Traffic congestion
1540.	Roads, sidewalks and traffic services
1541.	Preserving our city as a safe, sustainable, culturally rich urban community (rather than a dying "inner city" surrounded by traffic gridlock and wealthy car-dependent suburbs)
1542.	Traffic
1543.	traffic congestion
1544.	lack of shared lanes and bike lanes
1545.	Traffic congestion
1546.	Traffic Congestion
1547.	Bike lanes
1548.	Traffic/ Commute times
1549.	traffic congestion
1550.	Traffic congestion
1551.	infrastructure - e.g., water, roads
1552.	Transportation (congestion, insufficient infrastructure)
1553.	gridlock
1554.	Roads

Roads, sidewalks & traffic - Important Issues	
1555.	Lack of bike lanes
1556.	Road conditions
1557.	Need for Bike Lanes
1558.	Car Traffic reduction
1559.	condition of roads
1560.	Bike lanes
1561.	traffic congestion/too many cars on road
1562.	Roads
1563.	traffic and insufficient public transport
1564.	bike lanes
1565.	Bike lanes

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

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Roads, sidewalks & traffic - Other Important Issues	
1.	Change parking rules during rush hours (which should be extended to include 3 to 7pm) ... and enforce the rules to reduce gridlock throughout the city.
2.	Bike Lanes more bike awareness. and funding and grants for visual artists and academics
3.	affordable housing, accessibility for people with disabilities, traffic/gridlock
4.	we need to make the d.v.p. a pay road way...not like the 403 but more along the lines that they do in Florida / pay per distance at a moderate rate
5.	I think that bike lanes & bicycle infrastructure should be included in general infrastructure projects & planning.
6.	-Stop spending tax dollars on programs. Increase user fees for city services (not only the ones I use like garbage). Make certain programs full or near-full cost recovery such as swimming lessons, skating, libraries, etc. / / -Make certain roads (east
7.	The PanAm Games. I think this is a huge waste of our time and money (not to mention the congestion issues). If there is any way to get out of them I'm all for it. Failing that, the next time something like this comes up I'd like to be asked if I want it.
8.	The needs of Scarborough are not the same as the needs in the downtown core are not the same as the needs in North York, etc. This whole idea of a one-size-fits-all solution is ridiculous and won't please anyone and will just make everyone more upset. Talk to the individual councillors and see what their neighbours need and use that as a starting point. We don't need any more bike lanes in Etobicoke or Scarborough, just as much as we don't need big box stores in the downtown core.

	Roads, sidewalks & traffic - Other Important Issues
9.	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.
10.	Why are the sidewalks repaired, then torn up by Toronto Hydro, then badly patched up with ash-fault and spray painted? Our sidewalks and the public realm are the worst in Canada. Why is it not planned between the city and Toronto Hydro? It is wasting MILLIONS of dollars in repairs. It just cost 20 million dollars to renovate Bloor Street sidewalks and they already are spay painting on the new granite sidewalks. THAT'S CRAZY! This city is so screwed up. How long are we going to keep doing things this way and wasting tax dollars? Work with Toronto Hydro to stop this. Our sidewalks look terrible, patched with ash-fault and spay paint all over them.
11.	1. Meeting 'basic needs' of vulnerable children and adults does not help move people out the 'vulnerable' category. My hope is the City will devote some of its energy (yes, and tax money) in developing public and private community partnerships in the areas of recreation, sport and play, that will include all children and youth in Toronto - everybody play together! Participation of children from all social levels will promote a community mindset in those who participate and promote their creativity and innovation, build confidence, leadership skills and life skills. They'll also have fun. Lets just lump all the kids together and level the playing field so, as a community and a city, we can increase positive childhood development for all children who live here , which in turn will increase the number of positive, contributing adults. / 2. Oh, and don't even THINK about getting rid of that small snow plow that comes along and clears the 3 foot high snowbank that the big plow left at the foot of my driveway ... snow removal - core city service - that includes the snow left behind in driveways by the plows ...
12.	Reduce the number of city counsel, no free expenses !! No free car , free lunch, free meals, free drinks, free taxi, free limo, free parking, tax free income, free travel, free travel to meetings, free parking at City Hall. Pension MUST ONLY be paid when a / councillor is 65 YEARS or older and does NOT receive a income elsewhere. We have to SAVE MONEY !!!!
13.	Conditions - good repair of streets and roads
14.	Reduce the cost of policing for example extra paid duty . It is outrageous that the police are paid \$65 to direct traffic in a construction area and special events. The extra paid duties must be controlled.

	Roads, sidewalks & traffic - Other Important Issues
15.	Bike lane on Bloor Street. / Continuing with respectful growth of waterfront according to the existing plan. / Ensuring a football stadium is not placed anywhere near the waterfront. / Continuing the community based policing model. Including preventive measures such as police on bikes in laneways. / Community centres and activities for at risk youth. Including cheap user fees. / Pursuing road tolls as a way to curb congestion and raise revenue for the city.
16.	gridlock traffic / wasteful spending
17.	City/province should consider building bike lanes so potential accidents do not occur with the warm days ahead especially in the downtown core.
18.	We need to stop catering to people who live outside of the downtown area. They should not be allowed to dictate lifestyle choices for people who live in the downtown core. They (usually) don't pay Toronto taxes and they use our infrastructure and contribute nothing except making Toronto worse for those of us who live here. / We should also work on preserving our beautiful heritage buildings. Europe has managed to do this and have liveable and beautiful cities, so why can't Toronto. / If I hear "war on the car" one more time I'm going to scream. Please. People who actually live downtown know this is a joke. The only war on the car is construction and road closures, a raised bike lane is not going to kill people, and yet people don't complain about the crap at Bay and Adelaide that has been going on for almost five (or longer) years. Have you even tried to walk in that area? If people want to commute to downtown Toronto to work they can take the train like every other civilized city in the world. / People who complain about the high taxes are living beyond their means and should not be living downtown. It's more expensive to live here because of the benefits. If you can't afford the taxes move to a cheaper suburb, so that the services that made this city so great don't have to be cut. / Can we please reverse amalgamation? The downtown core has different needs than North York, and Etobicoke. You just have to look at the neighbourhoods in these areas to see the obvious. / Do NOT let Kensington market become a car-free zone! It will lose its character if this happens!
19.	Speeding up the length of time that construction projects (road work, sewer repair) take. Pony up for weekend/evening hours for these workers and give the city a slightly shorter period in which to deal with oppressive traffic and construction projects (Avenue Road, the 401, Front Street, etc.)
20.	Support of bike lanes. Bixi is a great new addition - let's make sure that it works!

Roads, sidewalks & traffic - Other Important Issues	
21.	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. /
22.	Efficient, renewable and fair use of tax payer money. I live near Little India, where there has been some improvements on going, but why is it that the richest neighbourhoods have the nicest roads, sidewalks and other city beautification efforts and the poor neighbourhoods have cracked sidewalks and pot-hole filled roads? The areas look less inviting and businesses don't grow, and the circle continues. / / Arts Funding needs to send Toronto artists touring internationally for them to gain momentum. Audiences want to see work that has international acclaim, but how can our artist achieve this without more support. We need our artists to stand up on the Worlds Stage with confidence. Right now this is not happening, Ontario's contemporary dance companies are diminishing as artists look to other countries or provinces for work.
23.	Traffic congestion
24.	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.
25.	The ongoing debate between cyclists and the city needs to be resolved. The city needs to accept that bikes are a part of the Toronto environment and the cyclists need to declare themselves pedestrians or vehicles; they can't continue to be both. Confusion over the role of cyclists is causing cyclists to get hurt, pedestrians to get hurt, and drivers to get sued. Cyclists don't know (or maybe don't' care) that they need to stop at stop signs. I have almost been run over several times by cyclists disobeying traffic laws. Collisions between cyclists and pedestrians can lead to severe injuries like collisions between cyclists and cars or cars and pedestrians. There needs to be better communication between all parties. There need to be laws, rules and guidelines instated so all parties can coexist peacefully and we can have a safer city.
26.	congestion of traffic
27.	Computerized control of City works. We need fewer stop signs and more manageable traffic lighting systems to get traffic moving properly and make air quality better.

	Roads, sidewalks & traffic - Other Important Issues
28.	Work with businesses to repair infrastructure and create wonderful places to live, shop, walk. The BIA program takes tens of millions of dollars from businesses to fix our sidewalks, roads, street furniture etc. We need more of this. Cost sharing programs with the private sector should be bolstered. Everybody benefits. A recreation program may improve the life of a few dozen - an infrastructure program affects millions.
29.	Harbord is a bike highway with a giant fire breathing dragon in the middle. Something must be done about the stretch between Bathurst and Spadina. Consider parking on one side only, or during non rush hours only.
30.	Overpaid city workers (otherwise I want a job like that) / Mayor Ford is doing a Great Job!! Let him do more!!! / City Councillor salaries and office budgets need to be reduced, there are too many people there for the wrong reasons (taking advantage of tax payer money) / It's ridiculous to see a condominium building with 38 floors go up in 9months (private company) and it takes 2 years to FIX 3 bridges on the Gardiner near Exhibition Place (City Workers) / Get rid of beggars/panhandlers off our streets!! There are ALL the resources they need but they just want tax free cash and make our city look bad. / Privatize garbage collection / revitalize Ontario place, to benefit the good tax paying citizens of Toronto so they can enjoy something for themselves / Get rid of freeloaders on city council / get rid of multi levels of bureaucracy that just eat up tax payer money / LET MAYOR DO EVERYTHING HE WANTS seriously! we need more people like him. / Get rid of severance package for non-re-elected councillors, they just need to get a job just like any other person after being let go from one job.
31.	More access for bikes on roads. Less cars in downtown.
32.	Reduction of vehicles on the roads to make the city more accessible to pedestrian traffic. Construction intrusions on mobility. Funding for public festivals.
33.	Making the roads safe for cyclists, including bike lanes and bike boxes at intersections
34.	Tree protection programs and tree planting programs, making it illegal to allow cat-owners to allow their cats to roam free (dogs can't), stopping all wind turbines from encroaching on the city or the lake, preventing developers from taking over and building on every parking lot in the city - lets face it - if we want people to come to the city, they have to be able to drive in (not everyone can take the train or afford a long-distance taxi) - in order for businesses to thrive, people need to be able to drive and park here. Also, businesses that provide services to other businesses need to drive into the city and park here to do business.
35.	Construction and its harmful effect on existing structures and the landscape. Wind tunnels created by lack of trees, too much car, truck and SUV traffic and too tall buildings.
36.	With the arrival of Bixi bikes to Toronto streets, I think it would be great to have one main artery (e.g.. Avenue Road, Spadina or Yonge Street) with a bike lane throughout most of the downtown core for the summertime. Perhaps it could be a temporary measure, to test how it affects the gridlock and encourages cyclists to bike during rush-hour.

	Roads, sidewalks & traffic - Other Important Issues
37.	I believe that Torontonians are taxed to death !!! We need some relief. The recently implemented Land Transfer Tax is an example of this. Homeowners are constantly bombarded with new and/or increasing taxes. Citizens should not be penalized for owning property in Toronto. We can only take so much. Then the increasing cost of gasoline is a big strain. We need cars in this city to get around, even with a public transportation system. Our geography and climate demand the use of automobiles. We should be more tolerant and prepared for the increasing number of vehicles on the roads. Roads should be maintained more regularly and more efficiently.
38.	Reliable and affordable public transportation / Reducing gridlock on roads through better design of transportation flows / Assessing opportunities to stop low value work in city departments and/or outsourcing non core functions like road and water main repairs
39.	Education/after school programs, bike lanes, affordable housing, less bickering in city hall--act like adults
40.	road maintenance, Why it takes some many people standing around and 1 person doing the work, Let's make Toronto 'pretty' again. Get rid of the weeds and plant more flowers.
41.	More transparent and fair hiring procedures at the Toronto District School Boards. Public nepotism is disturbing! / More funds for post-secondary education. / LCBO and Beer stores should be eliminated. In the 21st century you should be able to buy alcohol at any store. / More bike lanes. /
42.	Stabilizing taxes, privatizing 400 series highways (toll roads) to reduce congestion and increase efficiency, remove the land transfer tax.
43.	- Cycling infrastructure on city roads / - Continued support of Waterfront-Toronto initiatives! /
44.	Fix the roads and reduce congestion and stop spending on stupid things like extra-duty for cops standing around like idiots in a construction site. Makes it look like they work for the people who are paying for the duty rather than serving the people of Toronto.
45.	City planning--making sure as the population density of areas increases, the services increase simultaneously ,i.e. grocery stores ,facilities, etc, are included in high-density residential constructions so as to cut down on area traffic & increase local vitality. / Heritage protection--making sure our older structures are better protected from wanton demolition & wilful neglect and are integrated instead of destroyed. / Accessibility watch--currently there is no supervision of accessibility compliance to make sure businesses all over the city are doing their best to comply. Supervision needs to be under the guidance of actual disabled people. / Real estate ownership--buyers/builders of residential structures should be actual residents/citizens. / More apartment/family-friendly buildings--as in city planning. / Rent control--bring it back.
46.	safer bike lanes

	Roads, sidewalks & traffic - Other Important Issues
47.	Honestly, bike lanes and infrastructure for cyclists. Mr. Ford may hate cycling for some bizarre reason, but the fact is that gas prices are rising, more people are poor, and they still need to get around. As well, Global Warming is a real thing, cause in great part by pollution and the roads cannot support the numbers of cars that exists/an increasing number.
48.	road repair
49.	Consider road tolls/tax for cars entering core
50.	I live in mid-town and don't have a car. Getting around is very tough. Buses are horrible, street cars are few and the roads are horrible for cycling. My wife and I can afford a car but like to stay green and healthy through walking. Would like greater support for non-car people
51.	road tolls / investments in aging infrastructure / green building design and energy conservation / emergency preparedness for climate-related incidents ex. droughts, floods / how to address gentrification and pricing vulnerable populations/working class out of the city / how to effectively spend on culture and attract tourism, to be considered world class city /
52.	Not privatizing services such as garbage, LCBO, etc / Bike lanes, a bike transportation plan - bring back the LRT! / /
53.	- noise and behaviour in nightclub areas / - safe, curbed bike lanes / - fewer festivals downtown (congestion, noise, and traffic disruptions).
54.	Integration services for new immigrants; services for the poor, young, elderly, ill and injured; affordable housing; access to community and recreation centres for everyone across the city; clean and pot-hole free sidewalks and streets; waterfront development; maintenance of old, historic buildings by integrating them into new, controlled development.
55.	Providing recreational activities to youth, providing mentoring services and youth-oriented programs in disadvantaged areas of the city. Improving the conditions of roads. Creating bike lanes.
56.	More bike lanes. Car-free zones downtown. Upgraded waterfront - waterfront businesses, bars/restaurants, green space. NO BILLBOARDS - at least less! Someone to clean up the horse shit from the TPS Mounted Unit - come on we are in downtown Toronto, I shouldn't have to see and smell horse shit.
57.	Nominal increase in Taxes, land transfer taxes, parking fees with a significant spending reduction. / Sell: Sony Centre, St Lawrence centre, Toronto Zoo, Privatize Yonge-Dundas Square, / Reduction in Civic and Politician salaries and expanding entitlement promises. / Make it hurt. Toronto needs to wake up and realize. That it, like the rest of the world needs to balance their budgets.

	Roads, sidewalks & traffic - Other Important Issues
58.	Perhaps trying to find a way to co-ordinate the various utility companies that do work in the city (Water, Hydro, Gas, Telecomm etc.) so that if one of them has to say tear up a road to do work or repairs that it would also be a good opportunity for one of the other utilities to also get their stuff done. So that we aren't seeing what we see now, where a beautiful new road gets laid down and then three months later part of it has to be torn up and then patched for sewage maintenance and then next year it gets hacked up for gas line maintenance. It happens constantly and it's a big problem behind why our infrastructure costs are one of the highest per capita for an urban center.
59.	upgrade schools, fix roads before starting new ones, have companies pay for police services or use a security company, / a need for getting rid of dandelions and weeds allergies are killing me, get prisoners to clean up Toronto, and road sides. no bail for criminals. Have a Toronto day and get companies to fund it through advertisement or have them give free food samples, go outside the box to get things done a lot of Torontonians would gladly donate their time and effort to get Toronto back to being the number 1 city we should be.
60.	Creating a comprehensive network of segregated bike lanes
61.	Implementation of road tolls.
62.	Street parking for home owners
63.	I think the City should appeal to the province to have 400 series roads become toll roads to reduce the amount of traffic in Toronto. I think the City of Toronto should stop penalizing through taxation the residents of Toronto (e.g. land transfer taxes etc.)
64.	Better notices regarding summer construction, prior to starting. Better planning related to summer construction - i.e. doing work throughout the night to reduce traffic congestion and complete projects sooner.
65.	Improving Parklands / Reducing traffic congestion
66.	Road upkeep. Too many potholes and roads in such disrepair around our city.
67.	parking enforcement -more bike lanes, more bike friendly environment
68.	Get rid of the requirement to have police officers around road construction sites
69.	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!
70.	More and better bike lanes.
71.	Accessibility to the waterfront, bike lanes separate from roads

	Roads, sidewalks & traffic - Other Important Issues
72.	I do not believe in the privatization of any of our services. We've seen it before province - wide : privatization leads to extra money in corporations pockets, not in the hands of the people who do the work (which it should -- as they, in turn, spend to keep our economy going). People deserver good jobs with benefits and decent pay. They, in turn, contribute to keep a city thriving. By keeping services public we ensure the necessary checks and balances are kept in place. We also need to look at the safety of cycling for residents. I'm a 50 year old who wants to be able to cycle around my own city safely -- yet we seem to have a culture of thinking we're targets and nuisances. When I ride my bike, I'm contributing to a cleaner Toronto, and I end up visiting merchants and events in the city that I never would if I had to drive and try to find parking.
73.	Better bike lanes, fixing pot holes, better social programs for youth
74.	Insufficient conservation of green space and tree planting. Aging electrical and water/sewage infrastructure. Lack of a bold vision for the city including pollution mitigation and environmental issues. The need for more open public spaces and pedestrian only roads. A major waterfront cornice/promenade. And finally the removal of the Gardiner expressway!
75.	when looking to use somebody's services start in Toronto, then Ontario and then Canada. example - this website : designed and managed in USA. you should use Toronto's company for that as well. Important to make available full city's spending online (how much what costs: example repair of one asphalt hole costs 5\$), so more people can look at it and suggest where can be cut. Cut salaries of city workers, if any money going to former workers, cut it as well. regular people do not have this privileges.
76.	I love our city, why is it car-centric though? With the rising price of gas, would an increase in bike lanes be an affordable idea?
77.	Transportation- need lanes for bicycle use only (too dangerous to bike with kids on roads with cars even with bike lane). Also consider making some roads one way such as Bloor Street to ease congestion (at Yonge and Bloor...traffic very congested especially westbound) / Pest control - too many houses have bed bugs, cockroaches, termites, etc. Need protection not only for tenants but new homeowners too. / Education - more Waldorf-inspired public schools or incorporated into current TDSB education model; need to fund school building improvements

	Roads, sidewalks & traffic - Other Important Issues
78.	If you want to stop a gravy train and drain on resources know how many people living in the massive public housing portfolio abuse and take for granted the system. your going to spend millions on mould and bedbugs when in most cases it won't help as there is Zero, zilch, help, cooperation, effort, or responsibility expected or obtained from the occupant, how most like pays little rent, scams the system and has half a world of people living there not on the lease. / / at least check the cars in some of the parking lots in the morning. pretty sure if you have acuras, sport suv's might want to think twice about supplying all that persons and their water, heat and electricity. / / Old fashioned house keeping will go miles in resolving pest and mould issues. more so then new windows, transfers with no expectation on the occupant to do anything but say, try to sue us for it.
79.	The city doesn't have a spending problem; it has a REVENUE problem. Property taxes should go UP. (We're actually undertaxed compared to surrounding municipalities.) The land transfer tax should stay in place. We will need a lot of money in the coming years to pay for desperately-needed repairs and upgrades to our aging infrastructure (water mains, sewers, sidewalks, roads, etc.), and cutting taxes is NOT going to help with that. As Oliver Wendell Holmes said, "I like paying taxes. With them, I buy civilization." Please consider this. And I am NOT a bike-riding left-wing pinko. I am an Etobicoke homeowner.
80.	bike lanes
81.	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.
82.	A network of separated bike lanes should be implemented.
83.	Installation of bike lanes will improve the city and its citizens in so many ways it is hard to start writing and not stop.
84.	lack of highway - the amount of traffic congestion needs to be alleviated somehow / also, security throughout the city
85.	Road tax/congestion charge / Parking scheme to prevent driving into the core / Expansion of subway system
86.	More bike lanes, solid waste/environment
87.	Privatization of public assets, expansion of BIXI services, development of new and existing bike lanes (including segregated lanes).
88.	Keeping library funding, increasing bike lanes

	Roads, sidewalks & traffic - Other Important Issues
89.	We need more bike lanes. I was hit by a car last week while following the rules of the road, on a road with no bike lanes. We need more services for refugees and new immigrants in the city. It is disgraceful how services are being cut for those who are already the most vulnerable in the city. We also need more shelter beds, and a safe injection site.
90.	Cut the budget to the Toronto Police, and also rethink what kind of policing we want in our streets? Not like the G20 type of policing, but more community watch policing. For suggestions on how we can save taxpayers' dollars implement the following suggestions to stop the continual cycle of waste, bloated budgets, and Toronto Police Officers getting massive overtime pay. Ways to do this: First, stop the scam of getting 4 hours pay for showing up for a court traffic ticket. Secondly, stop assigning so many Police Officers to peaceful demonstrations. Thirdly, redesign the work scheduling system for Toronto Police so that they don't have an automatic built-in system of overtime. The current scheduling system results in gross inefficiencies, long hours and days followed by many days off shift - this is just plain wrong.
91.	Safe and extensive BIKE LANES
92.	Improving public transportation, reduce the number of cars on the road, improve traffic flow.
93.	Traffic
94.	Bike lanes, Arts funding, Participatory government, Fort York bridge. Communities with various income levels.
95.	improving the state of roads for all users, cars, bikes and pedestrians
96.	Congestion
97.	Shabby public realm - overhead hydro wires on wooden poles, utility cuts everywhere destroying street and sidewalk pavement, pedestrian-unfriendly sidewalks. This isn't a matter of the City spending more - it's a matter of properly coordinating utility construction, making utilities bear the true cost of repairing their mess, directing condo development fees to public infrastructure, creating some minimal design standards reflecting an urban environment, and making one person at City Hall responsible for street and sidewalk design, reconstruction, repair and maintenance. I mean, who decided frontier-town wooden hydro poles supporting a jumbled mess of overhead wires, with garbage can-sized transformers suspended in midair, were acceptable for the main streets of a city? Why do no other cities in North America, Europe or Australia look like this?
98.	I would like to see more safe, dedicated bike lanes throughout the city, expansion of the BIXI program and less catering to the car. / As well, I want to see the continuation of the waterfront development as laid out by Waterfront Toronto and the many stakeholder groups who participated in the planning.
99.	More bicycle lanes. Reinstating vehicle registration tax. Congestion pricing.

	Roads, sidewalks & traffic - Other Important Issues
100.	The fact that the Toronto Police Services have been given an 11%increase for their current contract is shameful. The law and order agenda of Rob Ford is not everyone's agenda. To have a police officer make \$65 an hour while maintaining potholes at city construction sites needs to be looked at. The fact that the Rob Ford has made a commitment to look at all city services (and , by the way, how much is the review costing?) and yet has been blatant about the increase to the Law and Order agenda is not good optics. / We have people who are homeless, going to food banks and struggling to get by. That should be the priority of the city of toronto.
101.	Build the bike lanes, please.
102.	The environment. Cleaner city. Cleaner air quality. Less cars on the road.
103.	Attracting tourists including not ticketing their cars, not closing roads for races.
104.	Making city more livable - less reliance on automobiles - more bike lanes - focus on reducing air and noise pollution
105.	Support for Artistic Culture and Innovation. / Waterfront development should be developed to enhance the lakeshore property. Large stadiums are NOT appropriate on the waterfront area. We need separated bike lanes.
106.	funding for bike lanes and promoting biking as a real transportation option / environmental issues are very important - reducing waste, promoting recycling, getting the green bin program to all people, continuing the plastic bag fee to get people to reduce waste / / /
107.	fixing our roads. and implementing some sort of law with bike riders on the road
108.	-Getting more cars off the roads / -Keeping public services public / -improving services for the most vulnerable / -how to grow without environmental degradation / -addressing the pollution on the waterfront (it's criminal that swimming in lake Ontario is
109.	The City must re-consider the contracting out of City Services. Many studies have been done already and they have proven that contracting out does NOT save money, environmental issues do not get looked after in the same way (its worse) and we should keep our Public Services and not privatize them. It will not help our economy to do that. What happens to our workers who cannot cope with doing other jobs, there are not even jobs for many of them to go to. City Workers are proud of their City and we should keep them in the Public Service. Our roads are the biggest example of all. In the years now that the road work has been contracted out the roads are in really terrible shape. There are major potholes all over the city, ditches in the roads that are hazardous, collect the rain water and make the side walks impossible for pedestrians to walk on when it is wet because the huge spray, wakes in fact, caused by passing cars drench them. Our cars too are suffering with major bumps and sticking out grates. Every street that was worked on last year by these contracted out road crews are looking like they have not had work done on them for 20 years! We do not want our Garbage, Re-cycling, Green, our Waterworks, and Sewers to go the same way.

	Roads, sidewalks & traffic - Other Important Issues
110.	Pick and chose which roads to fix. If it ain't broke, don't fix it. Example: Lansdowne from Bloor to College, a few years back major construction to make the roads better. Road was still good. Giambrone wanted to make area greener. If anything it's worse. They went from 2 sided parking to just one. They said they were going to make things greener, more cement then trees. Waste of money.
111.	We need more and safer bike routes to encourage people to exercise and ease street traffic. /
112.	Engage a private company to build and run a tunnel road system, 100% financed by toll collection, connecting QEW, 427, DVP, Black Creek, Allan and 401/407, to reduce city street traffic and provide high efficiency through traffic, less pollution and better environment in the city.
113.	Affordable social housing; support for arts and culture, especially in poor neighbourhoods; working with neighbourhood and business associations to build civic pride, participation and use of open spaces for recreation and local activities (fairs, markets, sports, gardens, etc.); supporting cross-city public transportation corridors, bike paths, and reduced gridlock.
114.	To alleviate some of the traffic in the city, making the roads bicycle accessible would be very valuable. / / Providing better services for homeless and at-risk individuals. / / Rezoning for small commercial businesses in large residential areas to give better walking access to goods and services.
115.	subsidize childcare, reduce crime, improve roads and laneways, bring down the deficit
116.	A better network of bike lanes to reduce traffic congestion.
117.	1) Traffic reduction: reducing the number of cars and heavy vehicles on the road to improve air quality and safety. 2) Mixed-use neighbourhoods to create healthy, safe communities. 3) Child care.
118.	Infrastructure / Better Road Maintenance / More Handicap accessibility
119.	Increased bike lanes, bike rentals and streetcars over subways. /
120.	Keeping bike lanes clear, as well as introducing more bike lanes to major roads.
121.	garbage pick up - currently the street cleaner comes first, then the garbage trucks come and ooze their stinky slime all over the roads. In addition, 2-3 trucks come up each street! How inefficient!
122.	Road Conditions, Community Services, Poverty, Housing
123.	We have to get with the program and modernize to catch up with the rest of the world: get on with privatizing waste disposal, putting tolls on our highways so that out-of-town drivers don't use our roads for free.
124.	Please do not take away the services we already enjoy especially the Public Libraries, safe roads and transportation, adequate policing and emergency services.
125.	Increasing bike lanes
126.	Providing safe places for people to walk, cycle and move about their city (bike lanes, foot traffic only areas).

	Roads, sidewalks & traffic - Other Important Issues
127.	Pollution control / Preserving remaining green spaces / Traffic control, especially in city core /
128.	Ridiculous spending. / / Ignoring for a moment that this was passed without any sort of public consultation (a more recent consultation showed roughly 95% of residents against the action), and also ignoring that this was passed despite Transportation Services recommendation against, what is most outrageous is the cost of implementations: / / - Installing TWO no-left-turn signs / - Painting 8 wide lines and 1 narrow line on the road (to fill in the old left turn lane) / - Signal modification (hitting a couple of switches to eliminate the advance green) / / Total estimated cost: \$12,450!!!!!! / / If the work were performed by a competitive private sector contractor, I expect it shouldn't cost more than \$500. \$1000 maximum if somebody's not doing their homework. Is there anyone at City Hall who can be bothered to stand up and say "wait, this doesn't sound right". My 8 year old nephew can figure out that the figure is completely off base. / / I can only think of how often these amounts are disbursed throughout the city for such minor work. /
129.	affordable housing / infrastructure in a state of good repair / respect for diversity
130.	Health promotion - David Miller did miracles for Toronto in promoting healthy lifestyles through creating bike lanes and community engagement.
131.	There is far too much short-range policy and planning both for political advantage and because voters tend to focus on problems they have today, not what might be coming down the road in future years.
132.	the city should look at revitalizing the downtown core, transplanting the clubs into a further out district (distillery) and providing affordable parking...the millions of entertainment dollars spent in Toronto years ago have been slowly moving out to the suburbs. / secondly, Toronto businesses should be given tax breaks/incentives to buy, sell and use other Toronto services..keep the wheel turning internally rather than moving out to suppliers outside the Toronto area
133.	Public transportation / Bike Lanes / Street Cleaning
134.	Continuing to support community based programming such as the Toronto public library and Toronto public health, which reach across the socio economic divisions in our city. / Introducing a safer approach to bike lanes in the city. As a parent who conveys her young children by bicycle to their school every day, I feel good about being "green" but I am always very aware of how vulnerable I and my children are to the cars around us, even though we're riding in a designated bike lane. I would like to see a safer approach to designating bike lanes such as that used in Holland.
135.	Justice for migrant workers, increasing shelters, women's health and safety, police accountability, and bike lanes.
136.	sms-parking would be nice / safe bike routes / controlling sprawl on farmland / more dedicated streetcar routes
137.	More bike lanes
138.	Waterfront revitalization and bike friendly streets (separate bike lanes with curbs like in Europe)

	Roads, sidewalks & traffic - Other Important Issues
139.	Bike lanes are a large issue as well as the privatization of garbage pick-up. I have also heard that Mayor Ford now wants to take away funding for the Hassle Free Clinic. This is unacceptable. We need to prioritize public services, the arts and culture and funding for libraries.
140.	Bike Lanes.
141.	Investment in public spaces (not just roads, roads, roads)
142.	BIKE LANES
143.	Transportation / Child Care / Infrastructure/Roads / Garbage Collection - as a public service / Services to the vulnerable / Affordable Housing / Income Supports /
144.	traffic congestion
145.	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).
146.	The budget cutbacks are going to affect basic services and infrastructure and will affect us for many years down the road. What we have needs to be maintained not cut back and ignored. It looks good on the surface at the present and makes voters happy but we will be paying for it for many years later on. Services have been cut and contracts dismissed at great cost already
147.	It is urgent that we reduce our greenhouse gas emissions. We have to invest massively in public transportation to reduce pollution and gridlock. People's health is a priority. Traffic congestion is bad for the economy and a waste of time and energy (fossil fuel energy). We have to build an environment where people want to walk or cycle. The city should impose a carbon tax on polluters.
148.	The city needs more dedicated bike lanes
149.	Having bike lanes on all major roads. Discouraging car traffic. Keeping streetcars.
150.	Food access and the health of our population (this will prevent costs down the road)
151.	better infrastructure for bikes to get cars off the road and improve air quality especially during summer months!
152.	The city should consider road tolls as many suburbanites commute into the city and make use of our services on a daily basis.
153.	Toronto absolutely needs dedicated bike lanes on all major streets. Services such as the Hassle-Free Clinic should be supported to the fullest extent possible, as well as other outreach services to vulnerable sectors of society.
154.	Bike lanes are an absolute necessity - they reduce traffic congestion and cost of road repairs, to name just two benefits. Another essential service, which supports vulnerable members of society, is the Hassle Free Clinic.

	Roads, sidewalks & traffic - Other Important Issues
155.	Supporting HIV education and related health services, such as the Hassle Free Clinic. Keeping the bike lanes on Jarvis Street and expanding them.
156.	Bike lanes please. Funding for HIV & AIDS and STI work in Toronto... The rates are increasing at an alarming rate and the stigma surrounding harm reduction is making it worse. Safe injection sites for Toronto now please!
157.	Repair and replacement of City Infrastructure.
158.	More bike lanes
159.	As I mentioned I am interested in getting front yard parking
160.	Do not close any public libraries. There are seniors that rely on them and there are children who wait for their caregivers or parents at public libraries, which provide a safe environment for these kids after school. The homeless also take shelter in the libraries when it is too cold outside or very hot in the summer. Libraries also offer computer classes, baby time programs and other classes that bring communities together. Also, although I do not use bike lanes, the ones that have already been installed should remain because tax dollars have already been spent. It would be financially wasteful on the part of the city to take these bike lanes away.
161.	Sidewalks should be safe for pedestrians, i.e., no bicycles, no ice in winter, no obstacles from shopkeepers, no potholes.
162.	Having more world class attractions to draw in tourism- increase infrastructure and help bring in money. For example, Vancouver. More bike lanes to promote greener methods of transportation and makes it safer for bikers and drivers downtown. Creating a better connections and pathways to the harbourfront, make it a present place to be and get to, for example, Montreal. Add more colour to the city, so many commercial buildings are gray boxes. Make the city more beautiful, like the King West district.
163.	maintain city services such as snow removal, salting - health and safety. Roads and sidewalks need to be clear for people - enforcement of residents clearing sidewalks should be better. Many older people in particular fall each year on ice. Also the city should maintain proper snow removal including the second plow that removes banks of snow left at the end of driveways.
164.	Public education on sustainable living to build up healthy communities & workforce (e.g. promote "toxics & human health" as mandatory curriculum in public school, expand the scopes on community gardening, tax credits for residential renewable projects, etc) / / Sustainable urban planning to ease traffic (e.g. continuous bike lane system for the entire GTA & Toronto, encourage individuals/organizations to work close to home by providing tax incentives/credits, etc) / / Sustainable health care to eliminate inefficiency & over budgets (e.g. focus on "preventive measures" instead of treating diseases, allow "alternative medicines" to be part of OHIP program, cultivate a culture where seniors are highly active in the communities and are regarded as mentors by the youths. etc)

	Roads, sidewalks & traffic - Other Important Issues
165.	Good bike lane network - decreases traffic congestion and improves air quality. Affordable child care. Avoiding creating ghettos in the outer 416 suburbs. Why is the police budget increasing when crime is decreasing and we have a deficit? Need to keep the Fort York Bridge.
166.	road safety, child care
167.	The cleanliness of the city. Enforcing bylaws such as illegal bar patios, bicycles on the sidewalks, dumping garbage.
168.	Transportation / and road fixture timelines
169.	Police powers and abuse of them (i.e. G20 summit detainees and arrests) / Commuter tolls and contributions to the maintenance of our roads etc. (i.e. we are paying for damage to our roads caused (in large part) by those commuting downtown from other parts of the GTA
170.	Creating more bike lanes downtown. Either on-road or divided by parked cars/concrete barriers.
171.	More bike lanes are important. I also find Mr. Ford's anti-graffiti platform to be nothing but political grandstanding on a non-issue. To be blunt it is an embarrassing waste of time and money for our politicians to be cracking down on street art.
172.	I think we should consider some sort of toll system for cars containing fewer people. Everyday I see thousands of cars coming into the city, each with only one person in them. If we instituted a system where it cost more to drive alone, we could cut traffic without having to try to add more roads, and cut emissions and travel times as well.
173.	Not an issue, but I think "Culture and Sport" should be split into two categories. I score high on culture, not that high on sport. I enjoy the art culture in Toronto and don't want to lose any of it. / Also, I want to say that bike lanes are a big issue for me as well.
174.	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 ...
175.	bedbugs need to be dealt with, all Torontonians need to eat and be sheltered. / / Bloor needs bike lanes, or else some kind of radical improvement for bicycle traffic. since toronto city blocks are so long north-south, the adjacent east-west streets are not practical alternatives. / / the \$21 fee for a temporary parking permit is unaffordable for my family. we would occasionally like to be able to offer visitors a place to park, but it needn't be for a full week: a one-night permit for a lower price would be nice.
176.	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

	Roads, sidewalks & traffic - Other Important Issues
177.	Bike lanes - there needs to be better care to implement them and ensure that as we move forward into the future that bikes take over our roads.
178.	More bike lanes. Continuing to make the waterfront awesome. No more Fords.
179.	access to bike lanes and recreational trails, and where we have bike lanes, making sure that they are wide enough and safe enough to make people want to use them. For example, parts of the bike trail in the don valley scare me because they are so narrow.
180.	Transportation infrastructure in the downtown core to relieve subway/streetcar congestion
181.	Keep utility costs reasonable, improve availability of parking.
182.	We need to improve transportation in the city. Traffic congestion is intolerable and there is never any parking.
183.	traffic congestion
184.	Road quality has been allowed to decline in recent years — patches on patches. Streets are no longer as clean as they used to be. Both need improvement.
185.	not using inner city revenues to subsidize suburban sprawl - if they want to live in a big lot in the middle of nowhere so that it takes more roads and pipes and wires to service them, they should pay higher property taxes
186.	More bike lanes.
187.	we need better bike lanes so people can get out of cars, stop creating smog, get healthy and promote physical fitness for kids
188.	Bike Lanes; / Subway; / Rising costs of Unions; / Housing Costs; / Education Quality; / Poverty;
189.	do something about traffic congestion! Incentives for Torontonians to use public transport, car pools or bikes!
190.	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.
191.	Bike lanes and bicycle hubs.
192.	Traffic patterns, gridlock
193.	Road construction delays and lack of coordination regarding work on multiple streets. It should not be so difficult to navigate through the city. / Need to licence and control cyclists for safety. They need to drive lawfully.
194.	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.
195.	Take down the Gardiner Expressway
196.	bicycling infrastructures - bike lanes
197.	Pathetic Roads

	Roads, sidewalks & traffic - Other Important Issues
198.	Tolls to reduce traffic congestions. A comprehensive city cycling plan.
199.	Bike safety on public roads
200.	affordable programs for children to promote physical activity. Keep the public pools open longer in the fall and open them sooner in the summer. / Creating green spaces, planting more trees. / more bike lanes and separate them from the traffic. / support cultural events / build a rail line to Pearson Airport. We are the only major city in the world without one.
201.	safety for cyclists! more bike lanes and fines for drivers who are reckless with cyclists. / lack of infant care / daycare
202.	Maintaining cultural, city-liveability initiatives / Traffic gridlock
203.	More bike lanes!
204.	traffic congestion....more safer bike lanes
205.	more bike lanes in the downtown area
206.	Community programs / Children and youth programs / Increasing bike lanes
207.	eliminate sewage discharge into lake Ontario and bike lanes!!!
208.	More neighbourhood focused services. For example, why not have neighbourhood "stewards" - perhaps retired persons or the like, to take care of a neighbourhood's issues, rather than paying union workers to sort-of maintain individual portions of a neighbourhood (i.e.. road, park, garbage, trees, etc). with no coordination. Our park sits filthy while adjacent street gets cleaned. Why not coordinate better? / / City government should consider the cost of its ideology. For example, why rail against a perfectly good 5 cent plastic bag tax when that tax diverts millions of bags from our municipally funded landfills? Make the connection between your ideas and how much it really costs us. / / Link great urban design to the tourism dollars and the business investment that flows from it. Don't just think of the cost of great urban design in isolation. Stalling or eliminating the Fort York bridge was a poorly thought out decision as the cost overrun for good design, which the public clearly wanted, will result in huge dividends in tourism and business investment.
209.	Massive education about bicycling to ensure safety of cyclists and drivers. Also, the more people cycle the less cars are on the road and the better it is to be a driver. / Also consider that the city is for the people who live in it; taxpayers boils them down to money. /
210.	I think the City of Toronto needs to focus on revitalizing and preserving existing areas of the city that are not only important for tourism, but for the citizens. For example- the waterfront. Also, we need to encourage activities that suggest a lively and active city (i.e.- marathons, bike road races, art festivals, charity fundraisers, concert events, major sporting events (i.e. Grey Cup) and so forth).
211.	Fixing transportation, too much congestion, little respect for cyclists
212.	Road gridlock
213.	list all lobby groups or persons and list all services affected by their actions. Further list all dollar amounts and on what they affected by their actions. / parking permits for the entire city purchased on line or at local retailers

	Roads, sidewalks & traffic - Other Important Issues
214.	Traffic, parking, cleanliness, adequate snow removal and park maintenance,
215.	I feel that there should be more focus on creating a more bikeable city. bike lanes and barriers between bike lanes are important to encourage cycling and to keep cyclists safe. I also feel that public transportation needs to be support, we should ban large vehicles like hummers and SUVs in areas in the city as well as trucks. The city should also help t support locally grown food such as community garden and roof top gardening and gardening on balconies and terraces. Incentives should be given to businesses that are growing food in city spaces.
216.	Allow food truck legislation. / Pan-handlers need much tougher sentences. / City needs to be more accountable with their workers. Seeing 5 guys around a water hole all looking at each other is ridiculous. No need for that many people. / Street-washer that comes by doesn't even clean the street and also only does one side of the road. How much are we paying for this???
217.	road tolls. tree care. garbage and litter pickup on actual streets.
218.	Let us bag our own leaves and forget about the vacuum trucks that never reach our area / Let us clear our own snow from our sidewalks (which will save our lawns) as we did for years. Most neighbours help those who need it.
219.	tax/toll for vehicle commuters to the downtown core / reducing emissions and traffic
220.	Reduce property taxes. Make city suppliers accountable for their work (guarantee on time on budget in contracts). Private garbage. New subways. Designated Tourist areas fully accessible (including restaurants). Road, sidewalk maintenance (privatize, accountable if necessary.. Cut city staff. Remove fair pay policy.
221.	The City needs to get the Toronto Police Service budget under control. Year after year the policing budget soars unchecked. There is probably much waste here, but for political reasons most politicians will not address this huge item in the city budget. As it is now, it feels like the tail (TPS) wags the dog (the City). We need to work up the courage to audit this service carefully. It is costing too much, and many feel the quality of the service is low. The paid duty officer situation needs to be addressed. There is no reason to have fully trained and armed officers directing traffic around construction sites.
222.	Traffic gridlock and the effects of smog on the people in the city of Toronto. Early mortality due to pollution.
223.	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.
224.	More bike lanes. Make commuters driving into the city pay there fair share for road maintenance and environmental costs effecting those in the downtown. Why do I pay more for licensing and permits when I barely drive.
225.	I would like to see dedicated physically separate bike lanes on major downtown streets. Replace on street parking if needed

	Roads, sidewalks & traffic - Other Important Issues
226.	Affordable childcare should be a priority. Overall, we need less focus on profit, roads and 'the economy', and more focus on quality of life for all citizens.
227.	Public transportation (expansion thereof); Bike lanes (expansion thereof)
228.	WE ARE OVER-GOVERNED. SMALLER BUREAUCRACY, FEWER HARASSING BYLAWS (THINK OF CHASING DOGWALKERS, OR HIRING STUDENTS TO PEEK IN WINDOWS LOOKING FOR INDOOR CATS), FOCUS ON THE BASICS OF MUNICIPAL GOVERNMENT. SAFETY, CLEAN WATER, ROADS. IMPLEMENT AN INTERNET-BASED SYSTEM SO TAXPAYERS CAN VOTE ON ANY ISSUE THAT AFFECTS THEM
229.	improve the condition of the roads around the city. When the gas companies dig up the roads MAKE THEM repair their digging PROPERLY.
230.	more bike lanes
231.	We need a pair of lungs for this city. A priority has to be to make a downtown city park, just as Montreal has Parc Mont Royal and New York has Central Park. The closest we come is the islands, but citizens have to pay to go there. Crazy. / We need initiatives to discourage private auto use and encourage public transportation and especially biking. Biking needs to be a priority in a city concerned about traffic congestion, infrastructure costs and the environment.
232.	Making the city more bike friendly, but at the same time not anti-car. I think the bike lanes in this city could've been better thought out.
233.	Bike lanes / recycling and environment days
234.	Bike lanes. / Open and honest consultations with the public.
235.	Bike lanes!!! Enlarged public transportation system.
236.	In regards to city infrastructure I think that bike lanes need to be (re)addressed as a matter of safety for pedestrians and drivers (not just cyclists).
237.	Increasing local democracy; making recreational services more affordable or free; increasing taxes and introducing road tolls to raise revenue.
238.	childcare, support for alternative methods of transportation - i.e. more bike lanes & extended bike paths separate from main streets
239.	The City is too large, which itself causes many of the strains & demands for more funding. More employers & work should be encouraged and given incentives to move away to other provincial locations. Toronto should have a plan to downsize and not be larger than perhaps 2 Mill people since that's maybe the max it can currently handle for its infrastructure. Way too much congestion everywhere which is straining public transportation, roads, and creating pollution. If a significant chunk of the downtown jobs moved away there would also be less traveling from people in suburbs, who can't afford to even live here. Toronto should discuss options with other government levels to do encourage this transition in the next 5-10 years. Maybe even de-amalgamate & go back to more manageable sized Toronto with 3 surrounding boroughs. Amalgamation hasn't really worked.

	Roads, sidewalks & traffic - Other Important Issues
240.	Stop renaming landmarks, we already lost the skydome, please don't start selling ad space on the CN or changing its name. Its cheap, tacky and wrong. / / Also, the city needs to be much safer for cyclists. Your literature re: the environment encourages people to use public transportation and cycle, but then the roads are a deathtrap. I would never ever bike in the city. I've seen several people hit by cars. There has got to be a better way that this. How many people have to die?
241.	tolls/taxes for people, cars, commuters coming into the city (downtown) etc for using city roads --> in order to pay for maintenance etc, avoid congestion, pollution and hopefully increase the number of people cycling, walking etc to their destinations / / more community spaces and gardens for public use
242.	The amount of traffic because of all the cars. We need more bike lanes.
243.	Community programs and events to promote social cohesion across age, class, gender, and cultural boundaries / Traffic, congestion and parking / /
244.	expansion and improvement of cycling infrastructure to help aid with congestion and the general health and well being of the citizens of the city.
245.	Incentives for businesses to come and or stay in Toronto. An a efficient transportation system demonstrating to a potential business that their employees can live and work in the City without dealing with traffic congestion. Toronto must stay competitive on the visitor market - supporting arts and culture is key to our international reputation.
246.	Parking System is antiquated. Meter boxes take long time to use Credit Cards. Parking enforcement is too aggressive. / SIGNAGE IS NOT CLEAR! Refreshing the meter should be able to be done online or from any machine (i.e. Montreal). / Free parking should be universally advertised for 905 guest and start @ 8pm.
247.	Increase bike lanes and the safety of bike lanes
248.	Bike lanes
249.	traffic congestion
250.	increase bike lanes.
251.	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.
252.	Toronto should have a better way of unifying itself, there should not be pockets of shanties among corporate owned businesses. People should be able to work together, and the city should work towards unifying the space and creating a safe accessible place for all people, no matter what area or time of day. Well lit places, wayfinding, and security measures to help people feel secure are a must. PROPER bike lanes that are concerned with the safety of the CYCLISTS rather than the efficiency of the drivers, is a MUST.
253.	Replacement for High Park dirt jumps. Better signage on city roads and highways.
254.	bike lanes, increase funding per person for the arts.

	Roads, sidewalks & traffic - Other Important Issues
255.	Lack of separated bike lanes. Dominance of cars. Cutting down trees. Pollution.
256.	Pollution and noise caused by increased air traffic to the Island airport.
257.	bike lanes - their creation on roads that don't have them and maintenance on roads that do
258.	Cancelling Sidewalk Snow Removal - Return to holding individual property owners accountable to clear their own snow. / End of Driveway clearing should only be done in cases of high snow volume
259.	Why spend money to remove bike lanes. Seems ridiculous when cyclists are already facing dangerous commutes in order to save money or preserve the environment.
260.	get a rid of Jarvis street bike lanes their doing nothing but causing congestion. Let the bikers have Sherbourne
261.	Cut fees hiding as taxes. Make construction & road suppliers responsible for their work/warranty. Stick to approved budgets, overages covered by supplier. Cut city staff. Fire suppliers who do not comply. Eliminate city's fair wage policy. Private Garbage.
262.	a system of connecting bike lanes
263.	speed limited on resident street / safety traffic issues
264.	Raise taxes, don't sell off Toronto Hydro or Parking Authority
265.	Adopt the TAC \$25 plan and actually implement it. / Road Tolls!
266.	Just one Pet Peeve: for efficient and environmentally friendly street cleaning, get rid of the "madvacs", those vacuum cleaners that miss 50% of the garbage they are meant to pick up, while blocking sidewalks and polluting the air.
267.	Go back to issues and challenges that Provincial downloading imposed under the Mike Harris government. Suburbs must pay their share of taxes - bring in tolls for roads, base tax on services used.
268.	road condition is bad especially in downtown areas
269.	Ensuring that we never lose our streetcars. They are as iconic to Toronto as the CN Tower! / Getting the homeless off the streets, stop them from sleeping on our downtown sidewalks.
270.	Toronto has increasingly become a "ghetto" for our diverse population (including myself) and whenever there is a crises, those isolated and most-vulnerable, those are the first one to lose their jobs and feel even more isolated and with little support. I know there is limited resources for all the services but it would be great to pay attention to this issue as it may trigger bigger problems down the road. Lack of social service infrastructure in the former suburbs
271.	Waste of money for off duty officers standing at job site ignoring traffic
272.	Being proactive in terms of healthy living ultimately saves taxpayer dollars in terms of reduced social and health costs borne by the City. / / Keep expanding Toronto's biking paths. More bikers, means less traffic, means better air quality, means healthier residents and means tax savings in terms of reduced infrastructure costs.

	Roads, sidewalks & traffic - Other Important Issues
273.	General road repair appears to be getting worse and needs to be addressed. To many services for the vulnerable have been placed in to few neighbourhoods preventing these neighbourhoods for developing. Traffic increases have turned quiet streets into near highways as highways have not kept up with development.
274.	Bike lanes or traffic control/flow / infrastructure / Health care system
275.	encourage infill building instead of developing open land. Increase bike lanes. Enforce all by-laws regarding businesses on Spadina: sidewalk encroachment, garbage, double parking, large trucks idling on side streets, / EXPAND PUBLIC TRANSPORTATION.
276.	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
277.	Addressing the animosity between bicyclists and drivers that has been built-in to the city's roadways by poor planning and a lack of foresight. I am for separating the flows of bicycle and automobile traffic where possible--keeping them separate is the surest way to ensure safety, efficiency and cordiality. The City needs to show that it respects both parties equally and is willing to seek a compromise that does not privilege one over the other for the sake of political gain.
278.	The city of toronto should consider adding more bike lanes, not take them away. Biking is an affordable mode of transportation for people on fixed incomes, students, it offers daily exercise, and it is good as the fight against smog and air pollution. / / Many cities in Europe include bike lanes on their streets.
279.	funding lgbtq festivals (3 in the city (Pride, Queer West Arts Fest and Trigger) speed up road maintenance (Dufferin Dundas to CNE) heard the city won't be working on it for two more years, outrageous!
280.	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.
281.	An increase of bike lanes on roads in Toronto and a better connected bike network downtown.
282.	Increase of bike lanes, making it easier and safer for cyclists to commute. This also helps save the environment and encourages Torontonians to lead healthy active lifestyles.

	Roads, sidewalks & traffic - Other Important Issues
283.	heritage preservation, good cycling infrastructure, better monitoring of road repairs and cuts
284.	Cycling and public transportation should taken more seriously. The financial and environmental cost of gridlock are high. The city needs to invest heavily in cycling and public transportation infrastructure. Equality and inclusion of minorities. The huge waiting list on Toronto Community Housing is a huge issue since many individuals are trying to flee from unthinkable violence and negative circumstances, but cannot do so since the wait list is so long.
285.	cleaning, road maintenance, hospitals,
286.	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
287.	Consider raising revenue through road tolls, and indexing property taxes to cost of living rates
288.	I'd just like to take the chance to emphasize the need for affordable, effective public transportation, as well as the construction of safe bike lanes. So many more people (including me) would bike more if it wasn't so dangerous. I also think the development/redevelopment of the waterfront is a key concern, and should continue to receive more and more attention.
289.	bike safety including designated bike lanes
290.	Subsidized housing, food programs, increase bike lanes
291.	1) Providing all budget information to citizens in a user-friendly manner -- this has not done in the case of the Core Service Review. / 2) Provide all financial information electronically, on signage and in media. E.g. all road construction project signage must include price for labour, materials, police, etc. / 3) cities must invest. / 4) Enable staff to be bold and build trust with citizens instead of hiding behind desks. / 5) Unhappy staff who only work for city because of pension should be "helped out" through a severance package so they can work at their true calling -- only they know what that is. / / /
292.	Cycling, getting cars off the roads + healthy local food should be widely available and affordable
293.	Public transportation is an extremely overpriced unreliable mess, there is a great need for bike lanes all over the city, utilities and property tax are grossly expensive
294.	More/better art venues, dedicated bike lanes

	Roads, sidewalks & traffic - Other Important Issues
295.	The City and the public should change their perceptions about the need to deliver perfect services to everyone, at all times. / / For example, yesterday a teenage skateboarder ran into the back of a car, (going downhill, on the road, out of control) and suffered minor injuries. To this minor collision, we sent 4 police cars, an ambulance, and a fire truck. All of them were there for about an hour. We only needed an ambulance (or paramedic) and one police car. / / I am sure that at one point in time we developed a protocol to send an abundance of services to address every possible need. While this is perfect government services, it is very expensive public services. / / While it is great that the City is asking its residents to prioritize services, we should also be examining our protocols for the delivery of services to determine if by providing perfect services only 99% of the time that we can see a substantial reduction in the costs of delivering these services.
296.	Stop being so small minded at city council and in the Mayor's office. New York is a real model for creating a world class city that is both fiscal conservative in a time of financial restraint as well as being open to innovative ideas that encourages environmental supportive ideas and fosters tourism around culture, art, food and sports. They haven't gone down the road of crass solutions like naming rights but have created innovative sponsorship opportunities. I feel there is very little leadership and creative thinking at the new city council and in the Mayor's office there is even less.
297.	Bike lanes and making people who drive cars more aware of bike traffic.
298.	better, cheaper parking
299.	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.
300.	Downtown subway expansion such as the downtown relief line is essential prior to any extension of the Yonge line into York Region. We must alleviate congestion at Yonge/Bloor prior to extension. Also, Torontonians will be waiting on platforms watching trains full of York Region residents pass them by.
301.	Bike lanes, as promised by previous elected municipal governments.
302.	Bike lanes, funding for the arts, community development
303.	Access to affordable housing, particularly for disabled, mentally ill and addicted peoples. Access to mental health care at no cost or low cost (without waiting lists of more than 1 month). Making cycling safer and more viable for average commuters (penalizing vehicle drivers for contravening rules of the road particularly when they put cyclist as risk - e.g. parking/pulling over in bike lanes, forcing cyclist out into traffic; cutting in front of cyclists when making right-hand turns, etc.).

	Roads, sidewalks & traffic - Other Important Issues
304.	Parking authority is out of control. This has nothing to do with parking and everything to do with legally looting people. If it were a service (govt is supposed to serve the people) then a friendly reminder of an infraction would be a service, not a ticket Of course it is rationalized, justified and explained away as adding finances to the city coffers. I'm my area the streets are worked by pairs of infraction officers practically running from car to car, at other times they stalk the sidestreets for cars parked on the wrong side of the street because you can only park half the month on one side and half the month on the other. I find them disgusting, doing the bidding of some big shot at city hall. In a city of this size there are only 4 locations you can take a ticket to dispute it, what a crock . Legalized theft, nothing but.
305.	Our roads are in bad shape. We should try and fix them once and for all, instead of just patching them up.
306.	bike lanes and better integration of bicycle and automobile infrastructures, never hosting the G20 ever again
307.	Fair use of tax dollars across the city. Suburbs of the city that get free snow removal (as a left-over from pre-amalgamation days) is not fair. Either the entire city gets free snow removal, or no one does.
308.	homeless and sickness people, elder care, single family, lower income family, traffic, affordable housing, health care and education system
309.	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)
310.	Keeping bike lanes
311.	road tolls, other forms of traffic control into the core area
312.	1. Addressing Infrastructure & Transportation issue should include increased recognition of cars and pedestrians, i.e. re-open Jarvis car lanes & create bicycle lanes on secondary roads as well as direct public transportation from Downtown to Airport. . / 2. Meeting needs of vulnerable people should be a top priority but definition of vulnerable people should not include vagrants and panhandlers. The City should reintroduce and enforce vagrancy laws to the benefit of tourists and residents.. / 3. Littering is becoming an increasing issue in the city. The city should introduce a no littering bylaw and enforce it thus creating a revenue generating stream while reducing maintenance costs and making the city more attractive to tourists and more livable to residents.
313.	bike lanes / improving public transportation
314.	Bike lanes. This will make everything better.

	Roads, sidewalks & traffic - Other Important Issues
315.	Bicycle lanes and keeping them safe from cars the same way we keep pedestrians safe from cars with sideWALKS. SideRides are necessary. Support for buildings in the downtown core offering daytime cycle storage and even businesses offering shower and change facilities for employees who ride to work.
316.	Transportation, explore road tolls, explore "above-ground subway" e.g. Georgetown line
317.	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?
318.	Parking permits. Fair numbers issued per street. Priority issued to properties without parking pads / areas. One permit issued to actual property owner. Secondary permits only considered on a case by case basis when space available and issued for greater cost. Income properties NOT treated the same as private properties. Tired of the rooming house and three adjacent house (renovated into apartments for someone's income) taking up all the street parking!
319.	the right of residents to have input and some degree of control over development in their area / homeless people on the street / lack of street parking & overzealous parking enforcement / loss of trust in the police / psychotic bicyclists
320.	condo development and how it effects traffic
321.	Sprawl raises environmental, transport, energy and service costs for the whole city. People should not be unfairly subsidized to live in the suburbs through road, school, hydro, water/sewer and other infrastructure provision when the whole city will pay the burden of these inefficient developments for decades to come. We need strong leadership to shape the city and lay the groundwork for its sustainable material form now!
322.	Maintain & expand our EXCELLENT library system; more downtown bike lanes; increase ARTS funding; decrease police salaries.
323.	- 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
324.	poverty reduction, more bike lanes
325.	Police budget is insanely high! Reduce the number of police and increase the number of medics. How is it possible that police are patrolling the roads for basic traffic issues? This cost us too much and does not increase safety. Privatize traffic cops. Reduce police salaries. An Edmonton and Vancouver cop have harder jobs and are paid way less.

	Roads, sidewalks & traffic - Other Important Issues
326.	<p>I don't know if this is the appropriate spot for making the following point as I don't yet know what is coming up in the survey. However, here goes. / I have an issue with Toronto Businesses postering on public property. In sections of our city, the street poles, garbage containers, phone and electrical boxes. It is a defacement of our city and just looks plain tacky and degrading. It cheapens the look of our various communities and thus encourages littler. Just like the mayor's initiative to rid the city of graffiti, this should be another initiative. Take a walk along the section of Church St, between Carlton street and Bloor St. , . The mess on the street poles doesn't stop there. It follows on other streets like Carlton and Wellesley. / / What really adds to my disgust at this mess on our streets is seeing city workers being paid to remove the posters, and then to see someone else come along and immediately put up more. What a waste of taxpayers money. I own 2 businesses. They are both in the hospitality field. I have never postered on public property. It just irks me to see my competition put posters all along the street for free, while I choose to pay for my ads in print publications or in the mail. I am now even using radio. To try and shame my competitors to stop postering , I put in the bottom of all my ads "KEEP TORONTO BEAUTIFUL- WE DO NOT POSTER ON PUBLIC PROPERTY". This did nothing. Some of the posters are offensive to some of our citizens (although I do not favour censorship, these other businesses should know better and respect that some sectors of our population, like children, should not be seeing some very graphic images. / / / We need to charge all Toronto businesses that put up posters on public property. I propose a \$100 per poster. We use some of our existing bylaw enforcement officers to take a picture of each poster that denotes the location and date and time of the poster. They would then mark the poster as being already "caught. The fine would then be sent to the offending business to be paid like a traffic ticket. If they want to argue in court, then so be it just like a parking ticket. / / The benefit: Reduced pollution of our public streets, increased revenue via the appropriate fines, and a reduction in the number of city workers required to remove posters for our public property. I can't see any lose here. / / We would ignore signs from the general public such as garage sale, or lost kitten etc. /</p>
327.	<p>People should be able to get around the city safely and easily without great difficulty. The construction that has been happening on Roncesvalles lately has been a disgrace. The outsourced construction company has been doing a terrible job, having to redo work 3 or 4 times in order to get it right. Roads are torn up numerous times because nobody is managing the project effectively. This is a significant waste of our tax dollars. Pay more for a quality company to get the job done right the first time without inconveniencing residents and businesses.</p>

	Roads, sidewalks & traffic - Other Important Issues
328.	Transportation planning should include a strategy for building a city-wide network of bicycle paths. Note that for this network to be effective, it is important that it is not geared towards recreational cycling but towards commuting. What is needed are high capacity bicycle lanes that allow high speeds, passing, infrequent stops (i.e. moving bike lanes onto residential streets that have four way stops at many intersections is not useful) and ensure safety from parking and turning cars.
329.	Bike lanes
330.	I noticed you had fair and affordable taxes in the last column. Is that a joke? fair taxation policy is extremely important to me. i.e.) congestion charges. If on the other hand you are only concerned with the affordability of taxes you end up with a completely unfair system.
331.	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
332.	[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.
333.	accessible transportation / traffic volume / accessible and inclusive venues - participation
334.	Public transportation. We should be moving forward to reduce car traffic by providing viable, affordable and environmentally friendly alternatives. City services should be affordable for low income families.
335.	Transportation: keep and increase the number of bike lanes, especially since we are trying to reduce greenhouse gases.
336.	continue to support sexual health clinics, daycare spaces, community centres, pools. More bike lanes and more playgrounds and skateboard and basketball courts for youth.
337.	Condition of streets/traffic.
338.	Planning and development policies aimed at making Toronto neighbourhoods vibrant and livable. / / Reduction of Traffic congestion without building more roads. /
339.	Eliminating service fees for children's activities in at risk areas. / Providing more and safer bike lanes using models like Brooklyn, Montreal, Northern Europe etc. / Supporting urban farming initiatives and providing / Create incentives for builders to follow leed practices and penalties for those who don't

	Roads, sidewalks & traffic - Other Important Issues
340.	Traffic. No one wants to "reduce safety". But we have to consider expediting accident removal from roads. Not blocking so many lanes. We hinder thousands of people for hours, so we can "safely" investigate an accident. Take some pictures, and get the road cleared out. It is an absolute must to change practices and would improve traffic flow daily AND improve safety (reduce frustration / using side streets that are not meant for large volumes of traffic and the angry / frustrated drivers).
341.	Congestion-free, efficient, safe transportation service either by subway, train, bus, streetcar, bikes, cars and pedestrians.
342.	Creating more bike lanes, affordable property taxes, Making the roads usable, community police available and visible - e.g. in Parkdale
343.	keep traffic flowing- WITHOUT TOLLS.
344.	Upgrading school buildings/structures. Eliminate winter sidewalk snow removal. Create grace period for expired parking meters. School zone 40 km to be enforced ONLY during school days/times. Increase on road parking by-law from 3 hrs to 6 hrs.
345.	Bike lanes and the city's need to maintain them.
346.	Additional Green Buildings should be encouraged so that the City is cooled without massive energy consumption. Trees and green spaces need protection - we need to have good pedestrian and bike paths to the lake and further waterfront restoration to enjoy this amazing natural asset that the City has. Also, a transportation system to include bikes is necessary to reduce car traffic congestion and smog.
347.	Eliminating corruption and the appearance of corruption and graft. The computer scandal did more to harm the image of Toronto the good and shame its citizens than a crumbling Gardiner Expressway or tagging graffiti, though those issues should be addressed too.

	Roads, sidewalks & traffic - Other Important Issues
348.	Eliminate or significantly limit costly outside consultants. The City employs smart people in all of its departments and agencies: USE THEM to think creatively and with positive innovation. / / Smooth the planning and approval processes that are obstacles to projects that can capitalize on the bicentennial of the War of 1812 and upcoming Pan-Am games. These are fantastic magnets that CAN bring investment, tourists, and conventions to our city if we maximize their potential. / / Change City Hall culture from one of "No" to "Yes - lets work together". / / Tax Increase: a small property tax increase will help maintain our City, and will accommodate costs we cannot control, like the rising price of gas. Only a naive fool thinks costs don't increase over time. / / Eliminate unnecessary travel junkets to conferences, symposiums, and seminars. They have very little real purpose and do not move the city forward. Think at home. Talk to the people who live HERE about their great ideas for Toronto. We have lots of smart, international people who make their homes in Toronto --- travelling overseas for dinner and a meeting doesn't bring you closer to smart ideas. / / The City of Toronto must remember recognize its public sector when they do a great job. Bad news becomes as boring as good news when it is all you hear. / / The city does not attract investment and tourists when it is scruffy, threadbare, and in poor repair. / / The rising tide of lifestyle related diseases like diabetes and hypertension are linked to obesity and inactivity. Maintain safe places to play, for all ages, for free or for very little cost to users. And, keep those activities in local neighbourhoods. / / City government represents everyone in the city; young, old, rich, poor, vegans and carnivores, drivers and cyclists alike. The public good is important, not just the benefit of one interest group. / / Less talk: more action! /
349.	Over development of our Waterfront for Condo's thus reducing public green space. / Over development of neighbourhoods with Condo's where traffic congestion is already a problem..off loading traffic to side streets especially large trucks, load bearing vans etc.
350.	ARTS-FUNDING / BIKE LANES
351.	Traffic and gridlock
352.	Long-term traffic planning...this city is choking on itself!
353.	proper funding of public services, keeping our garbage collection public, an increased system of safe bike lanes, proper respect for citizen committees at City Hall, transparency at City Hall including public disclosure of the Mayor's daily schedule
354.	Maintaining progress/funding for the Waterfront redevelopment. / Improving bike lanes and side walks throughout the city. / Further use of scramble intersections.
355.	TRAFFIC / Too many Condos. Development is not thought out. /
356.	Bike Lanes
357.	Toronto's roads in residential areas (such as Bloor West Village) are terrible.

	Roads, sidewalks & traffic - Other Important Issues
358.	Please do not remove the bike lanes on Jarvis street. Sherbourne is a scary street to ride down at any time of day. Broken glass drunk, stoned and mentally ill people wandering around. The quality of the asphalt is terrible but the personal safety issue is the bigger one. Jarvis is much safer. Also taking bike lanes to isolated bike paths like the one by the beach is scary for women at night too as it is isolated. Main roads keep us safer. Thank you!
359.	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.
360.	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.
361.	Improvement/development of bike lanes /
362.	Looking at best practices from other global cities: / Road tolls & congestion taxes. / Car-free areas. / Support for regional, local and urban agriculture. / Increasing tree-canopy. / Building retrofits, and more environmentally sustainable building codes. / Peak-oil adaptation planning must be a priority. / Climate-change adaptation and mitigation strategies must be a priority.
363.	More trees. Maybe a bounty on front yard and back yard parking (pay people to pull them out.) More greenspace/ yards space and trees required with all new developments. Low speed limits, safer pedestrian crossings and more bike lanes. A ban on box stores and drive "through's. TAX tim hortons and McDonalds and convenience stores to clean up the friggen litter. Can the dufferin buss be made accessible? can the subways be made accessible? Can streetcars be made accessible. Seriously: try getting an old person or a baby around in this city...
364.	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. / /

	Roads, sidewalks & traffic - Other Important Issues
365.	Traffic congestion and environmental protection is important, we have to start putting money into research on how we can resolve these issues. Focus on research and development should be a key aspect of city expenditures. There should also be more funding to community based programs, like the BIA's. Our Wexford BIA wanted to do many things this year for our community but we are strapped for cash.
366.	Adding road tolls to enter into Toronto on the DVP, 425 and QEW
367.	more bike lanes to decrease greenhouse gas emissions by cars and improve overall quality of life and health of the population of toronto
368.	Air quality - smog / traffic gridlock
369.	Traffic congestion
370.	I think we have to consider congestion taxes/toll roads, reinstating the Vehicle Registration Tax and looking at other ways to restore the revenue that has been cut over the last year.
371.	Promoting equity and participation; encouraging civic engagement and more bike lanes
372.	the need for the city to increase revenue - road tolls; taxes / vulnerability of the poor / the decrease in the middle class
373.	Heritage (don't tear down Casa Loma), end street parking and sidewalk shovelling inequities between wards
374.	fix the roads that are in need of repairs
375.	Traffic congestion
376.	not privatizing services. being nice to unions. not ramping up the police force. supporting public space. bike lanes.
377.	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

	Roads, sidewalks & traffic - Other Important Issues
378.	<p>1. People who own property in Toronto are way below the norm when considering how much they pay in property tax. Might I suggest that you bring them up to par with the surrounding areas? For example, my sister lives in Toronto in a home that is almost exactly the same price as mine...I live just north of the city. My property taxes are more than double hers???? I don't understand how that can be. It just doesn't make sense. I would raise property taxes to reflect the value of the home and land people own. There is a lot of money to be gained, and is fair to do so. Raise property taxes. / / 2. TRAFFIC !!! No matter what time of day you start work, if you work in Toronto, if you live north of the City, you have to leave home by 6am in order to avoid morning rush hour traffic and to ensure you arrive at work on time. And then driving home after work is a nightmare. On a good day you might make it home in an hour and forty five minutes....but, as usually happens, there is a car stopped , an accident, etc. it just takes one thing and then your drive home becomes over 2 hours. I don't know if anyone has ever suggested this or not, but, what if, in the morning, you made ALL LANES of the DVP heading SOUTHBOUND, say from 6am to 9am....then , in the evening, ALL LANES of the DVP go NORTHBOUND ONLY from say 330pm until 6pm. In Hamilton, ON, they do something similar. On the Kenilworth access, they have one lane going up the mountain and one going down...they split and then 2 lanes head down the mountain and 2 head up the mountain (where the split occurs, you can go left or right, taking you either to the east or west of the city). However, during the morning rush hour, I think for 2 hours, they have ALL LANES GOING DOWN THE MOUNTAIN ONLY...and then again at evening rush hour, they have ALL LANES GOING UP THE MOUNTAIN ONLY. It has been this way for many, many years, and works wonderfully !!! Although it might only be a short term solution, I think it would be effective to use the roads you currently have, and make them work more efficiently. Since it would be impossible to build more lanes on several parts of the DVP, perhaps you could consider building UP, and having a 2 tiered roadway.</p>
379.	Fair treatment by Parking Police
380.	Planning for the city's future needs and responsibilities. i.e. long-range infrastructure repair and replacement program.
381.	Development of bike lanes (a la Montreal). More HOV lanes, Dedicated delivery times for business (i.e. midnight to 5:00 am)
382.	Subsidizing rain barrels to reduce water consumption. - this saves water resources long term / Subsidize capital cost of green roofs - reduces electricity consumption. Work with the province on this one. / Improved bike paths (not just trails) for commuters to get to and from places of work, living, and play. This will help reduce congestion. / Road tolls - we need to start collecting revenue from people who live in other municipalities but use our roads. /

	Roads, sidewalks & traffic - Other Important Issues
383.	public transportation is dismally lacking. there should be a link to the airport, and subways crisscrossing all across the city- look at cities like Munich as good examples. bike lanes need to run all across the city- the lack of them is the thing preventing me from riding everywhere.
384.	Priorities need to be Police/Fire/EMS - remove the hiring freeze for the Police. Next - get the roads/sewers repairs - the infrastructure is a mess - and without increasing taxes this Survey is a waste of time. Paying with massive cutbacks is not the answer - part of responsible Government goes beyond no tax increase when politicing is over - it is not a reality
385.	traffic congestion, public transport
386.	1. We need more bike racks on reconstructed sidewalks 2. Need more support for cultural events in the city
387.	improving traffic congestion, not eliminating cars
388.	budget, traffic congestion, accessible access to and from city
389.	City-wide bikes lanes and safer bike lanes (e.g. on sidewalks, or separated from traffic). / More free things for kids and parents, downtown.
390.	Healthy Living and Lifestyle / Recycling / Bike lanes
391.	Air quality and gridlock. Mortality rates due to air quality and other environmental issues.
392.	Road tolls should be implemented across the city, especially for those entering the downtown core. / Fees for dog owners to address costs of fecal contamination of water.
393.	Road maintenance/traffic; planning and development;
394.	Cultural diversity of population; poverty reduction; urban and transportation planning that truly addresses environmental issues and climate change; infrastructure that supports active transportation, to counter health problems (e.g., obesity, diabetes, heart & stroke), pollution, congestion, etc.;
395.	Investment in cycling lanes to get as many cars off the road as possible.
396.	It is important to not be so bogged down in rules, e.g. parking street hockey, taking wine to the park during a birthday party. For example, there are four different parking signs on the post across the street from my house, only the one related to winter and snow shovelling makes sense. Lighten up, let kids play street hockey, its how neighbourhood kids make friends, don't assume everyone will act badly, we don't need a permit, special barriers and a policeman to have a street party and garage sale on sunny day. If there was a problem, we are adults and could call the cops. Seems like a tax grab.
397.	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.
398.	Road tolls

	Roads, sidewalks & traffic - Other Important Issues
399.	The city needs to properly address and solve the problems of traffic congestion and lack of reliable public transportation.
400.	Continue to consult with citizens on social service / Find money to deal with affordable housing / Give higher priority to environmental challenges / Deal with the auto mess by introducing tolls
401.	Toronto property taxes are substantially lower than any other municipality or region. For over 30 years I have listened to City councils worry about the impact of boosting property taxes and listened to rate payers complain when they should be dancing in the streets over the tax bargain that Toronto actually is. If you think Toronto has financial problems there is your answer. Boost the rate of taxation to something commensurate with the surrounding status quo and maybe we will be able to afford the transportation and infrastructure improvements this city so badly needs. And, on a similar note, lets stop this nonsense of having the city responsible for clearing snow from sidewalks. The municipality takes far too long to do it and doesn't do it well anyway. Let's go back to expecting people to take care of themselves and their neighbours as well if need be. Also, would someone please explain to me why every time we get a muggy summer day the city feels compelled to provide air-conditioned buildings for people to congregate in as though the human race will melt if the temperature climbs above 25 degrees. Very few people had air conditioning at all prior to the mid '70's and we all survived just fine. Really people. It's summer. Suck it up.
402.	-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
403.	Reducing traffic flow in the downtown core. Redistributing Provincial tax money to the people who pay most of it -- Torontonians. Asking outer-cities (Mississauga, for example) to pay for services used by its citizens. Requiring city workers to live in the city that pays them.
404.	gender analysis and budgeting must be applied in order to understand how women are disadvantaged relative to men -- why do we subsidize parking and roads when public transport must pay its way?
405.	too many unused bike lanes, especially in winter. bike lanes should be seasonal. / very poor snow removal service. / terrible condition of paved streets
406.	Road Improvements
407.	urban planning - neighbourhoods are a mess with all the intensification, bad OMB decisions and inconsistently applied "official plan". NO expansion of green space despite population growth. No provision for traffic increases with development. the waterfront is a disgrace - its potential ruined by (previous) city governments and developers
408.	We need an aggressive push toward more bike lanes.

	Roads, sidewalks & traffic - Other Important Issues
409.	Environmental issues, services for seniors, bicycle lanes and the need for road tolls to curb traffic congestion and provide revenue.
410.	Traffic congestion
411.	Tax vacant property and parking lots downtown at the rate of allowed buildings if built. Dedicated bike lanes are not a bad idea, but there do need to be a lot more. Stop vehicles from blocking views at corners (panel vans and tinted SUVs), and end street parking for over-long and over-wide vehicles -- truck-framed SUVs and pick-ups. All city documents should be searchable online.
412.	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.
413.	Making more pedestrian and cyclist-only thoroughfares. / Slowing/calming traffic overall. / Funding arts initiatives, youth outreach and cultural festivals. /
414.	Infrastructure for bicycles, including bicycle lanes, support of programs like Bixi, and changing traffic standards to better take account of the needs of bicycles.
415.	It depends on what is included in the words you placed on the survey. / / For example, fire services and emergency medical needs to be included, but may be assumed under the safety and security heading (so not mentioned as often as it might be otherwise). / / So, especially if the headings have a narrow definition, I would include in the mix the following - policing, accessibility, human rights support, shelters for children, youth and adults, mental health services, provincially-mandated health activities such as promotion, prevention (public health inspections), collaboration with other municipal governments and other government departments to determine best practices, food programs to ensure there is no hunger, income support where needed to ensure no poverty, managing housing stock to ensure affordable housing, maintaining waterfront access and ensuring construction of high-density housing includes appropriate community services, recreation services (pools, etc. especially for low income families), beautification and maintenance of public property (we used to have a gloriously maintained city and were the envy of many), and by-law enforcement on private property and enforcing bylaws on all fronts, undertaking all other mandated provincial activities such as court services/payments, appropriate land-use planning and permitting/inspection, noise and nuisance control, fence/boundary disputes, parking (not sure if it was included in transportation), supporting arts, cultural and heritage events to ensure tourism, child care systems, public libraries and internet access

	Roads, sidewalks & traffic - Other Important Issues
416.	Metro-Links - making easier transportation access between municipalities and across the GTA; Bike lanes - provide a sustainable vision to increase bike lanes and use in the city; Do not cut social programs to provide more funding to Police. The police in this city have lost the trust of many citizens. Looking at the graph on Operating Expenses with Police taking the lion's share at \$25.63 of every \$100 does not reflect a vision for this city I can subscribe to as a tax payer. Crime is lower - yes, there are problems and gangs, but this budget entry tells me we are a "law & order" city and that is not what I want for my city.
417.	Roads kept in a good state of repair with no potholes and accompanying sidewalks well repaired and cleaned and easy to walk upon
418.	Toronto has the lowest tax rates in the GTA. Please inform our citizens of this fact. People who I talk to think their taxes are too high and are shocked when I tell them how low their taxes are in comparison to surrounding cities. 905 citizens are not contributing to the city even though they use our roads, GO, etc. They should be paying road tolls to help the city maintain good quality roads.
419.	Parking pads should not be allowed as they take up a space 24/7 leaving those without parking pads or driveways looking for spots. A parking ticket should not be \$30 - this is too high.
420.	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.
421.	security, health, poverty, jobs, recycling, access and affordable childcare/daycares, healthy food, Emergency services, better transportation, better infrastructure i.e. roads, highways, Education, better care of trees, more affordable parking/free parking especially around medical buildings i.e. clinics, hospitals, etc.
422.	Bike lanes, affordable housing and fighting homophobia on city council
423.	Road tolls or some form of congestion charging is becoming increasingly necessary.
424.	You talk of roads. What about the pedestrians. You do not clear the sidewalks after snow storms giving precedence to the roads, the sidewalks are too much on an incline making difficult to walk, Major streets have vendors taking on much of the side walk space, there is nothing stopping bikes (with adults on them) from terrorizing pedestrians
425.	I agree with garbage outsourcing. I think that cities should take care of garbage and roads, but get out of other areas such as daycare.
426.	No privatization of companies, no highway tolls, no nuclear plants
427.	Traffic in and out of the City of Toronto, taxes too high and cost of living increasing daily making it unaffordable to live in and around Toronto.
428.	traffic

	Roads, sidewalks & traffic - Other Important Issues
429.	Infrastructure: roads water and transportation should not be put together. Public transportation should be on it's own as it can be in conflict of roads. Money for roads takes away f=funds for public transportation.
430.	no snow clearing on sidewalks of residential streets that do not have bus stops
431.	Sustainable Improvements to city finances cannot be achieved by spending restraint alone. Higher taxes and/or user fees should be included. This may include charges for library cards (which can be focused on middle/higher income areas, defined by postal code), and a tax on downtown parking (say \$!.00 per space per day) and higher service charges for new condo developments.
432.	bike lanes and transportation other than cars.. a charge for cars in the inner city starting at Lawrence maybe??
433.	I think the City of Toronto should consider way to reduce gridlock on Toronto roads.
434.	Taxes are relatively low in this city and our services are crumbling. A tax system that creates additional taxes is needed. We need to tax/levy fees on people using city services (ex. road tolls) to fund infrastructure and city services. Another issue is building communities that aren't all condos. There is too much condo development in the City and too little focus on other forms of housing and mixed use communities.
435.	Highway Tolls, Encouraging alternate modes of transportation, green roofs, becoming a leader in the area of climate change and new energy.
436.	Only fund projects that serve the general public - such as garbage collection, road clearing, libraries. Everything else - daycare, pride parades, G20 summits - should be paid for by user fees or dropped. / Stop allowing construction that does not increase revenues to the city. / BIA's should fund themselves. / Eliminate the Toronto Green Standard. /
437.	Bike lanes and bike safety, care for drug-addicted, and support for the arts
438.	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.
439.	childcare and children's programs / more accessible recycling programs (i.e. so that people do not have to drive to depot to dispose of recyclables that are not picked-up through regular program) / there is too many cars, too much traffic and no enforcement on no idling by-law. People should be prevented from driving in heavily traffic areas on certain times/days. /
440.	Bike Lanes

	Roads, sidewalks & traffic - Other Important Issues
441.	More bike lanes; initiate pedestrian only zones; start to think about a road congestion tax on vehicles driving into the downtown core; maintain decent wages for employees and end wage suppression, the 'race to the bottom' that occurs with privatization; and avoid the short term solution of selling off irreplaceable public assets to keep taxes low for only a year or so.
442.	People in charge need a long range vision for the city to make it a beautiful, inviting, liveable city not just a hodgepodge of buildings all over the place with no thought as to how people as suppose to get around and enjoy space. For example, the beautiful new AGO cannot be fully appreciated because there is no forecourt, no space to stand back and look at the architecture. Same with the new opera house, The Four Seasons for the Performing Arts and the Rogers Centre. The downtown around the Gardiner is such a mess of condos it is in a perpetual gridlock.
443.	Bike lanes, cutting police spending
444.	Waterfront redevelopment. / Closing the Island airport. / Building more bike lanes; reducing traffic.
445.	Traffic, mental health
446.	You've grouped vastly differing issues into sole-focus categories: I feel that culture is very important, but much less so sport; likewise I feel that pedestrian and cycling issues are very separate from roads and water, although they aren't even mentioned in the category. The most important issue facing the city I feel is the use of public space, and how that is defined. It must be viewed by the city and its politicians as a negotiated space, not a legislated or prescribed space for cars and goods transport.
447.	reducing the cost of police. They should not be our number one expenditure. Privatize traffic police. Put up Road tolls. Tax individuals who do not live in Toronto.
448.	driver education re. traffic flow
449.	Sustainable recycling programs, affordable public transportation, traffic congestion. / / I consider multiple sports franchise investments unnecessary for the city given our current inability to effectively manage our existing population and tourism.
450.	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.
451.	1) get rid of bike lanes
452.	I believe handling TCHC in the right way = single dwelling homes being sold for capital repair. Better policing of TCHC and security so TCHC can deal with wrong tenants quickly so families can look after themselves without fear
453.	as one of the leading cities in Canada we need to take an active role in environmental issues. Climate change will cost us billions soon if we don't address it now and try to hold emissions down. Cities can make a huge difference through things like bike lanes and fees for cars.

	Roads, sidewalks & traffic - Other Important Issues
454.	License bikes, or get rid of bike lanes.
455.	1. Police - Why are we having a Police Officer guarding every City roadwork site??? Put these cops to police work or lay them off.... evidently we have too many cops on the payroll. Instead, why don't we hire a Security Guard to "protect" the site, that would cost the City at least 70% less. / 2. Toronto Parking Authority - Change the bylaw so if I get a parking ticket I have to pay first and then contest the ticket in court. We could save MILLIONS in legal fees PLUS it would assure we collect money for the tickets. At present we have thousands of tickets gone "uncollected" and thrown out before they see a day in court because of huge backlogs. Parking Enforcement Officers have gone through costly training and they know what they're doing! PAY FIRST, CONTEST LATER. / 3. Toronto ZOO - privatize it, it only makes sense.
456.	city wide bike lanes downtown and suburbs / traffic, need tolls / wind and solar power - need more
457.	improving infrastructure in water , sewers, roads, community centres, libraries / maintaining free services for all
458.	Toronto was a more progressive city some years ago. In the last year, this city is taking a genuine turn for the worse. / / Privatization of our city services will not make it cheaper on any level. This is something that can only be understood by having been through it already. Most major services were cut or changed in the U.S. years ago. Crime rates went higher, service went downhill in almost every aspect, and many other problems were the result of this short term thinking. At the end of the day it actually cost considerably more money, not less. It also has greatly changed the nature of the society. It's important you see the effects of this long term, not short term. A small amount of money saved today, can cost a great deal extra down the road. I could go into great detail, but I'm not sure it be read to make it worth my time. Just know that you are making a dangerous mistake in the road you are going down currently. Can you imagine underpaid, contract worker style police protecting your neighbourhood? Do you really feel they would care or be willing to go out of their way for you? / / In most truly progressive cities around the world - people who choose larger gas consuming vehicles as a mode of transportation are considered lower on the totem pole (unless they require it for job related activities). They are taxed higher for making high consumption choices. Toronto however, is now promoting more traffic and more drivers on the road. .Drivers now feel they have the right to act like bigger jerks than they already did. Might I remind all of you: Driving is a privilege, not a right. Treat it as such! / / / /
459.	Bike lanes, transportation system, sustainable power and growth
460.	Security, health, job, childcare, more affordable parking
461.	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.

	Roads, sidewalks & traffic - Other Important Issues
462.	Fix the TCHC. Force the sale of their valuable homes in the downtown core to repair the other multi-unit properties. Finally, have the corporation run efficiently and responsibly.
463.	Wasting taxpayers money by clearing residential sidewalks in Winter. By the time the sidewalk plow comes through, everyone has already shovelled their sidewalk and the plow just makes a mess and more work for the homeowner.
464.	Traffic congestion
465.	Improve public transportation so as to reduce traffic gridlock. Subways don't help if you have to drive 6 km to get to the nearest station!
466.	Fixing up roads to make them more bike friendly, and to also hold bicyclist accountable for obeying the rules of the road. Not selling off TCHC housing when it would be put vulnerable people at risk unnecessarily
467.	We must address the transportation issue - if not, we are headed for complete gridlock. / Immigration issues and the assimilation of newcomers is also crucial.
468.	Kingston Road - gateway to Toronto is still unsightly with motels and old car lots - this area could be an extension of the beaches with better retail and condos overlooking the water - I wish the Mayor Ford could help with redevelopment.
469.	Bike Lanes. Planning. Development. Lobbyists and governance at City Hall.
470.	The city is very difficult to navigate once you get outside the core. The amount of traffic makes it very difficult to get to work in the morning and there is very little parking. I work full time and find it easier to get errands done in a different municipality (Vaughn, Richmond Hill) than in Toronto.
471.	Making the city safer for bicyclists... an information campaign so that everyone knows the rules of the road for drivers, cyclist and pedestrians.
472.	We need a real transportation plan that really supports alternatives to automobiles, primarily public transportation and cycling. We need this for environmental reasons and to reduce congestion. With increasing gas prices we also need it because many people don't have cars or can't afford to drive. We need the infrastructure that supports public transportation and cycling.
473.	Get rid of the Parking Ticket enforcement Department. They are not part of the Police department, but somebody gave them uniforms and cars painted the same as the Toronto Police. To many Parking Ticket Officers acting like Police (when they are not police) and wasting the city's budget , so they can pretend they are cops!!!! This will save the city lots of money.
474.	Garbage collection, closures of roads, etc for festivals and charitable events, funding for arts programs
475.	I would rather have continued paying the \$60 a year on my car than have my services deteriorate. It is also better than road tolls. I think that ending this tax was a greedy and short-sighted campaign ploy that will continue to hurt our city. I am also appalled that we have gone from a surplus situation to a deficit situation so quickly. What I'm saving in "tax breaks" through all of this is pitiful.

	Roads, sidewalks & traffic - Other Important Issues
476.	bike lanes; housing; daycare, / air quality; recycling; supporting the development of renewable energy technologies
477.	Toronto should be a world leader in environmental sustainability and it is not. We have a limited mindset with issues such as traffic congestion, energy usage and exceptional garbage pick up. We should be aggressively exploring alternatives like bike lanes, LRTs, cleaner energy and recycling - as other major world cities are - rather than trying to make more room for cars and privatizing garbage collection. These are short term solutions that do not address the larger issues of limited resources and global warming that are becoming increasingly more complex and costly to ignore. / /
478.	improve conditions for cyclists. I commute by bicycle and need more bike lanes.
479.	waste reduction, consumption taxes (including road tolls, packaging charges), the declining quality and quantity of natural environment, the preservation of neighbourhood character
480.	The condition of roads and bike lanes is appalling. The lack of overall vision for this city is depressing. What kind of city do we want to live in? What kind of city do tourists want to visit? The permanence and positive affect of beauty will far outlive cost-costing utility. Leadership is not about simply obeying the loudest voices--it is about having the vision to guide the chorus to its own truest voice.
481.	Bicycle infrastructure -- such as safe bike lanes.
482.	The City of Toronto should heavily prioritize sustainable transportation from a comparative perspective. The trend towards adding bike lanes and using streetcars is a policy trend that should be given due consideration.
483.	Keeping panhandlers off the streets. Most of them are not "vulnerable". Also, divesting itself of "money pits" such as THC buildings. Employing security type personnel instead of expensive police officers for city construction/road projects.
484.	Sustainable and environmentally-friendly growth, such as: green roofs, bike lanes, effective urban planning and European-like building practices.
485.	congestion, high-density planning, decrease car-dependent infrastructure, increase green public spaces
486.	Bike Lanes, Developing Toronto's waterfront, Animal Services, City Grants for going Green in your home, property taxes, affordable childcare.
487.	More affordable mobile housing, Enhanced Social services, More youth employment and internship opportunities, Road maintenance, Very poor air quality as a public health issue.
488.	First, putting Culture and Sport on the same line is unwise and highly manipulative. The main city-wide issue to address is the appalling bureaucracy that has calcified city planning, traffic and every other major urban function. And provincial controls such as the OMB interfering in the city's decision-making while providing insufficient support for issues like transportation.

	Roads, sidewalks & traffic - Other Important Issues
489.	EQUAL TREATMENT FOR THE SUBURBS THROUGH A MORE BALANCED DISTRIBUTION THAT FAVOURS DOWNTOWN.I LIVE IN WARD 25 WHICH PROBABLY HAS THE HIGHEST TAX RATE AND A DEPLORABLE RECORD BY THE CITY IN MEETING OUR NEEDS. there ARE PROBABLY MORE POTHOLES PER SQ FT WHERE I LIVE WHICH I'M SURE THE DOWNTOWN STREET PEOPLE I SUPPORT WOULD FIND UNACCEPTABLE
490.	LRT system to take cars off the road. Too many large vehicles with 1 passenger.
491.	health of the tree canopy; gridlock
492.	bumpy and broken roads, narrow main roads, lack of sufficient recreation facilities for low-income groups i.e. swimming pools, basket ball courts etc for kids, insufficient walk-in and emergency health care supports
493.	When shutting down main arteries (Gardiner & DVP) in the city for events such as the Ride for Heart in early June. Shut them down a day earlier and use that time to perform regular maintenance and instead of charging closure fees, trade the shut down for a sponsorship placement. This benefits the city by saving on closures, bringing awareness to large events and benefits charitable associations by reducing their operating costs.
494.	Reducing car use and sharing the road safely with all form of transportation.
495.	Zone quiet residential streets for 24 hour duration street parking so residents can't persecute each other with frivolous calls to police to enforce "park longer than 3 hour by-law" / Eliminate nuisance cat licences. This is harassment of cat owners. / Eliminate nuisance retail bag fee. / Minimize government interference in the day to day lives of the citizenry.
496.	Get the traffic moving
497.	Affordable housing, transportation, traffic reduction, the arts (very different from sports), - preferably de-amalgamation
498.	Toronto needs more continuous bike lanes, on King or Queen street, and also north-south.

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

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1.	People who make over \$100,000 a year on the city pay role should take a minimum 5% pay cut. / Decrease Police funding / / TOLL the DVP and the Gardner!
2.	make more bike lanes more bike awareness grants and funding opportunities for artist more food stands
3.	Road pricing! Also, Sales tax (an additional 1 percent on HST going to cities); vehicle registration tax, gas tax supplement, higher taxes on entertainment and hotels, keep the land transfer tax (and possibly increase it for second homes)
4.	Invest in the long term. Improve public transportation, pedestrian options, cycling paths to reduce gridlock and improve health. Driving a car is like having a giant

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	wheelchair to move people. Intensifying area densities like Yonge and Sheppard have turned it into a ridiculous gridlock almost every day!
5.	The city should charge a car toll for car and truck commuters into the city. It would help pay for road maintenance. The city roads are in a terrible state.
6.	Look at alternative funding streams. E.g.: Road Tolls, Tax Increment Financing. Stop being hung up on traditional methods of funding city services. Encourage private investment, but ALWAYS maintain a public presence in the operation of important city services.
7.	We have way too many services and should reduce the number of services we have. The services that we keep should be managed closely and the cost should be reduced. / / Completing this survey enraged me because it made me realize just how many useless services the city has and how much it costs me. / / Finally, I would like to state that I use very few city services (roads, water, waste collection, police, fire and ambulance) yet I pay an incredible amount for them. Toronto does not have a revenue problem, but rather a spending problem.
8.	Road Tolls and User Fees / Carbon Taxation / Increased Business Taxes /
9.	The city should to look other innovative funding models rather than the very limited dichotomy of increased property taxes and user fees. Public Private Partnerships, modernized procurement, road pricing, targeted taxation policies should all be explored. The city should also look at best practices in other jurisdictions for inspiration. City delivered vs. privatization is also a false choice, there are a range of models and alternate service delivery methods available.
10.	Gain significantly more revenue from parking. Permits and on-street rates are both well below market value, and below those of many other cities. Permits should be at LEAST \$3 per day (\$90 per month) and on-street rates in most areas of the City should not be less than \$3 per hour, \$5 in downtown. This would raise at LEAST \$20M per year, maybe much more.
11.	Reduce costs by outsourcing labour services wherever possible. Reduce grants and giveaways. Increase user fees for services which are not necessary and not used by everyone. Reduce, consolidate and eliminate unnecessary ABCs and services. Enter more triple P agreements. Make big developers widen roads and improve infrastructure as part of development permit.
12.	Drop the plowing of sidewalks in the winter. It usually happens after everyone has already shovelled and all it does is tear up the grass. We live in Alderwood and see all kinds of damage when walking in the neighbourhood. Far to much salt is used as well.
13.	Drivers should pay user fees directly for the high cost of maintaining roads. There are a variety of options - vehicle registration tax, commercial parking space fee, road tolls. If the result is better roads and lower property taxes, drivers will be ok with it because they will understand that they are paying the real cost of what they use and are getting better quality roads. / / Land transfer tax is more fair than property tax because it kicks in on the real value of the property, when you have money in hand,

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	rather than on an estimated value of the property that may have gone up faster than one's income. The Land Transfer Tax should be reinstated to reduce property tax increases.
14.	Road tolls & congestion charges
15.	The city should charge for parking at all city schools. Currently teachers and staff are provided some level of free parking. This "free ride" should be stopped.
16.	Toll roads to charge those who drive on the roads with out a downtown city address. As more people drive in to work that have an outside address.
17.	Road tolls, donation options for under funded services for users that wish to enhance those city services. / Steeper fines.
18.	People coming into the city from other areas should pay for the infrastructure they use (i.e.. the Gardiner and DVP)
19.	Implement a toll charge for the DVP/404 into the city core from north of the city, and then another toll closer to the city, during peak hours during the week only - it should be a higher toll for one person per vehicle, and no toll for three or more persons per vehicle. This will not only lessen and discourage needless traffic/drivers into the city core by daily office commuters (who should either take the train or car-pool), it will provide some city money to offset the cost of other services. I frequently need to drive into the city for my business activities, but would happily pay a toll if it meant that there was less traffic on the roads because people were rethinking their driving habits due to a road toll.
20.	To spend more money does not necessarily mean better service. Personally, I believe that some restructuring could save costs that's what BMW Canada Inc does for instance. It's based on the principle that people get complacent when they have been in a job for a period of time. Personally, I have a major issue with policing and how it is governed. I would like to see improvements while cutting costs. In my opinion, that is possible. In this respect as well as others, more cooks tend to spoil the porridge. If indeed police officers have to account to too many agencies that causes dissatisfaction all around. Whereas, improving in a humane, structured, anti-oppressive way with acceptance for law enforcement conduct as increasing trust and with mediation, e.g. police officer got injured - find her a "job" at a desk, show her/him that they are a valuable part of our community and so is a parking enforcement officer and a cleaning person. Listen to all sides, that's maybe sometimes 3 or 4, of the story and than vote like we are doing now. Even if this process fails, we have an awesome basis. / I for one, as I am on welfare, be willing to give 0.1% = \$0.713, so 72 cents monthly of my welfare to contribute to the fund raising of my city. I would bed 5 cents that someone who makes \$5,000 per month is willing to give \$5.00 to contribute to the fund raising to maintain as much of our good services as we have. / Lastly, I would like to propose an "effective" study, e.g. personally, for me 3-1-1 has lead to some misinformation not because of the attendant's fault, but I probably did not explain it right. Therefore, I "wasted" her and my time. Is it effective? Perhaps not. It does not hurt, in my own personal

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	opinion, to scrap it. Some intricacies are learned by going through the motion. Often, one case is not like the other, although it sounds the same initially. / Thanks for listen. I feel valued and appreciated and included. Respectfully,
21.	take a good look at the extras that could be cut such as police services expenditures! (why do we need to pay a police officer(s) standing at construction sites when people right in front of them are breaking the law and the officers don't do anything) / road taxes/tolls, zone tax for those who drive into the downtown core during certain hours, increased parking rates, many who use Toronto City streets/roads do not live in the City
22.	Increase parking rate to get more parking revenue.
23.	charge more for parking and for people bringing their cars into the city core; charge premiums based on salary
24.	In general, I support property tax increases over user fees, as user fees are regressive and hit low-income people hardest. If user fees are to be increased, they should be offset with credits for low-income people. I also strongly support other revenue tools, such as the vehicle registration fee (which never should have been cancelled) and road tolls.
25.	make business pay more, tolls on the roads, congestion charge for the downtown core, cut perks from the police force such as court time
26.	The City should implement incentives to encourage wise use of resources and to support environmental goals and efficiencies, like road tolls, and higher rates for water use during peak hours, and energy use during peak hours. The City should increase the property taxes on land such as surface parking lots, so this valuable resource (land) is better utilized to create jobs and investment in the City.
27.	make sure that no money is going to waste. / Apprentice programs where applicable. / vehicle tax / toll roads / lottery / sponsorship / corporate partnership / increase parking fees or taxes on parking lots / summer jobs for students (wages cheaper) /
28.	Sell off all it's real estate properties. Reduce it's staff at City Hall. Take away all perks for City council. Put up toll roads for people travelling into the city from 905 areas.
29.	What about using debt, issuing debentures, improving efficiency, reducing waste (through competition, including letting city staff "bid" on contracts, avoiding monopolies, whether for city staff or contractors. Make businesses more accountable for repairing city infrastructure (including roads) when they damage them due to construction or service upgrade (e.g. cable, phone, hydro etc) and ensuring the repair equals the original quality)
30.	Road Tolls. Not even a significant road toll on the Gardner and DVP would provide significant income.
31.	Fire services is too costly. Funding should be given to EMS instead to put more paramedics and vehicles on the road. Fire services should focus on fire prevention, and should NOT provide medical services. It is a duplication with Toronto EMS that is unnecessary. We have too many fire trucks and fire fighters and not enough paramedics. Please change the priority! / The City MUST invest in environmental

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	sustainability. Short-term planning for economic growth will be useless if our City will not be able to withstand the impact of climate change. Initiatives like green roofs, subsidies for solar power, investing in alternate fuel sources for the City (like biofuel from all our compost) and increasing green space will help mitigate the potentially disastrous effects of the changes to weather patterns. Cities like Chicago, Boston and New York and already improving environmental infrastructure, and Toronto must do so as well.
32.	don't give the police the budget in crease they want / Privatize road crews
33.	re-instate the city vehicle registration fee, and increase it; / maintain the land transfer fee; / impose and/or increase development fees; / impose individual (poll) taxes; / reduce use of contract consultants; / consider city income tax for those who work and live in the city; / impose road tolls on city-owned expressways; / impose a surcharge on work-place parking garages; (i.e.-a portion any employee pays to park a vehicle to attend work should be remitted to the city) / impose and/or seek sharing of the gasoline/fuel tax; / DO NOT sell city assets to balance the budget; / / /
34.	We should ABSOLUTELY consider tolls on our roads and car/congestion taxes.
35.	How come the city's increased development in housing and overall increase in housing prices hasn't offset some of the costs of services. There are way more building and crowded people here that should all be contributing to the taxes and it doesn't seem to be reflected in the increases. If you charged a parking lot x dollars in tax that is now a high rise with 1600 units all collecting taxes why don't we see revenues from that, basically how can we be so overcrowded but not be getting more taxes from it ?
36.	We must be sensible about this. Mayor Ford is advocating or has removed two city taxes (vehicle and land transfer). This is short-sighted in that the city needs money to operate. Using our contingency reserves to keep property taxes the same this year was just plain stupid and nothing more than politics. We should also cut down costs when we use police for off-duty services (road construction, etc.). Like it or not, Mayor Ford, that's part of the gravy train you promised to get rid of!
37.	taxation on private vehicles and increased costs for parking on public right-of-way. increased fines on illegal billboards and advertising. congestion charges on roadways. tolls on major thoroughfares in the city. increase in cost of front yard parking spaces. more ticketing of illegally parked cars.
38.	Property Taxes. User Fees. Upload to the province. Tolloed roads (aka user fees). Vehicle registration fee (aka user fees). Increase other taxes.
39.	Road tolls for the 401 / DVP.
40.	Vehicle Registration Fee, Tolls on the Gardiner, Increased Parking costs, stiffer fines for traffic violations
41.	Vehicle registration tax; congestion tax for downtown motorists; road tolls; get a share of income tax. How do we get out-of-City people who benefit from our City services to pay a share for them?
42.	Significantly increase property taxes. Increase user fees to those who can afford

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	them. / Implement highway tolls and inner-city road tolls. / Lobby the provincial government to restore transfer payments to cities to pre-Harris levels.
43.	The city should refuse to pay police officers for paid duty in which they are working privately but wearing their uniforms, generally acting as the world's most expensive pylons while not directing traffic or doing anything useful. The city should eliminate the ability of the police service to force community groups to hire their officers to provide security for community events at outrageous costs. The city would save some 5 million dollars per year, and many community groups and organizations would have much more money to spend on their core activities, instead of providing unnecessary security when there are no threats.
44.	I think you should raise the cost of parking in the downtown core and charge vehicles an extra fee for driving in the downtown core.
45.	Increase road tolls on major highways, particularly at peak times for non-Toronto residents.
46.	Road tolls
47.	Don't be so thrifty now that it costs us twice or thrice the amount to fix things later. I would like to see services back to the level they were before amalgamation. Either we all get sidewalk snow removal, or nobody does. We need more bike lanes and more bike parking and fewer cars in the downtown core. Community consultation is essential!! NO MORE CONDOS.
48.	Road tolls. Share of gas tax. Getting rid of unionized labour. / Better coordination - e.g. I've seen newly paved roads cut open a couple of weeks later in order to repair or install underground services such as power, phone and water. Get that stuff fixed and then resurface the road so that it doesn't deteriorate so quickly.
49.	Stop paying cops to direct traffic at construction sites. All other cities hire dropouts and children to do that job.
50.	Take a long term view. There are things that can't be repaired later if you cut funding now -- if you allow a museum piece do fall apart to save money on conservation, that can't be undone if there's a budget windfall in 10 years. If you don't provide literacy services to young children now, 15 years down the road it will be too late to help them. On the other hand, if there's no place to park today the damage is only done today. Build a parking spot tomorrow and the damage is instantly over and undone. Don't destroy things that cannot be fixed down the road. / / Act with an eye to justice -- before cutting anything ask what affect it will have on the most vulnerable of city residents, not how much it will inconvenience those of us who are already quite privileged.
51.	the city should focus on not selling off our assets for future generations, pay fair wages, and lead by example on all levels, raise taxes if necessary, user fees for certain things, possibly some toll roads,
52.	BIKE LANES - gas prices are going up. I Can't afford to get a car and pay for gas and this will get worse every year. add bike lanes and improve that because the bicycle population is just going to increase dramatically once people figure out selling their

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	cars is the right thing to do for them to live in this expensive city
53.	Manage expenses and stop asking for more tax and user fees. Why did the police get another increase when the City is running a huge deficit? Why does the City pay \$65 an hour for off duty police to stand at a road construction site? Why are salary increases of any type being offering with a deficit and talk of increasing taxes and user fees? How about salary and benefit roll backs? How about managing our costs? Sounds like more of the same. Why are City employees driving large vehicles which aren't fuel efficient?
54.	User fees for automobiles' use of roads may make sense in the core, since so many drivers in the city are not from Toronto.
55.	Tax automobile owners/drivers far more heavily and establish congestion-based road tolls.
56.	Tolls on highways to enter the city from 905 weekdays. Toronto residents should not foot the entire bill for road maintenance from workers commuting and earning a living in our city.
57.	Get more money from the federal government instead of increasing property tax or user fees. Toronto residents are already paying a lot of property tax and user fees. The road conditions are terrible! There has been no improvement in any of these city services for such a long time. The only way to make Toronto a better city is to get more money from the Federal Government! Period!
58.	Obviously the city has a lot of responsibilities to make everything work. The last thing we need is to mindless cost-cutting ahead of all other considerations, because it will only come back to haunt us in the future and we will end up paying more in the end for the same thing (example: doing a shoddy job on road repairs means that you have to go back a few years later and do it again, better to do it right the first time).
59.	Land transfer tax; Tax on car purchase; tolls on major roads; tax/license on bicycles
60.	I think you should bring back the vehicle registration tax, and increase it, as people who drive cost the city a lot in terms of their impact on the roads, traffic congestion, and the environment. / I think people and corporations should be taxed for activities that pollute or deplete the city.
61.	progressive solutions - i.e. vehicle registration tax perhaps? highway tolls for people coming into the city of toronto? finding non-existent gravy?
62.	The City should use its new taxation powers granted in the City of Toronto Act so that it does not have to rely so heavily on property taxes. It might also consider selling off parking lots on valuable land. In addition, the city should encourage intensification of land use to improve the efficiency of service delivery.
63.	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).

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64.	In general, I feel that services we all use such as water purification and fire services should be paid for from property taxes. Services only used by some, such as daycare or parking, should be funded by a higher proportion of payment by the user.
65.	toll on the Gardiner, dog licenses
66.	Tolls for cars entering and exiting the city core on the Expressways.
67.	<p>Not by cutting and gutting programs and services! The City of Toronto is NOT a private-sector corporation or "free market" business enterprise ... It is a "communal" institution, public trust, PUBLIC SERVICE, Resident-Citizen-TAXPAYER-led -- and we all are, even the poorest! -- paying taxes that is, in addition to our citizen-taxpayer rights, duties, et al. Bay Street is no more important than Jane & Finch -- this city is only as strong as its weakest parts -- and unless "equality of opportunity" in the most public-minded, public-spirited, public-funded "access for all, equality for all, opportunity for all" is talked and walked Toronto will decline, be less than the sum of its wonderful diverse "parts" = communities ... and will see the already widening gap between the "Haves" & "Have-nots", "Rich" and "Poor" become an unbreachable chasm that no one will escape "fall-out"- wise ... No matter if barricaded selves behind gated communities, etc. The City of Toronto belongs and is responsible and accountable to ALL of its residents-citizens, taxpayers, whatever the "sector" or "socio-economic" or "ethnic, cultural, religious, gender" et al. "community" they belong to individually, collectively, "class"-wise ... A polarized Toronto serves no one's interests and diminishes everyone's quality of life, health, welfare, and well-being, sense of belonging, pride, and community engagement and connection, makes strangers of neighbours, fosters distrust, alienation, and a breakdown in safety, infrastructure, and all other measures by which a city is "ranked" as either "working well" or "beyond repair" ... The policies and programs, the cuts to services and supports, the contracting out and other non-ROI direction and measures that I see Mayor Ford and Toronto City Hall Councillors, bureaucrats and consultants "allied with Mayor Ford's political and ideological agenda", including the less than democratically "ramming" through, non-consultative, non-collaborative, shut the public out, likewise of those councillors (who were elected to represent their citizens and residents) who don't hold the same views is alarming to say the least and damaging to the very fabric and functioning of Toronto currently, as well as in the short- and longer-term ... In this regard, I must protest how this particular survey's "design" -- including rankings, and also glitches in the actual "mechanics" for moving items from a higher to lower priority, or vice-versa, and the language such as "I don't care!" repeatedly throughout, or limiting the actual number of choices from 3-5, etc. will definitely skew the results and don't reflect or capture my TRUE sentiments or choices ... I've heard this complaint from others who've taken the time and effort (I'm on at least hour 4!) to fill this out, to provide invaluable feedback about these crucial issues and the crises either already underway or which I believe Mayor Ford and his "allies" on City Council and otherwise are determined to inflict upon mine and millions of others' beloved Toronto and its very institutions, communities, streets,</p>

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	<p>services, programs, and people. No doubt I'll be made to pay dearly (even more dearly than I already have!) for being so blunt in my critique, as a very politically astute, very engaged client-citizen-TAXPAYER "social justice" advocate, small business owner, consultant to government (all 3 levels, in 2 languages"), served on the executive committees of national and regional boards for diverse community, professional, and charitable organizations, with a reputation for excellence in customer relations and client services, received national and regional awards, commendations and public/media recognition, is very actively engaged in volunteer and community services and development, etc., etc. In other words, I know whereof I speak, I've always "walked the talk", and my personal, professional, and community "endeavours" and "activities" have always reaped invaluable ROI-benefits for "the Greater Good" of whatever has happened to be my "neighbourhood" ... I have no doubt that improvements can be made in how the City of Toronto spends OUR money and provides services, programs et al. But it shouldn't be done without genuine public consultation and collaboration -- and I don't mean "lip service" ... I'm not against "public-private partnerships" but I don't believe it's "the better way" in most instances ... Once the profit-motive is introduced, public trust, democratic and civic principles of governance and "Public Good", "Public Interest" takes a backseat -- and those who have the "contracts" et al aren't those who suffer the consequences ... But the people of Toronto certainly will -- and already hit hardest are those who have the least and certainly can't afford to "do without" or "make do with less" ... In my 59-years, I have never been as dismayed or demoralized -- or angered -- by what I see is happening to MY city, MY province, MY country by "those in power" -- duly elected by the people to SERVE the people!, AND NOT TO PROFIT OR PROSELYTIZE! OR RESHAPE MY CITY, MY PROVINCE, MY COUNTRY TO SUIT THEIR OWN IDEOLOGICAL AGENDA AND VERY OBVIOUS VESTED INTERESTS!</p>
68.	Road tolls.
69.	Bring back the vehicle registration tax / Implement congestion charges or road tolls / Do NOT eliminate the land transfer tax / Increase parking fees and raise the amount given to the City from the Parking Authority (currently set at 40%, I believe)
70.	State of roads is a disgrace - we should have a separate temporary levy on taxes to fund a remedial program to bring roads up to appropriate standard. Road tolls should be considered to provide for future maintenance.
71.	The city needs to develop long term reliable revenue streams and should not rely upon one time fixes like asset sales. The city could consider a hotel tax, and other revenue sources that will be incurred by non-residents (including road tolls), who use city infrastructure and services but do not bear a share of the costs.
72.	None of the preceding questions on service provision addresses cost efficiency - zero based budgeting. / / also believe that the city should make some choices around what businesses it should or needs to be in and which of the services it currently provides should be left to other levels of government or the private sector, examples - the parking lot business and the subsidized housing business.

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73.	Request more further tax revenue from surrounding municipalities who greatly benefit from the services Toronto offers (e.g., roads travelled by commuters around the GTA).
74.	More innovative taxation methods such as congestion charges.
75.	Road Tolls and reinstate the vehicle registration fee.
76.	The city needs to be more creative in its revenue generation. Perhaps a sliding scale for user fees, such as for permits or cultural programs. For example, theatres charge a variety of prices with options for those who are unable to pay full price. Or levies on parking during peak hours. The city should also lobby the province regarding provincial programs that are being delivered by the city - these costs should not be incurred by the city.
77.	One should tax the higher income individuals a higher percentage than the lower income individuals but everybody should pay something. Charge cars that come into the city core to help maintain the roads etc.
78.	Charge 10 times more for a commercial boulevard parking permit. Charge more for an on street parking permit Charge 10 times more for a newspaper box on the street.
79.	you cannot cut taxes and expect to deliver the same services. Perhaps those who can afford to pay more should. / / Tolls on highways leading into the city. / Fee to enter the downtown area by car such as in London England
80.	Sell off more public housing located in high-value neighbourhoods. / Install toll booths on 401, 404 and Gardiner Expressway for those who commute into city, use our roads, and don't pay property taxes to maintain them.
81.	Property taxes and user fees are only two ways of finding revenue. The City of Toronto Act granted the city the ability to introduce new taxes. The city needs to consider new taxes or road tolls such as a congestion fee. Most of the services mentioned in this survey are important to the day-to-day life of the city and we should be building on them, not cutting. If this means having to pay more taxes, I'm completely fine with it.
82.	By charging some type of tax or fee to people who live in the suburbs but use Toronto's services. This could be done by installing tolls in places like the Gardiner or the DVP
83.	I wish that I had more in-depth knowledge about city expenditures to be able to make concrete suggestions such as cutting back in one area to avoid increases in user fees. Generally, I think user fees could be increased in less essential services such as the vehicle registration tax, parking, building permits, liquor permits as opposed to hiking up fees for children's swimming lessons, for example.
84.	Congestion pricing.
85.	Eliminate useless services such as sidewalk snow removal.
86.	Make permits for communications work on roads and sidewalks more expensive, and require that the companies responsible for damage foot the bill for "restoration" of roads/sidewalks that are left in terrible, unsightly condition.
87.	City should ensure that all funds raised through new billboard tax are invested in arts

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	and culture / / Work with federal and provincial governments to negotiate a percentage of HST be directed to City, a percentage of liquor tax be directed to municipal social services and a percentage of gas tax - to fund public transportation and address traffic congestion issues
88.	prioritize basic needs and services that create revenue. tolls for entering the city by highway during rush hour.
89.	The City of Toronto Act allows the city to bring in new sources of revenue - for example, the vehicle registration levy. My family are car owners and we support the vehicle registration levy, as it was a small way for those who use the public roads in Toronto to contribute to their maintenance and upkeep.
90.	lottery, grants, donations, corporate funding, volunteers, sales to raise funds, do more for less, prioritize, efficiencies, forensic look at costs, casino, road tolls, increase parking costs, fundraisers like concerts,
91.	Look at fees that will also achieve other desirable goals -- for example, some sort of road pricing, parking surcharges, etc. would also have the benefit of reducing traffic.
92.	Congestion tax on cars in the downtown core. / / City employee salary cap for the top 10% of city employees. / / Pollution taxes on large vehicles, both commercial and private. / / Legalize, regulate and tax prostitution.
93.	Very important to improve services that have become quite poor (for example, fixing potholes), and maintain services that are very good (for example, the great people in the building permits department, the 311 service). TAXES MUST GO UP -- this idea that they shouldn't is just wrong, and it leads to a very unhappy, disorganized, and chaotic city.
94.	Fees on road use (tolls) coming into the city, polluters and a small gas tax that goes to the city.
95.	Road tolls. / Carbon taxes. / Increase parking permit rates.
96.	The city should reinstate the vehicle tax, and tax overuse of water. It should also levy fees on houses and buildings that are not energy efficient, and on houses and buildings in low-density areas that use more than their fair share of resources. Adding tolls to heavily travelled roads and for driving inside the city centre would provide revenue to combat the air pollution caused by driving, and recoup money spent on providing services to commuters who reside and pay taxes outside of Toronto, but use city services, thereby costing the city money. Decreasing the police budget would also save some money.
97.	there is talk of waste..... we are a rich city and need to get creative. Fees for new construction need to be raised to reflect the actual cost of upgrading services (roads, power etc.) so the developer pays for these services and the city does not subsidize them
98.	Bring back the vehicle registration tax, add tolls to DVP, Allen, Gardiner for non-T.O. registered vehicles.
99.	Cut back reckless pay increases to the Police. SHAME ON YOU. Invest in bicycles to help road congestion and improve air quality. Increases taxes for the highest pay

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	brackets and corporations.
100.	Road tolls ought to be put in place for cars entering the city.
101.	Property taxes should not just be based on the value of the property, but on the load that the property puts onto municipal services. For example, a single-family dwelling consumes much more water and occupies much more land (causing urban sprawl, longer roads, longer sewer lengths, longer travel for people travelling by, as well as less efficient density, etc.). In comparison, apartment and townhouse dwelling often have their own private roads that they have to maintain themselves at considerable cost. How is this fair? Larger dwellings should and must have higher taxes. From efficiency, justice and environment points of view this makes better sense.
102.	Lobby provincial and federal governments harder to stop underfunding City and reverse downloading. / Toll roads / Higher development charges for private residential developments /
103.	Ensure specifications for all tenders are thorough and specific prior to issuing them. It appears many contracts are awarded on low bids and then subsequently expensive change orders are put through because they weren't included appropriately in the specs. The contractor knows he can then pad the change orders because he is already locked into the contract. Projects should be more thought out to avoid this thereby controlling costs and inconvenience - it is frustrating to see improperly planned project which are not scheduled and thought through the first time. It should all be done right the first time. For example, one year they completely rip up a road to fix street car tracks, the next year they rip up the same road to replace piping/sewers, The departments should work together and communicate. Do it once, do it right. it is more cost effective in the long run and less frustrating to local residents/traffic etc.
104.	Non-resident tolls charges in downtown core. Bring back the car tax. Tax cars and trucks based on their weight like they do in Australia. The heavier car you drive the more damage you do to the road the more you should pay.
105.	Don't. Massively cut spending. User fees should be used above property taxes whenever possible. Impose road tolls in rush hour for people commuting from the 905.
106.	The city should not be afraid to cut paid police duty (overtime for watching traffic). This sets a terrible example, as does the huge increase in wages given to police. All other services are unfairly cut to cover this. We could handle minor cuts if they went with fairness, as auditors have told us this is a waste that could easily be done more cheaply by contracted help.
107.	Reducing traffic in the downtown core by initiating a fee for entering the city by car (London England model).
108.	Vehicle Licence Registration tax was a good idea if unpopular; Gardiner and DVP Road Tolls, gas tax.
109.	1. Congestion fees downtown cities like sanfranciso use toll in downtown areas to pay for city services / 2. tourism tax / 3. legalize marijuana / 4. end corruption / 5.

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	mandatory retirement of city staff at 65 / 6. reduce benefits for city staff / 7. reduce number of city Councillors / 8. increase tax revenue by helping to convert abandoned / underused city buildings into residential areas and businesses. / / The focus should be on increasing revenue, not use fees / / 9. there should be different tax brackets for property taxes. for example if a house costs more than \$500, 000 the property tax should be 10%. the wealthy should be taxed more relative to the poor.
110.	Combination of user fee increases in some areas such as parking, toll highways into the city, development permits, etc. and an increase in property taxes is warranted to ensure that we have a progressive and livable city.
111.	New taxation schemes such as a gas tax, vehicle registration tax, land transfer tax, toll roads. The city also needs to lobby the provincial government to give more money and restore at least some of what was lost under Premier Harris.
112.	The city should look at a road toll to raise money to invest in public transportation. It's time.
113.	When I compare with quality of life in other cities in Canada and Europe, Toronto has fallen way behind in last 15 years. This is not an attractive city to live in - too many potholes, poor public transportation, poor auto-transportation, really low quality public recreation facilities. Living in Toronto, I feel like we are stuck in what we had 20 years ago; it's dismal!
114.	ROAD TOLLS
115.	resist privatization; it doesn't work! Spend the money you need to to create a vibrant, interesting place to visit (like Chicago, for example). Invest in infrastructure and public spaces. Increase taxes if you must in order to do this. Bring back targeted user fees such as vehicle registration fee to fund road repairs etc.
116.	There are a number of programs and services that are also city assets (i.e. parking). Assets should be managed by the city in order to leverage revenue. Selling off or contracting out an asset will only create a greater budget shortfall.
117.	Look to innovative sources of funding that provide multiple returns by both raising funds and discouraging behaviour that has negative effects. For instance, congestion fees would raise money, reduce economic losses to traffic congestion, and improve air quality. Increase users fees on activities that have negative externalities (like driving or wasting water) and reduce user fees on activities that have positive externalities (like recreation centres).
118.	Thank you for asking for feedback. Always a healthy thing for citizens to see being done. / Please do not gut the library budgets--as the school libraries close, our children will all the more need the literacy professionals and the books/etc at the local libraries. Toronto can only benefit from the growth in literacy, especially among the disadvantaged. It can also grow financially through the many visits made to our special collections by people from around the world. That's Tourism! Growth in another way for the city. / And please, fix the roads and put up more signs so the Tourists can find their way to Toronto.
119.	Charge property taxes for churches, and end the Sunday morning parking fee

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	exemptions around churches. Reinstatement of the vehicle fee. Make property taxes reflect servicing costs rather than market value: e.g., more spread-out properties cost more to service so should pay more. Charge a congestion fee for people bringing cars into the inner city. Lobby the province & the feds much harder for a greater share of the tax money that is collected from Toronto residents. Make the province take back paying for the services that were "downloaded" by the Harris government.
120.	BIKE LANES!
121.	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?
122.	raise parking prices / raise property taxes more in suburban areas to promote home ownership downtown / make sure that developers and others who make immense profits from the city are paying their fair share in fees and taxes / do not agree to high cost events in the city such as the G20 conference
123.	seek funding from other levels of government. Specifically, get the province to take back those services downloaded by the Harris government. / Tax the churches and eliminate free street parking outside churches on Sunday mornings. / Seeking funding from government (or elsewhere) should have been an option when asked whether to choose property taxes, user fees or reduced costs.
124.	Congestion charge, as in some European cities, for example, London, UK. / Highway tolls. / Competent management, as I believe is generally the case presently.
125.	tax road users. there are too many cars on the roads.
126.	The city provides great service on many fronts. However, It's alarming that the budget is in the state that it is. Are there not other ways of decreasing spending? We need more transparency- true transparency that is not buried on a web page somewhere that is practically impossible to locate. I'm sure that there are costs that are inflated- this is the city's opportunity to be innovative about spending without causing having to slash services. If we are not careful about what services and/or staff that are slashed or contracted out, we may incur future costs (i.e. realizing down the road that we need to hire more people again which means costly training, hiring processes, etc.) / Interestingly, the city seems to find ways to incur more costs as it is. Why are there so many processes, permit requirements, and so on? This means more paperwork and more staff time dedicated to it. The regimented Health Inspector program is causing people to go underground in order to be able to make food to sell for their livelihood or in groups so that they can avoid these processes and fines and course fees (Food Safety).
127.	Bring back the vehicle registration tax and other such taxes, especially those that

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	could deter pollution, traffic congestion and sprawl / Look for ways of taxing by income or getting a slice of the income taxes / Fight for secure funding from both federal and provincial governments / Fight for a stronger voice in federal politics
128.	I think the city should implement road tolls. Many people commute into the city and make use of our services. It is unfair to property owners to have to pay for their use. A small road toll would bring a lot of money to city coffers and would not be a great hardship. If road toll money was used just for roads, the existing road budget could be used elsewhere.
129.	Tolls on roads into Toronto proper, increased sales tax, higher income tax
130.	I hate to say it, but corporate sponsorship could make sense, if done in a respectful way. I don't want to go to the Microsoft Park, or use the Doritos bike path, but engaging corporations to SPONSOR (not advertise) city services, maybe with a short 'sponsored by ...' message, would be ok. NO LOGOS!!! Definitely no logos. / / Get creative with city properties. Don't sell them off. Trying renting them with a good management team. If private organizations can make money with renting/leases, then why can't the city? / / Road/car user fees. The vehicle tax made sense. If this can't be done for all cars, how about going after the people who do the most damage to the roads (leading to maintenance costs) - i.e. trucks, business vehicles, etc... / /
131.	I'd support usage fees on autos on downtown city streets and arterial roads, such as London England has done, and is done on the 407 highway. Also, I'd suggest selling city street 'parking passes', in addition to the green kiosk tickets - pay \$80 a month, and park on any city street during allowed hours.
132.	Toll roads! Toll roads! Toll roads!
133.	Vehicle registration tax / / More Toll roads
134.	Reduce the Mayor's and Councillors' salaries. Reduce red tape involved in traffic courts.
135.	1. Increase public consultation, working particularly closely with community organizations that are already integrated with local populations to make this consultative process more meaningful. / 2. Stop conceiving choices related to public service as an "either-or": there are more options than "increasing user fees" OR "increasing property taxes." For example, implement proportionate taxation based on the size or scale of a business (bigger companies are taxed more heavily for doing business in Toronto), increase user fees for infrastructure-intensive resources (tolls on major arteries entering the city), foster the involvement of more community groups in lobbying provincial and federal governments for more funding allocation, foster the involvement of community groups in conceiving of local alternatives to more fees or more taxes. / 3. Increase campaigns to prevent costs to services that are based on public consumption; e.g. increase education on organic composting, reducing waste rather than recycling, taxing businesses that fail to adopt environmentally-sound packaging. / 4. In the cases where outsourcing or privatization makes sense, prioritize businesses from the communities themselves when awarding contracts, and implement a clear, accountable, public-review system

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	to ensure that IF such services fail to meet their mandate (i.e. support the public interest), then their contracts will be voided AND they may be subject to fine and/or compensation of their communities.
136.	If the suburbanites want to live off the City, let them pay for their infrastructure and parking etc.
137.	Start serious negotiations with Provincial and Federal counterparts to return more of the taxes paid by residents of the city to municipal needs-right now a lot more leaves Toronto than comes back. Tolls on some roads would help too, and maybe charge vehicles for "passing by".
138.	User fees for those who can afford them in areas which encourage people to make sound environmental decisions - e.g. parking, garbage collection, pet licensing.
139.	Toll roads into the city core. It's time. Why should the city of Toronto bear all the cost for building and maintaining roads so people who live in other municipalities can drive to work here?
140.	Congestion charge for all vehicles traveling in downtown, as successfully implemented in London, England
141.	I think a lot of our road construction funding could come from imposing a "commuter tax" i.e.: toll booth at the city boarder. This will encourage the use of greener transportation and reduce our emissions. I don't think that it is fair that only Torontonians should have to pay for the maintenance and repairs of our roads when we have a larger number of drivers who are commuters from other cities and who do not pay taxes in Toronto.
142.	There should be tolls on the highways coming in to downtown.
143.	Vehicle registration tax would be useful to repair roads and keep streets clean. The money could also be diverted elsewhere if there is a gaping need.
144.	Introduce a fee for people driving into the city. Toll roads.
145.	Tolls on roads, tax all drivers who come in from out of town to work in Toronto's economy. Also more taxes on parking spots. More taxes on Gas for cars to fill up in the city.
146.	Less Government. Less Bureaucracy. Increase taxes for developers. Initiate traffic tolls into Toronto, as other big world class cities have; if one watches the bumper to bumper traffic on the DVP, one will notice that on average 98% of the vehicles have one occupant. Thank you for the opportunity to contribute.
147.	the city should tax carbon emissions and road use (i.e. license plate tax and gas tax)
148.	Please take a long, detailed and thorough look through the infamous 'Sunshine List' and cut the salaries of people who are making these obscene amounts for dubious 'service' to the City. Salaries throughout the public sector are completely out of whack with reality and today's economy. The simplest way to balance the budget appears to be a real, serious curtailing of the rampant payroll abuses at City Hall and all of the services, from Police to Teachers to Garbage and Parking.
149.	Toll the DVP and Gardiner, sell surplus property
150.	Sell surplus assets such as Toronto Hydro, City-owned real estate, Enwave and off-

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	street parking
151.	Increase property taxes and user fees. We are under-taxed in Toronto, compared to surrounding municipalities and the city is suffering for it! User fees are also an important component -- services should not necessarily be 'free' for the taking. Finally, consider alternate means of raising revenue - a toll for cars entering from the 905, at least during rush-hour should be considered. Why should people who reside in bedroom communities outside of the city be able to take advantage of city infrastructure and services without paying their share? Electronic toll roads, at least on QEW, 404, 401, Lakeshore and Kingston Road would be a good start.
152.	sell assets. sell licensing to city property and events, increase user fees. road tolls for city core.
153.	How about soliciting from companies? How about doing fund-raiser events like concerts, art shows, etc? Also, why not implement a congestion tax around Toronto such that non-Toronto residents will have to pay to drive into the city?
154.	Don't get rid of taxes like the VRT just to spite the previous administration. / Must look at ROAD TOLLS!!!!!!!!!!!! / Don't fund tax cuts on the back of the poor.
155.	The city should consider alternate revenue options including road tolls and increase parking fees. Helps to solve two of the city's pressing problems. Erasing the Vehicle registration tax without having an alternative plan was a HUGE mistake.
156.	charge vehicles for coming into the downtown core (like in London UK) or put a toll on the QEW/Gardiner
157.	road tolls
158.	Road tolls; more by-law infraction tickets (there are some pretty bad drivers/cyclists out there); fee for driving into downtown. The overall philosophy should be to raise funds through actions which negatively impact the city.
159.	percentage of HST; portion of income tax; road tolls
160.	I am in favour of toll roads.
161.	I don't mind paying more taxes or user fees as long as I can see something tangible for it. It's clear we pay less tax than same value properties elsewhere in the GTA. That is right given the population density but just look at our services, our roads etc. They are the lowest standard of the GTA. That's not acceptable. We deserve better.
162.	Increase the cost of water to businesses. This is also acts as an incentive to conserve and reduce waste. Increase parking ticket fees. Increase penalties on environmental infractions and enforce them. Increase the fees related to billboards, and other forms advertising in public spaces. Those are easy ones of the top of my head. The closer we align ourselves with what is needed to maintain a healthy environment the better.
163.	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

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	<p>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>
164.	<p>Should focus more on cost reduction -- e.g. getting wages in line with private-sector levels -- than in trying to increase funding. That being said, consider alternative means, e.g. a congestion charge for non-residents who benefit from working/shopping in Toronto, but don't pay property taxes to support it.</p>
165.	<p>Increase of property taxes to support costs directly related to the services enjoyed by property owners...e.g. road services snow removal, garbage and recycling pickup, use of utilities, costs of transportation within the city...user fees for those from other municipalities entering the city using the city roads infrastructure, user fees for those accessing recreational services e.g. ice rinks.</p>
166.	<p>Reduce unnecessary spending by optimizing processes, by reducing administration and by renegotiating union contracts. If necessary, break union contracts and hire private companies to provide certain services - in this case, clear target/goals should be set, with financial penalties attached. / Create limited access traffic zones, where drivers have to pay for permits to drive in, just like other major cities in Europe. Limit deliveries to businesses/stores for night time - allow daytime delivery only with permit, again to be purchased. Tow cars, trucks illegally parking/stopping right away - will create higher revenue and ease congestion on roads. Eliminate right turn at any major intersection where there is no separate turning lane (indirect benefit). / Do a serious audit of all social services and assistance currently provided to individuals and</p>

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	withdraw from those who are not entitled to these. / Provide better management and maintenance for all public arenas and sporting venues (swimming pools) to allow for an increased user fee to be charged - requires investment.
167.	The city should strongly consider selling the Toronto Parking Authority (including on-street parking), and instead place a per-space tax on private parking spaces. The city should not be in the parking business
168.	Negotiate lower costs for police, fire. Eliminate paid-duty service. Move parking ticketing out of police.
169.	Front line city staff that work in services should be training to work in more than one department. Example parking permits are only issued twice a year staff working issuing building permits should be able to assist with the work overflow and visa versa
170.	Residents who live outside of Toronto but use Toronto services (i.e. roads) and work in the city should pay a yearly fee to help pay for infrastructure projects
171.	I agree with contracting out certain services BUT only under the eye of a City watchdog to ensure that services are being provided properly and safely. I am considering things such as water, power, garbage/recycling/composting, roads, childcare... Do not sacrifice services to the marginalized to save money. Recreation / cultural programs are essential to our city as are city planning programs to build an environmentally responsible city that appeals to city dwellers and tourists.
172.	-Manage finances responsibly including increasing property tax where necessary. Follow Mississauga's lead, 10% increase. / -Use taxing powers granted to City via City of Toronto Act. / -Implement Road Tolls, traffic congestion fees and parking levies.
173.	Implement user fees on busy highways during rush hour -- a small toll could help the City pay for other services. / / Abandon on street parking on major city streets, look to build parking structures on seldom used streets. For example, Queen street has 2 traffic lanes, but one is taken by parking. If the city were to eliminate on street parking, build mixed retail/parking structure on Adelaide; they open that lane of traffic and motorists can still park within a reasonable distance. New York is a city that does this, and I strongly recommend it.
174.	Poor folks need more public services since they generally can't afford (paying 5k\$ for something is much easier when you are making 100k/year then when you are making 35k\$/year). With this in mind we should let private companies provide services in higher income areas recognizing these areas are willing to ante up more money for the services. By this I mean things like community centres and athletic programs not snow removal (for example).
175.	1. You have rigged things by presenting a quality vs. cost choice --- experience elsewhere (e.g., Chicago) shows that higher quality services can actually *reduce* overall costs. / 2. I support increasing property taxes, but I would prefer road taxes to reduce pollution, congestion, and wear-and-tear on city roads. London (UK) has demonstrated the feasibility of this approach.
176.	Bring back the vehicle registration tax or other user fee for use of roads, such as the

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	London congestion charge. / Find a way to collect and manage the 5 cent plastic bag fee.
177.	raise new fair taxes e.g. on road usage (cars and trucks)...infrastructure costs are high!
178.	Tolls and road pricing, transfer of income tax points from senior levels of government
179.	Higher corporate taxes / road tax for inner city vehicles / Higher taxation on large-scale real estate development/condos / reduce infrastructure and affordable housing costs by making them requirements to large-scale building permits / reduce police expenditure / privatize LCBO (I know this is provincial, but maybe in the GTA?) /
180.	cut the staff salaries, lay off part of staff, contract out union jobs, introduce the tolls on DVP and Gardiner
181.	I think the car tax should be re-instated; in my opinion it was a short-sighted grab for votes that will cost the city money that could otherwise go to supporting public transportation, bicycle infrastructure and smarter traffic planning.
182.	The city should attempt to recoup more of its costs from the G20 from the federal government, look into ways to offset the cost of non-resident use of city infrastructure like roads through entry-tolls, and increase parking costs (reduced car use helps reduce infrastructure expenditures).
183.	put tolls on the roads, people driving into Toronto from outside the area are not paying taxes to Toronto so we need to find a way to have parties outside Toronto help pay their share for the services in Toronto
184.	It's unfortunate that you didn't give us a choice about what user fees should be increased. The main thing you need to consider is road tolls.
185.	MORE BIKE LANES!!
186.	I am really upset by how much money goes to our police budget (particularly the 5 million into double-time for officers directing traffic around construction sites). I want to see the city put more money into creating social equity and recreational and economic well-being, thereby PREVENTING crime and reducing violence, rather than pour money into INTERVENTION and crime management (jailing, court systems, etc...). The more we decrease the gaps between the rich and the poor and ensure that marginalized peoples are provided greater access to quality food, jobs, and opportunities, the less crime we will have. Access to nature/green spaces have also been proven by urban planners to be correlated with less crime, so this is another benefit of thoughtful environmental stewardship. / / Please consider pressing the federal government to reinstate the longer census forms, so that, as a municipality, we can gather more meaningful demographic data and implement more useful policy and funding plans for our city. / / Please protect and ensure that water treatment remains in the city's jurisdiction and is not contracted out, as I do not want the safety of our water to be vulnerable to corporate and for-profit interests, without the appropriate goals and accountability structures in place. I never want to see Toronto go through the kind of crisis that Walkerton experienced. / / Please reinstate invaluable public advisory committees, to best respond to community knowledge and

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	wisdom regarding needs and resources of Toronto.
187.	Road Tolls / Vehicle Registration Tax / Other taxation powers granted under the City of Toronto Act
188.	Reduce the police budget...crime is on the decline! Install Tolls on DVP and Gardiner and 401.
189.	Eliminate all high school football programmes, as they are expensive and cause excessive injuries; / Impose congestion charges on motor vehicles entering the city; / reinstate the tax on motor vehicle registrations
190.	Put pressure on the province and feds for more tax money. Look to installing toll roads.
191.	I think that it is important to, in part, concentrate not on where the new money will come from, but to review and reflect on how the money that is there is currently being used. / / What builds a city, one that is prosperous, diverse and respected, is not greater police presence. It is not more parking lots. / / These things are of course important to a degree. But what builds a real city that works is investment in communities. Investing in community run initiatives and projects is the best (and often cheapest) way to improve and sustain a healthy city. It often costs very little to run these projects, with great and lasting benefit to communities and their inhabitants. Of course there are a great many of these that need funding. I respect that it is not the best of economic times. But arts, and community, and heritage, and our children - concentrating on these build cities that people can live in. A city that not just runs efficiently, but operates with respect for its citizens. A city that recognizes that all people, if given half a chance, want to contribute what they can and make a positive difference in their own lives, and the lives of those around them. In saying this, we must remember that, although absolutely important, there are other ways to make a positive difference in someone's life than by giving them a job. / / So here is how you should fund services: fund the arts. Fund communities. Fund programs like community gardens and senior in-home services. Fund low-income housing projects, and shelters. / / When you fund these things, the city will naturally grow and prosper. Help people to help themselves - and they will. Make the city a beautiful place to live in with an activity community presence in all areas - and crime will go down. Expand art programs and fund artists - and they will help with the beautification process, help to turn around downtrodden areas, and uplift lives when that uplifting is needed most. Fund literacy programs, and don't make overly rigid and baseless demands for accountability - let them do what they do best, and people will learn, and again, they will help themselves. Fund seniors at home - and save thousands upon thousands when they are not forced to move into a senior retirement or long-term care facility, and even more when they are encouraged to remain contributing members of their community. Fund community gardens and education programs and realize that people with low-income need the chance to help themselves retain healthy eating habits, often rendered impossible by food bank handouts and money consumed by rent and clothing. Save money in the long run,

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	again - drains on the health system and a generation of malnourished children. / / There are dozens of studies that show of these things, and people like Jane Jacobs who have gone absolutely blue in the face trying to explain it. / / Not that anyone is listening now, but I add my voice to hers and others like her. Maybe one day we'll be heard.
192.	We simply need a better transportation system in this city, that's its primary weakness. More commitments from the federal and provincial governments, especially federal. Tolls and distance-based pricing for subways needs to be discussed seriously.
193.	Explore feasibility of tolls on Don Valley Parkway highway, Gardner Expressway highway using transponder device. / / Explore implementing a bottled water surcharge.
194.	City of Toronto Sales Tax / Road Tolls
195.	City needs to evaluate its infrastructure and who delivers some of these services. Employment for life need to be re-evaluated. Police officers directing traffic, funeral, etc, paying for dry cleaning of uniforms. I know people who "sell" their vouchers - abuse.
196.	Increase parking fines for over-time parking and blocking fire exits
197.	road tolls and bring back vehicle registration tax.
198.	congestion toll for vehicles entering downtown / vehicle registration tax / no costly privatizations
199.	city should curb the funding to police. off-duty officers cost a lot of money to do other un-police related jobs i.e. keeping an eye on road work etc. they should be replaced by less expensive security personnel
200.	I think road tolls are a good idea. Bring back vehicle tax. Cars are costing our city health, time, money. Tax their presence in city centre, increase parking fines.
201.	I would support a small user fee for the 311 service. I would also support re-instating the vehicle registration fee and maintaining the municipal land transfer tax. I would support an increase in parking prices at "Green P" lots. /
202.	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
203.	highway tolls on DVP and Gardiner, install geothermal for all city facilities where possible to cut heating and cooling costs
204.	DVP should become a toll road during weekdays.
205.	Look at how the services are being provided and see if there are easier/cheaper ways to run things. Get the Province to pay more. Reduce expenditure on Police traffic

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	management.
206.	Toll roads, fuel tax were both good ideas. Whenever possible user fees are better than property taxes.
207.	Dialogue and advocacy with Provincial and Federal governments. They have role and responsibility in investing in and improving this city. This should not be seen as "whining" or going with our "hat in hand". Also, this survey should have included other options for funding services in addition to tax and user fee increases. Reinstate the vehicle registration tax for those that can afford it and look at other revenue sources like a toll on the Gardiner.
208.	- Automobile drivers should pay more in user fees to reflect the cost of traffic congestion, road maintenance and environmental degradation. They are getting a free ride. / - There are too many police officers in the Toronto force and they are being paid
209.	I think further consideration should be given to eliminating the plowing of City Sidewalks, Yes this should be done on major streets but many property owners are perfectly capable of doing this themselves. If eliminating this service would result in saving the City money, it should be explored. I am still in favour of providing this service to those with physical disabilities or senior citizens if a request for service is made by the individual.
210.	By investing in neighbourhood services and communities, long term issues such as poverty leading to despair, drug use and violence can be reduced. Short term thinking can lead to problems for the City down the road.
211.	create new revenue streams (e.g. road tolls, vehicle registration tax - I am happy to pay \$60 a year to keep up services!)
212.	Modest increase in business tax / Road tolls for commuters to assist with maintaining and increasing transportation infrastructure /
213.	A toll on roads coming into the city.
214.	Raise taxes to support improved services / Road pricing to support transportation infrastructure
215.	The City should negotiate with the provincial government to receive more funding for services. Another useful way to raise funds might be to impose harsher financial penalties on things such as violating traffic laws, failing fire safety inspections, etc.
216.	Road tolls, vehicle taxes, garbage taxes
217.	I think you should consider road tolls (but never sell off a road to an outside company) or downtown core entry tolls. This money could be used to help fund road construction and maintenance. The tolls would be paid by the users. / Lobby provincial and federal governments not to lower corporate taxes. If corporations have enough money to pay huge salaries and bonuses, they can afford to pay taxes for the services they use.
218.	stop giving the police raises. put more services online to decrease FTE demand. make use of volunteer organizations. collect on unpaid parking tickets! reduce city council salary. find ways to profit on organic waste.

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219.	While all of the city's 28 service areas may be valuable, there are components within each of these categories that are of lesser value. Those low value service components should be eliminated or reduced. For example, while police officers are essential to investigate crime, it is not necessary to pay them to stand guard at construction projects or appear in court for minor parking violations.
220.	Work with the Province to find new revenue streams, including sales taxes and road tolls. Re-introduce the vehicle registration tax.
221.	Consider tolls on the Gardiner Expressway and DVP as many of the people using these pieces of infrastructure live in the 905 and don't pay taxes into the city. Bring back automobile registration tax, as this was a small but useful fee.
222.	We want toll roads. And increase property tax! It's really low as it is now.
223.	Road tolls, especially for the many who use our roads but do not live or pay taxes here.
224.	charge parking for motorbikes, road tolls, land transfer tax, vehicle registration fees
225.	Road tolling downtown like London.
226.	Bring back the vehicle registration tax; 5 cent bag tax should be higher and be an actual tax that the city collects for its environmental programs; parking tax; junk food tax; cutback in mayors salary; look for the actual "gravy" that supposedly exists at city hall which none of these services in this survey can be considered - every one is necessary for a healthy city to function and flourish.
227.	The City has a lot of expertise and experience in the running of a large municipality; it could look at more revenue generating activities for that knowledge and expertise. The City could also consider raising taxes to fund specific services that are key to its role and in need of restoration -- e.g., renewed sewer/watermain infrastructure, better roads, better response times for emergency medical services. Thank you for the opportunity to provide our input.
228.	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
229.	Some of each income from events/festivals or investments should go into a contingency fund to cover unexpected legal costs. Fund can be invested in various short and long-term items as long as they can be cashed out when need is determined. Festivals that lose money more than one year in a row can expect to be cut or revised to maintain profitability. What kinds of festivals are Toronto's and not an imitation of some other city's festivals? Winterlicious/Summerlicious ought to go (what does the promotion cost the City?)-let hospitality sector run that kind of program. / Road closure permits-what is the real cost to close a road then re-open it? Maybe a real cost based on the road size and importance and detour of services and labour involved will be attached to a permit. Maybe fewer events will want road closures and seek properties they can rent instead. / Library cards-I notice that Toronto does not list any reciprocal borrowing policies with library systems outside of Toronto. Keep the \$25 for 3-month card policy-great way for an out of towners to

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	get acquainted with TPL. However, what if an out of towners wanted a year-long card-would the annual cost still be \$100 or would it be less? / Exhibition Place--nice place by the water but aside from the Direct Energy Centre, are all the buildings in year round use? How is that new hotel/conference space doing financially? When can Torontonians expect to get affordable tickets to a Toronto FC game?
230.	Tax the circulation of cars in the downtown; this will reduce congestion and increase revenue.
231.	toll roads for all the commuters who use city resources when they drive in every day
232.	Reduce the salaries of all city councillors by 20% and make all members of council accountable for overspending. Bonuses should be reduced to 0 and all city employees should pay for their own lunch and parking. Increase fines for littering and parking violations as well as service fees for residents of wealthy areas of the city. Increase taxes for waterfront properties and increase fines for companies that pollute our lakes and air. If your business requires extra policing and city resources you should be billed a surcharge of 15%. All city services should be accountable by posting budget reports and services on-line. With power comes great responsibility -- managers at city hall should be responsible for their employees and accountable for the actions of those they hire...not the other way around. Services that bring in revenue to the city should never be privatized. If the motive of the private sector is profit then it stands to reason that only services that are profitable will be privatized. Selling the cities resources will not reduce our expenses. Be fair and honest and the future will reward you.
233.	Bike lanes where you don't have to worry about being hit by a car or car door. People who bike take cars off the road which car drivers like too!
234.	the city should not fund its services through parking fines.... parking should be a legitimate way to control traffic on streets -- not in effect a tax to pay for services. if the services cost so much, asses taxes or user fees to cover these costs. dealing with parking services in this city is one of the most unpleasant aspects of toronto.
235.	I resent the bias of this survey, the (subtle) portrayal of property taxes as an optional funding resource. The reality is that property taxes = service and lower property taxes = lesser service. Why not consider other additional resources like road tolls? Or congestion fees for downtown driving? (I can already hear cries of "war on drivers" but, in truth, don't we all subsidize them now?)
236.	I really thought that vehicle registration tax was a good thing and should not have been ended. It was a poor choice and largely motivated by a desire to win elections and destroying a legacy than trying to balance the city budget. It was not a perfect solution but raising property taxes is not going to make anyone happy either. Perhaps if the downtown express ways and roads had some sort of a toll system. /
237.	There is no mention of potential revenue streams for example I would support tolls on major roads in and out of the City. I also support the vehicle registration fee. Why are these options not on the list? / / I also believe that some harmonizing may be possible between EMS, Fire and Police - why do 3 trucks, cruisers and ambulance

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	show up at a relatively minor call? / / Thanks.
238.	First, property taxes bear no relation to land value. They should be based on metrics such as number of people in the household, square footage, etc. Second, the City has to do a better job of its current spending. Road work is a great example where lots of money is squandered cutting up roads and not repairing them properly.
239.	Increase property tax for higher income families. Freeze the tax on low income families. / Increase taxes on vehicles. / Increase parking fees in the City.
240.	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.
241.	The number of staff working in the collection booths at the city hall parking lot is ridiculous. The city should automate its parking lots as most other private lots of done. Automation would reduce costs and decrease lost revenue due to theft.
242.	Look for other sources of revenue such as congestion taxes like in London England, car registration taxes and road tolls
243.	By increasing corporate taxes; by re-instating the vehicle registration tax; increase the cost of parking in the city; institute a vehicle congestion charge as they have done in the UK.
244.	road pricing (think of it as "user fees")
245.	So many people from outside of the city use our services. Especially people who commute from outside the city and significantly increase traffic flow. If they are not Toronto residents, they should pay a toll to help pay for maintaining our infrastructure. We could also have a price structure for services like the Ex where non-residents pay more user fees than residents but not so disparate as to lose too many users/revenue. / / Also, why are the provincial/federal governments not mentioned? They have a responsibility to invest in the city. What about businesses and our growing class of the business elite? It is absurd to expect a shrinking middle class to fund the growing fiscal demands of Toronto. I find this questionnaire has been very leading because it has not mentioned taxes for business and government as sources of revenue.
246.	1.Strive to Reduce Non-Essential Services and cut fat / 2. Increase revenue streams e.g. / (a) Reduce # of councillors / (b) Introduce/enforce bylaw for littering with fines high enough to significantly offset enforcement costs. / (c) Toughen parking violation enforcement and increase fine amounts. / (d) Aggressively collect unpaid fines. / (e) Reduce and/or eliminate City support of "nice to have" arts and cultural services during current difficult financial times to encourage supporters to

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	personally support their causes/programs. /
247.	Churches and other religious buildings/holdings should not be exempt from property taxes and other things like that. / The vehicle tax should be re-instated. / Road tolls / LEAVE the 5cent bag fee / Don't increase spending on un-necessary services like 3-1-1
248.	There needs to be a much better communication between departments. Also, city services should be available over the course of a 12 hour day in areas where public must come in for service...i.e. parking pass. I believe that there is a fair bit of waste in the city services with duplication and unions that regularly do not work to capacity. Road repairs are a good example of that. Our street has had sewer work, water work, pot hole repair with 6 or 7 pot hole repairs over 4 months. The road is a mess and they will not fill the extra holes that are there if there is only on eon their list.
249.	stop spending \$ on traffic calming measures / have an in depth financial review of police budget and how resources are allocated between front line and management / eliminated mounted police / stop funding discretionary programmes such as art, community and cultural groups / province should pay for and administer all court, welfare, homeless, low cost housing and care for aged programmes
250.	raise taxes, toll roads, charge commuters fees to come into our city for roads, sewage, water, electrical distribution / they use our city for their entertainment, cultural activities, and pay no taxes to maintain them / toronto is the economic centre of Ontario and Canada and millions depend on toronto for jobs etc / we carry a lot of people on our backs and get no compensation for it
251.	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.
252.	Turn DVP and Allen Expressway into toll roads. License bicycles.
253.	As with some provincial drug plans work with other neighbouring cities to ask for out sourced bids and use Toronto's size to get better scale from providers. Road Tolls - work with province to fund a pilot program for next couple of years to look at issues and technology. / / Arena Boards governance model is broken and needs to be eliminated or removed and have City take over responsibilities and save the costs and salaries that are already being done by City staff
254.	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

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	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!
255.	User fees to discourage unsustainable practices. For example, road tolls, water usage, waste management, storm water management
256.	I have no problem paying more in either User Fees or Property Taxes ONLY after the City significantly reduces its cost of operations and gets it under control by delivering necessary services cost effectively. Overtime and Benefits can be reduced in various ways for example although the budget documents do not itemize these that I could find. TPS is the obvious area where cost reductions could be gained. Hire security guards to monitor road construction for example. Demand the province pick up 100% of Court Services security now and not in 5 years. Other suggestions: Eliminate the Toronto Atmospheric Fund (\$2.2M); Theatres should be 100% self funding; review public housing stock and sell of buildings such as Humberline Drive to the private sector; Reduce IT expenditure easily by 10%; eliminate the "Culture" from Economic Development and Culture agency;
257.	vehicle registry tax, road tolls, cutting management positions
258.	When I refer to contract out services I am specifically suggesting these services are 'contracted' out to the Voluntary Sector as the sector has the expertise and experience in carrying out provision of human services, arts and environmental programs. While these services will be cheaper than what the city pays -Toronto should not use this as an opportunity to push people doing the work into poverty by paying poorly. / These questions are a bit of a set up. the city has a responsibility to provide the majority of these services whether directly or indirectly through contracting out. Also the provision of services can be accomplished through other means besides paying more taxes and increasing fees. As most of know costs can be lowered through effective management of costs, thoughtful outsources, developing effective partnerships (with other sectors, other levels of government, investments, strong planning, using reserves where necessary etc. It is ineffective (for example) to eliminate the Jarvis bike lanes for a cost of \$67 000 to fulfill a political promise. / / The city should not use this consultation to further a political agenda at the expense of its good citizens. The framing of the questions so far are not objective and lay out options as an either or scenario. This is not working smarter.
259.	Road tolls, increasing car parking fees, benchmarking property taxes to inflation, development fees, advocating for proper share of funding from other levels of government
260.	The city should look at what Montreal does for its snow removal and street parking. Also the city should contract out all its landscaping services. Keep public libraries for sure and let's get a move on with community development.
261.	Congestion Fees, Toll roads for those who do not live in the city of Toronto, Increase

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	property taxes.
262.	Road tolls/congestion taxes like the most advanced world cities and continued requests to other levels of government for shares of gas tax/income tax.
263.	Explore toll roads. Bring back the vehicle registration tax. Charge higher fees for larger vehicles based on engine size (since they pollute more and cause more wear and tear on the roads). E.g.. 8 cylinder and higher, \$120. 6 cylinder: \$80. 4 cylinder: \$60. Hybrids/all electric: \$25.
264.	No, I do wonder why in the winter we have sidewalk plows, every citizen in Toronto (Exclude seniors) is and should be responsible for shovelling their own walkways. I myself clear neighbours and seniors walks in my area while others never do until the city comes along in these walk plows and basically covers the walks of the people that BY LAW cleared there owe. I would like to know how much this costs the city when they (THE CITY) shouldn't even be issuing such a service. / / Our roads and sewage systems are a mess only because of our city neglect and thoughtless planning when these issues should have been looked after YEARS ago, not until they break or are untravelable, not foresight in our city planning or councillor's....this wait till it breaks attitude AS TO CHANGE and fast. / / Seems our EMS and TFS have fallen in rakes according to how we issue monies, equipment, services and staff and only our TPS seems to get the equipment, staff and monies to do there job, these are three VERY IMPORTANT services needed/required in a city such as ours and not one should have priority over the other when monies are needed to provide such a service. / / We as a city are over staffed and this includes our councillor's, we should recheck our boundries and lower our staff/councillor's. / / Lastly maybe we should look at other cities such as Mississauga and how they provide services to the city, haven't heard of many complaints or strikes there, this is your job for the week, get it done and no overtime
265.	With respect to outsourcing: / 1. Private companies are not accountable to the public. As a representative government of and for residents, the City should provide services when accountability and integrity are important and when the service itself is more important than its profitability. / / 2. There is very little evidence demonstrating that the private sector can deliver public services either better or at lower cost. Look at the privatization of the train system in the UK -- a disaster that led to both higher costs and lower quality; or of the electricity market in the US. Public goods and services should be delivered by public bodies without a profit motive. / 3. When considering savings from outsourcing, consider also the broader economic effects of trading good jobs for McJobs. What is the real social and economic effect of firing 300 heads of families in order to save \$6mm on garbage collection? How can we say we value "good" jobs while eliminating them at the same time? As a resident and taxpayer, I'm willing to pay more in taxes and fees if it means city employees can earn a decent wage. That doesn't mean the ridiculous excesses of union contracts e.g. sick days... just a balance. / 4. The most serious problem in terms of livability is traffic, particularly in and out of the city on the DVP and other highways.

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266.	road tolls for the 905ers!!
267.	Greater use of user fees in two scenarios: / 1. Where clientele using the services has the ability to absorb the cost and those that cannot still maintain access to basic level of service. For example, increased late fees at libraries would still allow everyone to access the library) / 2. Targetting people who use services may reside outside Toronto and do not contribute through property taxes. E.g. parking services.
268.	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!
269.	I went to the old toll house this weekend at Doors Open T.O. They did it back then, and cities all over the world do it. Let's bring it back. Think of all the things you can pay for with a set of tolls throughout the city.
270.	Why does the roads department own sidewalks? Shouldn't sidewalks be their own department?
271.	I think you should seriously consider road tolls (i.e. Don Valley Parkway) that is mostly used by non-residents of the City as well as other major arteries that are mainly used by non-residents.
272.	Decrease Police Services salaries/overtime. Charge user fees. Increase parking fees. Road tolls. Charge a tax for vehicles entering the city core area.
273.	Toll roads entering city. / Tax special events / Tax GO and Via train arrivals
274.	Increase Car License Fees / Increase Property Tax Rate for \$500K+ HHI / Implement Road Tolls / Increase involvement of Public - Volunteer Work
275.	BIKE LANES!!!
276.	There is no doubt that essential services must be maintained by the city, and that taxes must be maintained at a level sufficient to cover these services. / Some services - certain areas of cleaning and repair, certain IT and systems or contracts services - could be privatized. If this saved dollars, great, but quality needs to be assessed and maintained, and people need to be respected and engaged. / People care about their neighbourhoods and their city, and can contribute in many ways, not just through taxes. /
277.	Yes. use the taxing powers--other than property tax that city currently has- at its' disposal- e.g. vehicle registration tax, land transfer tax, congestion tax for driving in city core. More of a contribution from developers towards social and public space and infrastructure when building office and condos. These means are vastly preferable to me --over increasing property tax charging or increasing user fees or contracting out, -- However, there was no option earlier in the survey to mention this / which partly invalidates my earlier choices. I would also like to say here that discontinuing the vehicle registration tax was extremely short-sighted and has contributed to financial problems that we are now facing. / Also continue to lobby, pressure provincial and federal governments to invest in cities. Toronto absorbs a lot of cost that in other countries have significant national investment and support
278.	Many other revenue generation ideas - sale of recycled materials, greater provincial, federal transfer payments due to size of population in our city, telecommunications

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	companies do not pay adequate fees for use of City infrastructure for cableing or Wi Fi networks and yet they charger exorbitant rates, Bank Tax (Cdn banks profits increase and how do they contribute to our city's health and welfare), Coke, Pepsi resell City water - are they paying appropriate rate ? / Sweden has Parking, speeding tickets based on income - why can't we do that ? / Where are the creative revenue generation geniuses ? Obviously not designing this survey..
279.	Create Road and Congestion Tolls and Parking tax to pay for city services.
280.	Funding sources should not be limited to property taxes and user fees. The city should make wider use of the revenue tools that it was given by the provincial government several years ago. Other revenue tools should be considered and negotiated with the provincial and federal governments, including municipal sales taxes, road tolls, entertainment taxes, etc. Progressive taxation of property should be considered as well.
281.	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 reinstited.
282.	Are property taxes and user fees the only way to increase revenues? What happened to road tolls and gas tax and using the other tax options the city now has? Why could we not reinstate the car ownership tax? It was foolish to have dropped this tax.
283.	If the city wants to increase user fees then also put user fees (tolls) on the highways.
284.	Leverage volunteers for community-based services! I am an avid mountain biker and was SHOCKED when recently asked to volunteer to repair and maintain city bike trails, but they capped the volunteer participation to 20 people! Why discourage citizens from coming out to help their city???
285.	1. Reduce staff. Have current staff work as hard as anyone who is gainfully employed in the corporate world or runs their own business / 2. Get rid of unions and thus huge pay increases, benefits, etc. / 3. Fix/stop the gravy train / 4. Stop wasting money in useless areas and on useless ideas such as bike lanes on Dundas St. East or Eastern Avenue when no one uses these lanes. /
286.	Road tolls
287.	bring back" cash cows" where there is a choice to make such as photo radar where we can choose to speed or not to speed. / Use the plastic bag 5 cents / offer incentives to leave the car at home and reduce congestion
288.	Much higher fees for parking / Car toll for entering city centre (like for London)
289.	More user fees: / Charge a nominal fee for the 311 call / Charge a voluntary nominal fee for outdoor pools. / Charge more for permits/parking/events / Encourage corporate sponsorship of venues/events...plaster the sides of rinks/pools with logos etc.
290.	The city should make use of all sources of taxes, not just property taxes - including road tolls. / / The city should petition the provincial and federal government for more sources of revenue - e.g. a sales tax.

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291.	Road tolls or fees for people living outside of Toronto who choose to commute by car on a daily basis into Toronto and increased taxes on the parking for these vehicles. Increased business property taxes. Higher fees for businesses that do not recycle properly.
292.	Use tolls for those who prefer to live outside the city limits and travel downtown to work. This cost should be part of their choice for the good life.
293.	I think road tolls would be a good idea to raise money while reducing road congestion.
294.	Use all revenue streams, including road tolls.
295.	Look at other options e.g. road tolls and other approaches that have been used successfully in other cities.
296.	road tolls / sales tax / vehicle registration tax / land transfer tax
297.	Do away with services that are rarely used and reduce drastically other useless services. Contract out garbage removal, snow removal (if not already done). Give all services that are at present unionized to outside contractors. That will save enough money and you will not have to increase property taxes or user services. Reduce employees in city offices. Most of them spend 2 hours a day at coffee shops on taxpayer money.
298.	Traffic Courts - City loses thousands of dollars per day in automatically reducing fines to "minimum" amounts. I saw this first hand. The "trial" is a farce - everyone was either given minimum fines or had the charges dropped all together. People were encouraged to plead guilty to a lesser charge and not say anything. Do it right, collect the money. hundreds of thousand can be collected. It would discourage people to go to court because they "know" of the automatic reduction in fine policy.
299.	We need to find redundancies and savings first. Then, if necessary, property taxes and user fees should be increased. I do not agree with road tolls at all.
300.	When police officers give out tickets- the money that people pay to the government should have options into where we can distribute our towards. example if someone gets a ticket for \$20.00 and that person wants to pay it there should be an option of where the person money should go such as social service, road work, etc- so we know that our money is going towards something.
301.	ROAD Tolls!!!ROAD Tolls!!!! More developer fees. Property transfer tax (The Toronto house market is hot because Toronto in an AWESOME city. If we make it more AWESOME then more people will want to live here. Let`s make it more awesome!) Better enforcement of in-neighbourhood parking regulations.
302.	alternative taxation tools / advocate for fair share of provincial and federal contributions to City / create new revenue streams such as hotel tax, road tolls, Billboard tax and others / utilize City owned assets
303.	The City should also pursue funding from other levels of government. The City should not have gotten rid of the Vehicle Registration tax. It should also maintain assets, rather than selling them off, and especially buildings and properties. Some of the questions in this survey were misleading. How do you rank things that are so

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	different from one another and when information is not available. For example, Parking generates revenue for the City, but you wouldn't know it when filling this out and so someone might place it in the outsourcing box, misunderstanding that it would somehow be cheaper to privatize it... really this would be a lost asset!
304.	Introduce road tolls and bring back the car registry tax. Continue to increase property tax so that it is on par with surrounding GTA municipalities. Do not introduce user fees for low income/vulnerable service users (i.e. offer subsidies/waive fees for low income users, and don't charge fees for programs targeted at these groups).
305.	You could look at additional taxes aside from property taxes, or introduce toll roads for instance
306.	Core road toll, like in London
307.	Explore road tolls, congestion charges, a share of the gas tax, and potentially a municipal income tax similar to New York
308.	Provincial funding due to the influx of 905 residents into the city each day for use of garbage, roads, etc.
309.	- privatise parking services, privatise toronto hydro, slow down capital spending by 10-15%, setup efficiency pay increase (who reduces cost gets raise) instead of only performance pay, reduce number of bell phone lines, restructure management to reduce I
310.	Tolls on highways.
311.	We pay approximately 10% less property tax than comparable properties in the GTA according to Cam Weldon. I would prefer to pay a bit more in taxes and maintain the same or better level of service. Also I am concerned that by contracting out services, it may backfire on the City 5 years in the future where private sector companies start charging more for services than what could be delivered in-house and the quality of service diminishes. Case in point, snow removal is already contracted out and yet the service is not delivered consistently across the City.
312.	Bring back the drivers registration annual fee / use revenue from the parking tickets / install road tolls
313.	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.
314.	Congestion Tax
315.	Road tolls on all major highways within the 416. Maintain the Toronto Land Transfer Tax. Request the Province of Ontario to allow the City to add a 1% Municipal Sales Tax, as is done in many US municipalities.
316.	The City needs to make sure that it does not focus exclusively on reducing taxes to the point of damaging this city in the long-term. If the Mayor made a promise he can't keep, he should own up to it now rather than pull a Mike Harris and cut taxes only to see taxes have to rise after he's gone to repair the damage of starving the City

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	of the funds it needs to operate properly.
317.	The question should be how can City save money, they should use laws to make changes instead of user tax money to fund incentive programs.. for example instead of giving a rebate for low flush toilets, the city should mandate all new toilets sold in toronto be low flush, this would in turn save on water treatment and money can be used to repair old sewers.. or down size them as capacity in already developed areas decreases
318.	/ tolls on highways and traffic congestions charges should be introduced / / / /
319.	Congestion tax. / Reduce Police Budget & look for efficiencies within it. / Road Tolls. /
320.	Road tolls; higher on street permit parking fees; higher on street metered parking rates;
321.	Pay down the debt - reduce those costs. / Bring Back the vehicle registration tax but spend the money on road repairs. / Tax those awful billboards to pay for graffiti clean up. / Close the Waterfront Planning organization / Bring in \$2 Road tolls to enter on the DVP - QEW and 427 / Reduce police costs, hold the line on wage increases.
322.	Investigate road tolls/congestion pricing to pay for road maintenance. /
323.	Toronto was granted new revenue tools by the City of Toronto Act, yet remains virtually alone among major world cities in relying so heavily on property taxes to fund its activities. The City should move aggressively to increase its revenue base while also cutting unnecessary costs. Road tolls, regional sales taxes, gasoline tax surcharges, and other forms of taxation are widely employed by cities like Vancouver, New York, and London, and have not caused the sky to fall in any of those locations. It is quite simply inconceivable that Toronto can continue providing high-quality services, and invest in its future prosperity, on the narrow base of the property tax alone.
324.	There are other options available such as road tolls or vehicle registration taxes or advocating for proper funding from the Province or the Feds. As for property taxes - Toronto has one of the lowest levels of taxation in the region. We need to stop demonizing taxation and instead remind ourselves that taxes are the price we pay for a civilized society.
325.	The mayor promised not to cut any city services. why are we even filling out this survey? Increase property taxes, introduce road tolls and congestions tolls.
326.	Contracts can all be risky, and all governments need to spend more effort covering themselves. Whether they are with a union, a private or crown company, an individual or another government, almost everyone signing contracts with governments have expensive lawyers doing their best to get public money. I believe in fair pay for fair work, don't beat the worker with a stick, don't let them make off with the key to the vault. Every new contract the City signs must prevent ballooning expenses by including a maximum dollar amount. / Cancelling contracts should also be heavily deterred, but possible as some contracts are just not worth it. / Firstly each cancelled contract of more than \$10,000 should require it's own vote in city hall, not buried in any other legislation, although there might be a caveat that the

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	<p>cancellation is dependant on a replacement service being found in short order. / / Advertisement has become the go-to "alternative" revenue stream. It's well and good, but try to keep it classy. / / The city owns a fair bit of property and buildings. Investigate putting solar fuel cells on the roofs of those buildings and to power more of the city's traffic signals. / / A more controversial idea would be to buy malls, plazas and other purely commercial / retail space and have the city be the landlord. This would effectively increase commercial property tax without costing the business owner any more money. It would also allow for an easier method of inspecting and providing quality experiences for the business owners, residents and visitors to Toronto.</p>
327.	<p>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.</p>
328.	<p>No, to be honest; I am not up on a lot of the city matters. I live in an apt. building and as I mentioned am on ODSP. My rent is increasing yearly and I believe I will eventually have to move from where I am living because it is getting too expensive. I presently pay 862.90 for a one bedroom and next month it will increase to 868.90. The building was just sold and they are coming in repair plumbing AND change fixtures in each apt. I am very nervous that a lot of the people who live here now, but be forced out due to rent increase. This city seems to be in such dis-repair(the roads are appalling). One more comment I'd like to make regarding my issue around the off leash dogs. People complain about animals being "dirty" (I always pick up after my dogs), but the amount of HUMAN litter is horrible. I go down to Ashbridges Bay(which is breath taking) and see the amount of garbage that people leave is so disappointing. We as humans don't appreciate our beautiful green space. Thanks for the opportunity to "VENT".</p>
329.	<p>Compared to other cities in the GTA, our tax rate is lower. Property tax increases are inevitable. As long as the tax payer can see his/her's monies being used, for example...road maintenance, then that would go along way. Trim the Police services budget, place a freeze on new hires with in the city, and that should help ease the burden. Privatizing anything that moves, will come back to haunt us down the road.</p>
330.	<p>Upload as many as possible onto the province - the city cannot afford to pay for all of these services, especially those that have been downloaded by the provincial government in the past. / / The city should demand more provincial and federal government contribution. The federal government should pay for subways in Toronto as it has in Calgary and the Greater Vancouver Area. / / The city should not charge road tolls to Toronto residents. If road tolls are necessary, charge drivers who do not live in Toronto - we are already paying enough. / / Have the Gardiner Expressway and Don Valley Parkway made into provincial highways or toll non-Torontonians who use them road tolls.</p>

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331.	Yes, do what all major cities do, either tax all vehicles that are driven in the city not just those who live in the 416 area or impose road tolls.
332.	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.
333.	Impose road tolls on drivers who come in from the 905.
334.	There should be tolls for cars to enter the city - Torontonians pay for the infrastructure used by people coming to work in the city, but don't pay any taxes. There should also be a municipal tax on purchases of gas, alcohol, cigarettes within city limits.
335.	The City should take expert OUTSIDE, EXPERT, UNBIASED advice on tolls for use of roadways, gasoline tax for maintenance of roads and highways, etc.
336.	sell assets / focus on must be done and reduce needs to be done / focus on things to increase productivity of city economy, e.g. traffic congestion / broaden the tax base / consider toll roads
337.	The City should consider alternative sources of income beyond simply property taxes and user fees. How about a municipal income tax? How about road tolls?
338.	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.
339.	Sales taxes, road tolls
340.	/ - Implementing tolls on all roads & major traffic arteries coming in and out of the city; / / - City lottery; / / - Rent out computer-hours not being used by City computer servers; / / - For current "free services" ask nicely the public to "pay-what-you-can" fee (so that whoever can, will collaborate). / /
341.	Partner intelligently with new technology companies to develop solutions such as shallow geothermal and solar that will heat community centres and put energy back into the grid at a profit. Develop unused parking spaces in consultation with community groups to provide new retail and social gathering spots. We challenge you to innovate, rather than seeing the problem as an either/or situation (cut services or raise taxes). That's binary thinking and we can do better.
342.	Road tolls; cost of plastic bags to increase and go to the city rather than to businesses; billboard tax to fund arts and culture; lower police salaries; cut the number of police officers given that crime has been steadily decreasing for years. Providing affordable housing is also far cheaper than the staggering costs of homelessness.
343.	Land transfer fee, registration fees on cars, tolls on highways

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344.	Bring in other taxes and fees. Reinstated the vehicle licence tax. Charge motorists to drive within the downtown core. Provide road tolls on major city expressways. Increase charges for use of plastic bags and have vendors remit 50% of fees to city coffers. Avoid contracting out services, as that has been shown to be a more costly route. Do not sell off city infrastructure, as that is a more costly route in the long term. Seek to become a city-state, making Toronto a province.
345.	Unfortunately, at this time, we need to cut on services. The City should focus on what 'traditional' City services are. Road. Police. Fire. I pay taxes for Culture at the provincial level. The City should NOT fund this. Free market should take care of housing. I do not believe in government intervention in the life of people. My taxes should help the helpless. Not the clueless!
346.	Charge more for development fees. Introduce congestion fees. Introduce road tolls. Charge more for parking.
347.	Services for individuals and groups: increase user fees, tolls etc. Charge Businesses 2% surtax on gross/business / Issue City of Toronto Bonds
348.	The City should reinstate the car licensing tax to recuperate a major source of income that can fund public services. / The City should also implement road tolls as a source of revenue.
349.	Bring back vehicle registration tax / Variable (street) meter parking pricing / No free parking at shopping malls / GPS parking pricing / Road pricing (aka region-wide road pricing, or other alternatives, such as congestion charges, cordons, HOT lanes, toll roads, etc.) / Companies responding to RFPs must demonstrate whether and how environmental costs have been accounted for
350.	Road tolls for all during business hours and a congestions tax for non-residents
351.	The police budget has to be cut drastically. This can be done without a reduction to services by, for example, having only one cop in a car (instead of two), getting cops out of the office and onto street patrol, allowing non-cops to supervise construction sites and direct traffic, allowing true civilian oversight of the police, etc.
352.	Countless great items are put to the curb each day. The city should operate a warehouse that sells to the public and that items should be picked up by the city and a small staff be on hand to repair, refinish and make items saleable
353.	look into congestion charging and toll road fees
354.	Move toward road tolls for major entry roads
355.	Our city should be great, not a series of farmed-out services. A tax increase and road tolls will help us maintain quality services for our citizens
356.	Levy a congestion charge to help fund infrastructure and public transportation. Continued lobbying of federal and provincial governments for funding in proportion to Toronto's contribution to their respective budgets.
357.	Road tolls / Sell bonds / lobby Queen's Park
358.	Create new taxes and fees. Taxes should be created to lower government costs. Like the bag tax reduces the cost of cleaning up litter. We need taxes to reduce government, property taxes don't help anything. Increase the cost of getting things

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	that litter, there is less littering. Create a tax for using the roads, there is less road repair.
359.	The tax paid annually for the average house in Toronto is almost half what most municipalities are getting per household. This is an old city with a lot of infrastructure in need of repair. Raising taxes significantly over the next decade (or more if necessary) until they are in line with other municipalities would allow Toronto to pay for upgrades and improvements as well as curb business taxes in an effort to attract the business community back from the 905 region.
360.	The debate in the city and in politics in general needs to move beyond the simplistic rhetoric that costs are the only issue. Citizens need to be realistic about the costs of the services they demand and prepared to fund them through taxes, tolls, whatever. This doesn't mean that services can be inefficient or must be exclusively provided by city employees. We should also go into any contracting out with eyes open about how this change in control over the service might effect quality and cost to the city's detriment. We should be able to get out of bad contracts.
361.	More creative taxes such as a fee for motor vehicle ownership, increased taxes on paved parking areas that increase water-run-off, increased taxes on motor vehicle parking areas in multi-use or office buildings
362.	Tolls for vehicles entering the downtown core / Increase gas taxes and implement a congestion fee / Tax alcohol and tobacco / Tax admissions to amusement venues / Tax land transfers / Tax vehicle registration / Increase the cost of parking permits and fines / Tax outdoor advertising such as billboards
363.	/ road tolls and other revenue sources that do not support cars; examine other sources of revenue that are progressive rather than regressive like user fees
364.	Higher development fees, congestion charges for driving downtown, toll roads, higher user fees for recreation programs with the caveat that those less financially able can apply for lower fees - plus sponsorship opportunities for well to do individuals to sponsor other users of facilities. Finally, increase parking charges downtown significantly.
365.	Tolls, 1% sales tax, ask the federal government for \$0.01 of the gas tax or a percentage of HST.
366.	Get out of services in which city has no expertise or mandate. Appeal to province. Apply road/highway user fees - especially 400 series of highways. Get the unions out.
367.	Introduce a gas tax or a tax on all cars licensed within Toronto to pay for road maintenance, public transportation, and creation of exclusive bike lanes throughout Toronto. Also consider public/private partnerships for public transportation similar to cities in other countries such as Bogota
368.	Road & expressway tolls. Parking fee on all parking spots in the city, including employer paid parking. Tax the polluters (companies, autos) heavily so we all breathe better air.
369.	It should fund services through FAIR and RATIONAL tax increases. Increase taxes for the rich. Introduce a congestion tax similar to London's. Pay for services with taxes

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	from those who can AFFORD IT.
370.	In order to be properly funded Toronto needs to explore road tolls and property taxes to be able to meet the gigantic hole in the upcoming budget as cuts and privatization will not fill this gap.
371.	Road tolls, congestion charges - I totally support these, and they just make sense. Stop pussying out. We have a major traffic problem.
372.	Road tolls
373.	There should be road tolls for the Gardiner/DVP.
374.	The City can look at partnerships with the private sector/corporations but this will have it's limits. The City should continue to strive to obtain a deal with the Province & Feds on a sustainable funding solutions for all cities (such as the 1% HST or at least gas tax). I would pay the \$75 vehicle license fee if it went directly to funding road/repairs. Have user fees but tell us what it is for. Have the police contract out all of those 'overtime' hours. They do not need to be on construction sites. There are areas such as appearing in court where this should be considered part of the job and not overtime (remember they signed up for this type of employment nobody asked them to). The gravy will be found in Police Services. Do not out source services where it leaves citizens vulnerable (water treatment). Be more strategic and visionary for this city.
375.	Having lived in London, UK I am a major supporter of downtown congestion charges and road tolls.
376.	Roll tolls should be put into place to ensure 905ers pay their fair share to maintain infrastructure that they use but don't contribute to. Assets should NOT be sold off. Use the full taxing authority given to the City by the province in the City of Toronto Act, including reinstating the vehicle registration tax.
377.	user fees for everything pay as you play is a good motto, nothing should be free and that means for everyone, e.g. swimming in public pools, ice skating, using recreation fields for soccer, cricket, baseball, as well as bike licences and road tests for cyclists just like auto's and have the police enforce all road laws for cyclists.
378.	Apply road tolls during Monday to Friday business hours to reduce congestion and collect monies from the majority of 905 citizens. Obviously not all people work a regular day shift from Monday to Friday, but I don't want to deter people from coming into the city for tourism, sporting events, etc. / / It is surprising to me the number of Torontonians that have no idea what surrounding municipalities charge their residents for residential taxes. I think it is up to the city of Toronto to inform the citizens of Toronto about where we stand. A lot of people think they have higher tax rates than any other city. Maybe if the public were informed there wouldn't be such a drive to reduce or cut services.
379.	Proper enforcement of driving laws would represent a significant source of revenue. Taxpayers should not have to pay for roads abused by unaccountable criminals.
380.	Road Tolls / Private/corporate funding /
381.	The city should keep the land transfer tax as it affects speculators, and bring back the

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	vehicle registration tax. Road tolls into the city is one user fee that would help with traffic jams and the environment and bring needed fees to the city
382.	toll roads
383.	Road tolls, congestion charges, and premium parking user fees are needed immediately
384.	The City should support beneficial (and low cost) activities/practices and charge more for activities/practices that are detrimental to the city (and cost more) rather than broadly increasing costs for everyone. For example, offer more support for cyclists as they have less impact on road deterioration, have better health, and require less space on roads and if needed, charge more for City parking. Charge individuals and businesses for greater waste production i.e. KEEP 5 cent plastic bag ordinance and penalize businesses for excessive waste production.
385.	People with cars (like me) have some money and should pay more for all of that infrastructure. Don't shy away from road tolls. It forces people to be better consumers and to think twice when using the roads.
386.	Congestion fees for cars.
387.	I think the City should consider road tolls in the downtown area to fund public transportation and encourage people to use alternative modes of transportations (i.e.. not cars).
388.	Road pricing (road tolls); gas tax; parking space toll; congestion tax
389.	road tolls for 905-ers entering the city; congestion charges for downtown core
390.	I have an objection in principle to the concept of the (now-removed) added fee to Vehicle Renewals. My issue is that as a driver in not only works in Toronto but lives there as well, I share the road with many drivers from the 905. They were not charged extra to use roads in the 416. I believe that this distinction should apply if the city decides to implement Road Tolls. For example, if a 905 Driver wishes to cross Steeles on the 404, he should be charged a toll, ditto for a 416 driver crossing into the 905. However, a 416 driver travelling within the city should not be penalized. Perhaps a study should be commissioned determining peoples commuting patterns. I have to believe that much of the congestion that debilitates our roadways during rush hour is 905ers working in the 416. Why should 416ers be penalized for choosing to live closer to where they work? More cooperation with the 905 region (all three, Durham, York and Peel) is ESSENTIAL for Toronto and in turn, the GTA to move forward in the global economy.
391.	Re-instate the vehicle registration tax and increase it by whatever amount is necessary to generate the funds necessary to get the roads back into a state of good repair. The roads are extremely hazardous to cyclists!
392.	PPPs, / commercialization of city facilities like rinks etc, / road tolls (lots of those) - or some other taxation method that captures non-residents who are employed in the city, / licensing of bike couriers, not cyclists generally, only couriers / removal of paid duty policing - do we really need police on city construction sites? / / /
393.	fine people for fishing along the lake and ponds such as in high park - it is horrible -

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	these people are fishing out small fish that should not be removed for a food source! increase user costs for public parking spaces.
394.	user fees for drivers - toll roads, increase parking rates, permit parking,
395.	I don't know about the funding aspects BUT, Animal Services, (shelters and rescues & inspections) NEEDS to be improved. These beings cannot vote nor campaign for themselves, but also do NOT deserve to be ignored any longer. Another area often overlooked is the quality of "ramps" from sidewalk to road, or the quality of the sidewalks in general for people using wheelchairs, scooters, and canes.
396.	Reinstate the car tax! Create a downtown car user fee. Increase parking rates. Increasing user fees is a tax on the poor, don't do it - increased taxes should be a mix of commercial and residential. / De-amalgamate.
397.	The vehicle registration tax worked well and was pennies per month. It was a great user fee and the funds raised should have gone directly to road maintenance. Bring back this tax - it is a perfect example of how funding based on a user fee can help the city pay for specific services, and in the end help balance the budget.
398.	Opportunities to "trim the fat" in City spending don't simply lie in potentially reducing services. Look for redundancies. For example, eliminate the bylaw that requires police officers to passively watch over road construction projects, and significant amounts of amount will be saved in these services alone.
399.	THE POLICE BUDGET, AND ROAD REPAIRS, SHOULD BE DRASTICALLY CUT - EXCEPT FOR BIKE LANES SHOULD BE INCREASED. ROAD TOLLS SHOULD BE INSTALLED. ALL CAR PARKING RATES SHOULD BE QUADRUPLED AT LEAST. VEHICLE REGISTRATION FEE REINSTATED. POLLUTION TAXES ON FACTORIES. HIGHER PROPERTY TAX RATES FOR MORE VALUABLE PROPERTIES, LOWER RATES FOR LESS VALUABLE ONES.
400.	Zoos are sad places - get rid of the zoo and replace it with a rehabilitation center for injured animals. / / Bike lanes!!! I need bikes lanes and well-paved roads. Thank you :)
401.	Cut the Crap!!!! Fix the broken culture of civil servant apathy and inefficiency. Put managers in place that can change and repair problems. Affirmative action programs are costly, unnecessary and leave us with sub-standard employees. Find innovative solutions to delivery of services. Reward success. Stop Lying to residents while campaigning for office!
402.	The cancelled vehicle registration tax should be reinstated. Widespread road pricing (congestion charges) should be implemented. A local sales tax should be examined.
403.	road tolls, vehicle registration tax and other revenue tools, infrastructure costs for road usage by cars and trucks are enormous.
404.	I support tolls on roads. I think we should have a system to reduce traffic in the down town area, perhaps a user fee. More user fees for excessive garbage especially commercial. Our property taxes are far, far too low
405.	The city should charge motorists who travel in daily to work from other areas of the province to use our roads.
406.	Cars should be taxed for being in the city, based on gas consumption of vehicle. A

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	congestion tax as in London England basically
407.	Yes, this survey leaves no room for creative service delivery. / Many organizations and agencies do things much better than the City, and can deliver services more competently. City staff should support, prioritize, fund and engage with organizations who can fund social and environmental programming well. / Community bonds, road tolls and vehicle fees should also be considered.
408.	Increase user fees for individual vehicle use - Expressway tolls, vehicle licensing, etc. / Increase business-related taxation and fees.
409.	Avoid anti-tax populism. Great cities cost money to achieve and maintain and the city should not be afraid to raise taxes, especially on the wealthiest. Increase developers fees, introduce congestion charges and other time of use fees. Overhaul the taxi license system and charge more. The Mayor should actually attend the Federation of Canadian Municipalities to help foster a common front against provincial and federal governments instead of calling it wasteful. Welcome Pride and the money it brings in - charge the organizers more money for the cost of policing and clean up if you need to ...
410.	- Be very careful when considering outsourcing. Make sure to factor in ALL costs including contract renewals down the road which may not be as favourable as what is being offered today, ensure unbiased review (those doing the analysis/recommendations in n
411.	1)Reduce police salaries, benefits and number of police. Privatize traffic cops and eliminate those jobs. / 2) tax non-Torontonians when they drive into the city. Have toll roads on the 401, dvp, 400 and gardiner. Give home owners a transponder so they don't get taxed, double check their home address by license registration, drivers' license and insurance info.
412.	You would think that you could come up with more options than increasing user fees and increasing property taxes -both of which will impact vulnerable people. How about looking at other taxes that are based on taxing those who use the service -i.e. road tolls, gas taxes, environmental taxes or perhaps just cut your own costs instead of laying it on the public. Also stop putting so much money into the police service that does not nearly live up to the costs to operate.
413.	Consider fees levied against businesses that inadvertently create a problem associated with a specific expense (e.g. waste removal). Raise hotel taxes. Institute road tolls for vehicles entering Toronto, based partly on the size of the vehicle. Lobby for a share of the existing gas tax and alcohol tax, or an additional increment. Increase parking fines, and fines for other infringements of city bylaws (e.g. regarding animals).
414.	I hope that our city will keep in mind that we must all invest our personal and communal resources, time and energy in maintaining public education, housing, health and recreation programs. We must fund services and housing for the less fortunate. We must invest in our public transportation services, including bicycle infrastructure, and increase road use taxes for motorized vehicles. We must fund

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	services that encourage our citizens to make environmentally and socially responsible choices. We must support local, independent business and arts initiatives.
415.	Toll roads for non residents
416.	This survey ignored many possible ways of funding services. User fees should be applied for those who take advantage of the roads and bridges. Toronto also does not receive a fair amount of tax income for the services that they supply. Spend less money maintain roads. Spend less money on police services. Organize with other mayors and create a voting bloc that holds greater influence on provincial and federal governments to cater to cities. Receiving a share of the HST or forcing the other levels of government to take on more responsibility would greatly reduce the costs to the city.
417.	there should be a toll for driving in the city core--this would both reduce congestion and increase revenues
418.	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.
419.	Vehicle registration tax (or something similar, it is a privilege to own a car), property tax, road tolls, make it easier to fire bad public sector employees
420.	Try and improve the public private relationships. As an example, taxpayers spend vast amounts on road upgrading infrastructure , while private utilities cut and dig holes in the roadway, sometimes only days after major new work is just completed. When repairs are complete. these private companies then patch the surface in the cheapest and fastest way possible. This leads to premature road surface failure, impossible difficult and dangerous surfaces to bicycle on and cost Toronto city millions of dollars in unnecessary premature renovations. Utility and construction companies must be held accountable for the unnecessary damage they cause. These private companies could easily be forced to purchase permits annually and post a bond to work on public roads. These private companies must be directly associated with the patch repairs they make so that in the event of premature failures the city would make necessary repairs and bill the private company that had failed to do the work properly.
421.	Increase business taxes and introduce tolls to commuters from other municipalities / De amalgamize
422.	This survey shows its bias in these questions. Significantly increase property taxes to be at the same level as other cities in the GTA, while considering that some seniors can't afford an increase. Road tolls should be used. The Private Vehicle Tax should be reinstated, we cannot afford the loss of revenue. User fees are not the answer as

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	many residents who use Toronto City Services cannot afford user fees.
423.	Tolls
424.	Toronto's property tax rate is artificially low. Cut policing costs. Cut road costs related to automobile transportation.
425.	toll roads are inevitable. the only question is which administration is going to have the courage to adopt them,
426.	I grew up in Hamilton which still had a bridge toll when I was a kid. I travel to the US regularly and feel that road tolls are the least I can do as a visitor since I pay no taxes to them to maintain their roads/police services. We need to do the same and be confident that the decision is correct and helpful to our city. 24-hour Road tolls on the DVP and Gardiner. Provide electronic pass system to lessen slowdowns at tollbooths.
427.	1)restore motor vehicle registration fee / 2)apply an annual tax(\$25/year)for non residential parking spaces / 3)road tolls on regional highways / 4)continue to increase fees for garbage collection and increase water rates / 5)work with province to levy a gasoline tax provincially which would then be allocated to municipalities / 6)work with federal government to levy a 1% consumption tax which would then be allocated to municipalities / 7)raise residential tax rate to match average residential tax rate levied in adjacent municipalities
428.	The city might have to look at instituting tolls on certain roads and highways. If the city maintains the land transfer tax, it could use the money towards affordable housing.
429.	Bring back the vehicle registration tax, but in addition, create some kind of license-based fee for both bicycle and dog owners (or increase the fee if this already exists). Bicycle & dog owners benefit from a lot of services/improved infrastructure and they could stand to chip in a little more. Tolls for people who live in the suburbs but bring their cars downtown would also be welcome (but not for people who live downtown). No city-provided daycare.
430.	Have people with larger cars pay a road use tax
431.	Reduce excess staff! Road work crews usually have 5 people on the job smoking & chatting while ONE is working. I can only imagine what the invisible network is up to. It is NOT called work.
432.	Have a booting system like most cities in the USA, if there are people who do not pay for parking tickets have there vehicle booted and towed until the tickets are paid. If they do not pay or collect there vehicle after 30 days auction it off. License Plates for bikes, tire tax on bike tires,
433.	Implement a program where University or Community College students provide more services as part of their education program, in exchange for a credit for the educational facility they are attending, a type of compulsory student placement. That way you could get innovative ideas, vital services provided to the city for free and students can apply their studies and learn. / / Implement a school incentive community clean up program. Neighbourhoods are very littered in Toronto, instead

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	of hiring more people to clean more litter on our streets, get students on board starting at the elementary school level, by having monthly or weekly neighbourhood clean up programs as part of each schools student science/environment projects. / / Bring back the vehicle tax instead of implementing road tolls or tariffs on those who drive downtown. In spite of being part of Mayor Ford's political platform it is time to bring it back. It is affordable even if one doesn't want it, that way, the money can be used on the City's transportation budget and help establish proper bicycle lanes.
434.	It should carefully examine services that could be managed through performance contracts and get out of the business of providing services that are not germane to the needs of the City such as homes for the aged, parking and support services.
435.	Toll roads, clever increase in residential parking rates (e.g. reserved on-street parking), bicycle registration tax
436.	Reinstate the vehicle tax, increase parking fees, use all possible taxing authority
437.	Reinstate the car registration tax. Also, consider road tolls.
438.	Toll roads for commuters from 905 using Toronto Roads every day but not paying Toronto taxes. Or perhaps a commuter tax like New York is considering to re-implement.
439.	increase car fees, tolls etc, reduce police funding
440.	1)city needs more separate and safe bike lanes. / 2)The city needs to have clean air and water. / 3)the city puts education of next generation first priority and job creation, / 4) police should not be placed at construction sites to direct traffic / 5) city councillors should pay their own lunches no perks just like any citizens / 6) transparency & accountability is upmost important
441.	Vehicle Registration Tax, Tolls for those driving into the downtown core of the city.
442.	Tolls on highways
443.	impose parking charges on all parking lots, public and private
444.	toll roads. So many people who live outside of Toronto drive in every day and use the city's resources, and they should be contributing to the cost. There should be a fee for driving into Toronto Monday-Friday. Torontonians already pay high taxes and have higher insurance rates, while people in Ajax, Whitby, Oshawa, Mississauga, Brampton, etc. pay lower taxes and reap the benefits of a Toronto job. Completely unfair.
445.	Negotiate with the Province for more funding tools. Road pricing / tolls.
446.	Get rid of the Parking Ticket Enforcement.
447.	Mix of property tax & road tolls
448.	The City needs to look at other ways of generating revenues such as a share of the income tax (requires negotiating with the Federal and Provincial governments) and road tolls. Relying only on property taxes and user fees seems short-sighted.
449.	Sales tax; parking tax; tolls; gas tax; hydro tax; vehicle registration tax. / Investment in energy efficiency to achieve long-term savings.
450.	Tolls coming into the city. Aggressively remove under-performing staff.
451.	Reinstate the vehicle registration tax / Develop other taxing mechanisms like the

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	Land Transfer Tax / Increase fees for parking downtown
452.	The City should lobby the provincial and federal governments for increase transfer of funds to pay for improvements in transportation and roads. Also, the City should examine its procedures to see if overseeing of the work it engages in can be simplified and therefore costs lowered.
453.	Institute tolls on the highways and congestion parking charges. (Car drivers should be paying user fees too.) Decrease spending on police services.
454.	tolls might be an option if the money went to public transportation / / a vehicle registration tax might be a good idea
455.	I AM FED UP WITH PAYING MORE TAXES FOR LESS SERVICES IE GARBAGE,ROAD REPAIRS WHILE JUST ABOUT EVERY SO CALLED "VULNERABLE ,DISADVANTAGED ,HOMELESS AND LOW INCOME RESIDENTS "FEED OFF MY TAX DOLLARS.MORE ACCOUNTABILITY AND JOB CREATION PROGRAMS FOR THIS EVER GROWING NON PRODUCTIVE ELEMENT OF OUR MUNICIPAL POPULATION NEEDS ADDRESSING.ALSO OUR POLICE SERVICES ARE A DISGRACE.THIS OVERPAID UNDERPERFORMING GROUP CERTAINLY DO NOT DESERVE THE RECENT BENEFITS THEY WERE RECENTLY ACCORDED.
456.	Road Tolls are a possibility. / Restore the auto tax that ford, in his folly, revoked. / Perhaps a city payroll tax. / Be very cautious about selling naming rights. Our city is not a billboard for corporations. /
457.	Road Tolls
458.	Fight for more federal/provincial transfers. Bring back the vehicle registration tax. Impose road tolls. Impose a downtown congestion fee on traffic driving downtown. Increase the price of parking downtown. In short, tax those goods and services we find undesirable - pollution, un-green activities, etc., and reduce taxes on what we want to encourage.
459.	Increase fees to non Toronto residents and those using non-essential services like parking.
460.	Road tolls and congestion charges, vehicle registration taxes. Increased fees for building permits and conditions for large developers to improve surrounding public spaces in order to build buildings.
461.	Vehicle registration fees, road tolls. Perhaps consider charging an additional fee on ticket prices for the resources used for events in the city: e.g.: Jay's games suck up city resources, collecting a dollar on each ticket could go a long way. Or an extra dollar for every Ride for Heart registration, etc.
462.	Cut paying salary to police to be present at construction sites; the builders should be paying for this and/or hiring their own security / traffic monitors.
463.	Innovative and uniquely Toronto taxes such as a hotel tax (as in many other cities), the land transfer tax and the car fee (to cover the huge cost of roads) are great ways to increase City revenue for those who can afford it.

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

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	Roads, sidewalks & traffic - Other Advice
1.	More funding for Dufferin grove park and city park bike lanes
2.	Protect those most vulnerable. Too much is spent on policing and roads
3.	That a city is more than garbage, sewers and potholes. That a truly good city looks beyond this to see what makes it good - its diversity, its culture, its green space and the way it treats its citizens (NOT "customers") through transparency and accountability.
4.	Toronto's roads are a disgrace and need fixing especially tourist areas like Yorkville, Entertainment districted.
5.	There should have been questions specifically about the public realm. Enhancing the public realm (sidewalks, squares, etc) is a core service for all cities and Toronto needs to continue to improve its public realm. / / By making it easier for people to walk and cycle for transportation, the city saves money because they are very inexpensive to support. Investment in walking and cycling needs to continue, and it will produce long-term savings. / / Short-term cuts will often lead to long-term expenses. I will be living in the city for many decades. Saving a bit of money now does me no good if it means I will have to spend a lot of money later to compensate.
6.	More transport. Have road tolls.
7.	Toll roads to charge those who drive on the roads with out a downtown city address. As more people drive in to work that have an outside address.
8.	Yes. There is a very obvious source of revenue which the Ford brothers seem incapable of seeing: Overtime for police. My crossing guard is capable of safely delivering children to school, for about 12 bucks an hour. Why does it cost 65 - 95 per hour to guard a hole at the side of the road? And I don't mean just the five million Doug Ford talks about: I mean the big bucks which are billed back to the city from the outside contractors. Nearly 30 million going out the door. Big dough, folks. Soaking up a lot of gravy.
9.	Build more subways, streetcars. Enhance services like Bixi. Increase bike lanes.
10.	No city manager should be paid more than an elected official. e.g. Chief Blair is paid more than the mayor and the premier of Ontario. Anyone who does not pay property tax should pay user fees to use any service provided by the city which they do not now do. The Toronto Taxpayer is paying through property taxes and user fees to subsidize free service for non Toronto taxpayers. There should be tolls for on highways such as the Gardiner and the Don Valley Parkway for non city taxpayers and residents

11.	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.
12.	Fund the needs not the wants. We need water, roads, and sewers... We do not need the same old programmes that have failed. Or the frills which yes I consider the recreation programmes while wonderful frills.
13.	The city should not build anything new until they repair what the city has now!!!!!!!!!!!!!!
14.	Reduce taxes. Remove the municipal land transfer tax. Privatize the DVP and major highways into toll roads.
15.	The public library system is extremely important and the fact that this city's system is one of the most heavily utilized in north america speaks to the necessity of this service. Why do you pay to plow the sidewalks in front of privately owned houses? This should be the responsibility of the homeowner and they should be fined if it is not cleared within 12 hours of the snowfall. This would save the city money and potentially bring in some money. Seniors should be exempted and should have a service available to assist them with sidewalk clearing.
16.	Keep city services public. Why do the Ford brothers want to privatize garbage to save 8 mill when they don't want to control police spending at all and allow paid duty whatever it is. A police officer watches over the construction near my house. He drinks coffee, he smiles. Doesn't even have to direct traffic. 11% over 4 years. are they going to increase services, like my library or outdoor rink opening ours by 11% over 4 years. Let alone the benefit increases. Most police officers don't live in or pay taxes to Toronto.
17.	a community should work together to fund programs / or outreach to corporations / not constantly rely on taxpayers for free programs not available / to "all " the people / The workers that come everyday from outside the / city to work should have to contribute something to our roads and services / as they are not taxed or charged for them at all / on a municipal level
18.	there should be a road tax (Hwy 401) to be split with the province and the city for trucks only. This tax would apply to drive within the city of Toronto borders. Trucks do tremendous damage to the Highways, and the cost should be 25C each way. / From what I have seen even at this low price the city would make millions a year.
19.	More creativity. Engage private organisations to work with the city, think before contracting out. Because many of us will be watching and asking down the road, "was this worth contracting out? Did it reduce service or cost more?"

20.	infrastructure infrastructure infrastructure. we need affordable and extensive public transportation. Put in highway tolls, as in London, to pay for it. This helps with smog and revenue. I am a car driver and I still support this measure!!
21.	Quality and cost reduction are not mutually exclusive! I think the productivity of road construction crews is poor, too much standing around. Invest in better systems. Keep 311 - it's great. Realize that we need to have good programs and services for newcomers and immigrants and low-income people - have to invest in that!
22.	Look at the bike lanes in Vancouver and Montreal.
23.	Above ground street-cars are much cheaper and more convenient than subways and will do a better job of reducing traffic congestion.
24.	Services will be what defines Toronto. Whether we can elevate to the status of a world class city with other great cities, or the slash and burn, which will hold us back. In an era where fiscal prudence is necessary, it's time for user fees (I'm particularly in favour of congestion charges and tolled roads).
25.	Please help calm down the rhetoric surrounding bicycles. We need to share the road
26.	Eliminate snow clearing on sidewalks. This is a waste of time. They do more damage to property than snow removal.
27.	Road tolls. Especially for people who live outside of the city but who work in the city and use our services and utilities for 8 hours a day, 5 days a week. These people should be contributing to our city.
28.	Consolidate services to save costs. I.e. when running a new watermain, why not repair the road surface at the same time to save digging it up twice?
29.	Consider taxing for vehicle registration; road tolls; etc. Infrastructure is very important and should not be forgotten. So is economic development.
30.	On street parking should be numbered so that people with street parking permits who have no other place to park will have a guaranteed spot near their house. At the moment, residences with multiple vehicles and on premises parking are parking on the street, using up the few spots available for houses without any other option.
31.	Yes. One item has been mentioned that could be cancelled and save the city 3.7 million each winter-the cleaning out the snow from the driveways after the plow has plowed the road. In the newspaper it would mentioned that after the plow has finished another snow machine comes along and plows out the driveways. Where in the city is this done. Are not must plowers equipped with an added feature on the opposite end of the plower (at the back side) and cleans out the driveways. In my area the plowers are and have been for many years. / If you take this service away it could cause problems for people to go walking in the winter. In Scarborough on the side streets we have two conditions,- side streets with sidewalks on one side of the street only and the other condition on the side streets no sidewalks. This is the case in many areas of Scarborough. In winter when walking outside in these areas, cars come by and in many cases the walkers must move into the driveway areas that have been cleared so not to get hit buy the cars. Don't forge that snow is piled up along the sides of roads.

32.	Make a plan and stick to it rather than bickering, studying sometimes for decades! Are you tearing down part of the Gardiner or not. Make a decision and that will allow a final plan to proceed for the waterfront which is accessible, not cut off from the city and a pleasure for all to visit and live in!!!
33.	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.
34.	Please harmonize the work on roadways - currently, roads and sidewalks are a patched and repatched mess. / Is there a way to streamline the departments that currently oversee this? This is a major oversight, and an embarrassment to the city. Roads, Sidewalks, Overhead Lines, Street Furniture and fountains, all need work. / Trees are also badly treated in Toronto. It would be good to see the city treating its trees well, and planting better sidewalk canopies. /
35.	Increasing public transportation and eliminating car traffic downtown should be a priority.
36.	The City has to step in and make up for citizens who don't care or who can't fix something they do care about, for example citizens who treat animals like disposable property or would throw garbage anywhere it suits them, or citizens who have to travel on deteriorating roads or live near large convention areas.
37.	Money should go to funding children's programs over paying \$65 an hour to policemen working on road construction. This is definitely a service that could be done by a private firm. That same money would help lower income families make important decisions regarding service for their children and ultimately for themselves. EG. if a child does not have a community program during the summer, a parent may have to quit a job to care for them or even worse, leave them alone all summer! That could create a disastrous situation.
38.	It is important to try to think long-term, and not just in the next few years. For example, spending more on construction of City buildings now, if it will mean long-term saving in energy use down the road. Or, in the 1950's the city was expanding its water mains and to keep costs down, switched to a new type of cast iron pipe called spun-cast, which was faster and cheaper to produce, but also corrodes quicker and now replacing these pipes as they break is a major problem for Toronto.

39.	Are we or are we not Ontario's financial powerhouse? Can we get more money from the province and federal level to repair our infrastructure and expand smart growth of the city?
40.	Please work to reduce congestion and also make biking safer!
41.	Please think of long term impact to city with the vision of building an economically prosperous, sustainable, environmentally green, culturally vibrant, socially equitable city that is globally competitive. / / With that in mind, please ensure that decisions are not focused only on short term solutions to reduce the city's budget. There are policies and investments that should be made to continue to work toward our city's vision and future - such as: / 1. Public transportation (keep it cheap or free for users) / 2. Waterfront redevelopment - make it breathtakingly beautiful, accessible, liveable and a great place to live work and play / 3. Traffic congestion - provide increased incentives to take public transportation; introduce tolls at highway gateways into Toronto to pay for improved highways and public transportation / 4. High speed public transportation route from downtown to Pearson airport / 5. Increase support for culture to \$25 per capita / 6. Use Design standards and review panels for any new development in the city to ensure it will look fabulous and integrate with overall vision for the city / 7. Protect and adaptive reuse of heritage buildings (including schools) / 8. In-year Property tax breaks for increasing environmental efficiencies of homes or condos (negotiate that Province/Feds reimburse city for cost) / 9. Community cultural and recreational centres and accessible programs (* youth, seniors) in all neighbourhoods across the city / 10. Invest in city's festivals and events as they bring life, celebration, visitors and help brand our city /
42.	I would sure like you to make those disgusting environmentally disastrous leaf blowers illegal; they are bad for the worker's health and for the public's ears; and, why clean the sidewalks with those silly machines; employ more people to do the sweeping of sidewalks - that increases jobs and it uses less obnoxious smelly and noisy machines; do anything to make this city quieter!!!
43.	1. Prioritize addressing problems that cost the most in the long term. I'll still vote for the mayor who runs a short-term deficit if he/she stands a good chance of achieving a surplus a few years down the road. 2. Be careful of what you cut now, it costs twice as much to rebuild it later.
44.	Maintain our livable urban core, no new road network expansion.
45.	Don't contract out our City Services. Spending money on cleaning up some-one's "idea" of Graffiti (which is street art really) could be done away with. The city could save there. Using city workers to repair and maintain the roads will also save money because they would do a better job.
46.	Accessibility - especially for elderly and disabled. Sidewalks have bumpy ramps/curbs - get disabled individuals to test them out. This city is not getting any younger and cities such as Barcelona are miles ahead of us.
47.	Keep up the good work, don't contract things out, fix the potholes, and raise taxes to do it!

48.	I would like staff to consider full life-cycle costs and investments. For example, poor maintenance and repair to streets and buildings costs more in the long-run. Also higher quality public spaces with durable and beautiful materials may cost more in the short term, but they bring economic development, tourism and higher property values which equate to more property tax revenue.
49.	Art, culture and how we treat those most in need will be the legacies we leave behind and what we will be remembered for. Decent standards of living for all of Toronto's citizens is the most important thing we can do. While anyone stuck in traffic can curse that we need better infrastructure for our vehicles, we cannot forget that there are more pressing issues for this city.
50.	Our city is still not a very livable place when compared to other places. We should continue to invest in connecting up the many walking trails that are interrupted by roads, golf courses, bridges, etc. such as the East Don trail.
51.	More bike lanes!
52.	Reducing Toronto's carbon footprint and making Toronto a more liveable city on a human scale. Significantly reduce automobile traffic in the city and institute user fees for drivers from outside Toronto to use the city's roads.
53.	Snow removal is a complete waste of money. Until amalgamation, except for North York, property owners were able to meet their obligations. Why is it so essential now? And the snow plows wreck my property after I have already shovelled. A strong community will assist the elderly and infirm.
54.	Stop make work activities and use better material for filling potholes that last more than one year.
55.	Contracting out means that a company will make money providing the service. Cost savings from contracting must come from lower wages of employees who are city residents. The owners of these companies will do very well hopefully they live in the city so some taxes can be recovered from them. Contracting out services seems short sighted. I am in favour of increasing user fees for those who can afford it and especially for things that we want to discourage people from doing such as parking downtown, driving. Getting rid of the \$75 vehicle registration fee was stupid and instead we have to contract out services to private companies so they can pay employees less. Seems that the decision makers need some lessons in common sense. With these types of decisions the city will be looking much more like Detroit in the future. / Good luck with the survey - you should make the data publicly available.
56.	More bike lanes and bike programs such as Bixi.
57.	USE ROAD TOLLS

58.	The number one problem with the city is that the politicians are running it and their primary concern is to be re-elected. Further, politicians are good at getting elected - these skills don't transfer well to being effective managers or decision makers - let the area experts and senior staff make more of the decisions. / / If politicians were truly looking to serve the community they would be making decisions based that do not waste money and resources. Most people are happy to pay taxes IF and ONLY IF their money is spend efficiently. Don't waste money on policy reversals that have little impact. Don't waste money on undoing projects that were just done (see Jarvis, Bike Lanes). Run the city like you would your own privately owned business. Invest in having good people in key decision making rolls and listen to their advice.
59.	1: Put ideological biases aside. I'm not ok with privatizing garbage if the rationale is purely ideological and the decisions to contract out was made from the start. Privatizing can help but many times the private sector won't re-invest in long term infrastructure - instead putting money to profit. And then when the buildings are all run down and the equipment breaking, they try to hit us up for the bill or leave us with a massive repair bill because they never maintained anything. We might save money in the short term by privatizing, but we must have guarantees that costs will be managed in the long term while maintaining accountability. / / 2: before we panic about our tax levels, I'm pretty sure our taxes are lower than most other municipalities and our debt isn't awful either. If we really want to cut our taxes, can we upload services BACK to the province? / / 3: From what I can see, we need a new relationship with the unions - one where they take more responsibility for costs. There are unions (like UA 46) that have "standards of excellence" that their members are held to. That statement makes it clear that good pay and benefits should be earned, not given based on entitlement. There has to be a more constructive way to manage City services, and if this works, I'm sure we'll get far more productivity, quality and value for our taxes.
60.	Please consider the collective good, not just the good of specific constituencies. Toronto is an amazing city because of our diversity -- and unfortunately it feels that the same segments of our population are easily targeted with cuts. I would also like to see alternate sources of revenue considered, such as more toll roads -- those outside of the city who commute in regularly should contribute to paying for our infrastructure.
61.	BIKE LANES!
62.	Make more bike lanes. Provide a safe injection site for IV drug users. Increase social assistance and recreation programs. Keep streetcars. Improve education of bicycle and car drivers.
63.	1) Making the city (especially downtown) more accessible (i.e. AODA). / 2) Expanding bike lanes in the downtown core.
64.	why is the police service using up such big proportion of the city budget, there should be ways to reduce the cost of police services or some police service can be delegated to lower cost options e.g. police watching traffic for construction sites, or religious services. Why does Toronto police has to be the highest paid police force?

65.	Toll roads! Toll roads! Toll roads!
66.	We should look down the road and be more concerned about the future and our children and consider the environment first. without clean air and water we will not have a future.
67.	Good for the environment. Toronto once known as a clean city BUT today there is garbage everywhere, people still keep their cars idling and roads are not clean to allow for safe bike riding.
68.	City Council should consider the long term consequences of their decisions. Transportation related contracts that have already been signed can cost the city more money when City Council decides to back out. Existing infrastructure like newly built bike lanes on Jarvis shouldn't be removed because that removal is wasteful.
69.	There are more than one way to solve a problem. The key is to look at the overall picture of any impacts that would result. For instance, privatization of garbage service might save a few dollars on the surface, but the truth is that it could cost more at the end for the green bin exchange program. It's a well-known fact that green bins would get broken more easily & more often when the waste collection was done by private companies. So really, the City will end up paying MORE not less in replacing the bins for residents. Another example is that by taking away the dedicated bike lanes, it would increase NOT ONLY on traffic congestion, but also on pollution, commuter frustration, which would actually COST MORE on the health care budgets. / / So the question to ask when making decisions about service in the future should be: / Is the money saved actually greater than any associated long-term cost of this particular decision?
70.	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.
71.	Try to repair relations on council to develop more co-operative relations between councillors/mayor with differing views.
72.	More bike lanes in the city
73.	Long-term view. Pinching pennies only feels good right now but we pay for it multiple times over down the road. DO NOT follow a Mike Harris model--it is disastrous.
74.	more bike lanes!
75.	Highway tolls!
76.	Bicycles. More and better bike lanes.
77.	Outsourcing is not always cheaper. / The city should take into account what impact the loss of control of a service would cause. / / For example, by selling/outsourcing Toronto Parking means that it will likely be more difficult to develop or alter use of those properties later.

78.	In an effort to save short term money (i.e. trying to keep Toronto's already low residential property taxes low), I fear council will squander our longer-term future. This relates both to hard infrastructure (my own street and sidewalks are literally falling apart from lack of maintenance) as well as soft infrastructure, such arts and culture funding. In the long term, a lack of investment in the City will reduce its position as Canada's premier city as well as Toronto's economic prosperity.
79.	The city provides services which some individuals and groups believe to be "necessary". Most of these are in reality, services which a city should not provide because they are not core municipal services. For example, cultural or heritage services, day care, etc. are services that should be provided by others. Core municipal services such as road repairs, sewage treatment, garbage collection, police and fire services have been neglected in order to pay for services that are not necessary. Simply put, the Toronto has lost its way. It is trying to provide something for everyone and in the process, taxes have increased and service has gone down.
80.	Seems as though some services could be streamlined a bit more to increase efficiency and therefore hopefully reduce some cost. / / A couple of examples come to mind. / / 1) Street vacuums out cleaning the sidewalks/and trucks emptying city garbage cans on holiday Mondays, provided it's not a "problem" area would one more day really make a difference? I imagine paying wages on those days is fairly steep. / / 2) Garbage being picked up between midnight 3:00 am on a very residential stretch of road is bad enough but by 3 separate (organics, garbage/recycling, yard) trucks! What happened to the vehicles that collected both organics and trash/recycling at the same time? Sometimes that's as much as 6 staff doing the job when it could be between 2-4. / / Anyway, it all comes down to better use of resources and streamlining the service.
81.	yes, the city needs to restructure to become more democratic - it needs to go back to a two-tier form of governance, similar to what we had before the megacity. we need a smaller council of 20 to 30 people to deal with running the city, but then we need to replace the community councils with local council - 6 to 12 councils, made up of people who do not sit on the city-wide council - the local councils should deal with planning and local issues, and have some powers to set development charges and pass traffic bylaws etc. / / the megacity is a mess and many of our problems are because of this, and because of stupid "tax freezes" imposed by mayors. user fees are a tax by another name and so keeping property taxes low is often regressive and we end up spending more to collect user fees, like the thankfully repealed personal vehicle tax. stop playing games and recognise that property taxes are fairer than the alternatives, particularly as corporations pay property taxes whereas they rarely pay user fees.
82.	Accountability of those who may in the future have contracts to provide services for the city. We don't need to hear 407 style complaints about city services. Make sure that whatever decisions are made in the future that although it may cost the city less it doesn't cost the residents more in the long run (i.e. private parking services with no accountability, 407 again, fear of complaining about the private garbage contractor in case of retribution)

83.	Yes, please stop thinking about right wing voters who think no taxes is a good thing. if we want good services and better services, we have to pay for them! I'd rather pay more and have bike lanes and no potholes
84.	The quality of life and jobs in this city is profoundly affected by the cuts you lead me to believe you are about to make. My safety and security is increased by libraries, recreational and other community programs, not by fattening police budgets. Cut the police budget before you cut out recreation for children and teens and you'll save on policing down the road. Cutting public services is short sighted..
85.	I think that the council needs to make a lot of hard choices about what to fund and to cut back on waste. Toronto needs to invest in infrastructure, even if that means stepping on union toes or getting rid of popular events. The city also needs to work really, really hard on bridging the gap between rich and poor in the city. I'm a graduate student, and while I like living in Toronto, I don't think that I can afford to stay here after graduation and still achieve the lifestyle I want -- and I think that's true of everyone I know as well. That this is true even for someone with an advanced degree is really horrifying to me, because I know that it must be much worse for those who are less fortunate than I am. / / Also, any chance that we can renege on the Pan-Am games? Or at least not spend money on that OR on tearing down the Gardiner? (If you don't want it, just close it -- don't waste money tearing it down!)
86.	I think there needs to be a hard look and review of how staff time is allocated in some of the "sacred cow" organizations in the city; specifically emergency services . For example, when ever I see police on extra traffic duty they are spending their time talking to one another on the side walk. I often see EMS supervisors taking a coffee break. Why does EMS have an in house psychologist when police have contracted out this service; and why does the City still have an in house counselling service and EAP services. Some one needs to look at how our money is spent; is there is duplication of services or wasted time in these departments. While I strongly believe that most of our city staff are providing more than we pay for; there is, I believe the "sacred cows" services have not been reviewed and there may be more waste there then realized.
87.	As a tax payer, I really want to see at least some of my tax dollars in action. For example, roads are in horrible condition, but no one seem to care about it.
88.	Stop clearing sidewalks in residential areas of snow. This has made our neighbourhood less caring, less thoughtful. Dog owners, seniors and children/families trying to walk to school struggle along sidewalks that have been "left for the city to do" while the driveways are immaculate. The windrow clearing is nice, but not absolutely necessary. However, bring back the responsibility of sidewalk shovelling to homeowners, get neighbours out and caring for each other again. Lots of kids are happy to shovel for a few extra bucks, so older homeowners should not find this difficult; in our community we do it for our older members while we do our own - it's part of being "neighbours."
89.	designated bike lanes

90.	Libraries should be open all weekend long, when families actually need them to be open. Cars should be paying to use the roads, not just the highways. No, it's not a "war on cars", it's the reality that our congestion is out of control, and we need to reduce the number of cars on the road. Be friendly to pedestrians, make their lives better!
91.	Money will not resolve the crises we face people will and the city can be the builder of this or continue to be the road block with out vision. The City Hall I want to support is taking a leadership role in building our future not asking closed question to make change but truly engaging people as leader to bring forth new idea and take part in the care of their city. I believe a co-op model is a process to reduces cost and build pride of all citizens. You will see reduced crime and increased prosperity across the city.
92.	more user fees even toll roads
93.	Bike lanes
94.	Consider sustainability, from an environmental, social and economic perspective in making all decisions. Look down the road, not just AT the road.
95.	road tolls for people living outside the city and commuting here to work
96.	Make sure those who are rich pay for those who are poor and fixing the cities roads, sidewalks, etc.
97.	Do we have a policy/plan formalized for connected bike lanes throughout the city? We should. / / So much zigging and zagging. / I really don't think the changes to the Queens Quay roadway will help- I think they will stop traffic in the summer.
98.	condominiums require less time to service i.e. garbage - taxes should reflect this. Condos are replacing blocks of buildings and parking lots to become neighbourhoods - this should be reflected in noise and traffic planning.
99.	not spend so much on consultants / not pay police \$65 per hour for babysitting a hole in the road
100.	Tolls for people coming into the city a good idea.
101.	City should re-negotiate with the province. Mike Harris messed thing us, putting us on the road we now travel. Fix what Harris broke, and a lot of this becomes moot. AND we probably would have a different mayor.... Mr. Ford is a mayor for the suburbs.
102.	Government should be judged first on the way it treats the most vulnerable members of society and only after that on the quality of its roads.
103.	Please do not go on cutting services or contracting them out! This only takes the city into a downward spiral. Take a good look at what happened to cities like Baltimore, Cleveland, Buenos Aires and New Haven when they went down that road. It would be worth the investment for city councillors to tour cities in Europe and America to see how they have enhanced life for citizens: Barcelona, Madrid, Rome, Milan, Portland, Ore. and San Francisco are great examples. Who knows, they might learn something about big city living.

104.	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?
105.	Use communications to encourage cycling. Less road damage, less pollution. Long-term thinking means looking at more sustainable, eco-friendly, and cheaper ways of living. If more people cycled and scootered, there would be a lot less congestion downtown. The city should put more effort into new age living styles. Europe figured it out a long time ago and we should have followed suit a lot earlier. / / The City doesn't need to contract out, they just need to hire better, more motivated individuals. Government workers are known to be slackers/lazy because people sit on the same job for years. Working with staff and promoting their development will reduce stagnant, unmotivated staff. Invest in your workforce. And have more people on contracts and non-unionized to keep them on their toes.
106.	Do more public consultation before going ahead with service cuts. Try to avoid any or all service cuts through finding other revenue sources, such as road tolls.
107.	Have some concerns about making financial decisions (including cuts) based on this survey. There were many times I would have liked to rank 2 items equally (for example: the clearing of snow from city roads and maintaining street signs) but that was not an option. Many of the options listed are NOT mutually exclusive but they are treated as such in the survey.
108.	Do don't feel that cutting services is the only way to repair the budget. Increase your revenue sources, be transparent and positive, and people will support you.
109.	Bike lanes please!
110.	Funding for cultural festivals is important. Support diversity. Support LGBTQ communities. Support artists. / Help the poor and the homeless. / Build more bike lanes!
111.	one must balance improvements with cost cutting-they are not mutually exclusive because spending some money now could lead to decreased costs for the long term / equality of services some residents get their sidewalks cleared--others do not. / downloading services to the residents where possible e.g. if all residents can't have their sidewalks cleared, the city could decide to stop clearing sidewalks thus downloading that job to the residents (a job that originally wasn't the city's anyway)
112.	Eliminate parking on curbs/side walks in the downtown core or significantly increase rental fees of these parking spaces. Reintroduce car tax at a lower rate.
113.	Road tolls would help our city balance the budget and reduce pollution and traffic.
114.	Have staff take a look at full cost recovery, environmental costing and subsidies in all services -- especially motorists who create unsafe streets, foul the air, drive up policing costs. Make them pay full cost through road pricing and parking fees.

115.	<p>Current mayor campaigned on finding gravy--there's plenty in police services. It was a good move to have councillors have reduced budgets and tighten expense policies. However, the disparity between union and non-union staff (wage freezes for latter group) is divisive. Why can't wage freezes apply to union staff? / Real estate--what's the long term plan for City staff in terms of employee count and space needs? Are there underutilized City buildings? Is the City renting private office space instead of using its own spaces? What real estate does not need to be held? / Refund policies for strike periods--during garbage strike, there were payments to City community centres and other dept. that were affected by the strike i.e.. no programs ran for what was paid. Time to get into 21st century and update the refund policy for payments held up during strikes in the future. / Toronto a la cart program-vendors who entered the program need to be given a financial break for having listened to and invested in that program. Not a New York moment of varied foods but red tape and hassle. Learn from the mistakes! What about BIAs that are banning food vendors i.e.. Bloor-Yorkville BIA? Can council do something to salvage the affected vendors' businesses? / Follow-up on outstanding road/sidewalk/utility cut issues-it's a shame that columns like the Fixer in the Star or Urban Decoder in Toronto Life have to exist to get action on old issues or dangerous conditions in the City. Where is the departmental awareness of what is going on with its inventory of facilities? Is there a current policy regarding utility cuts and timeliness of repairs? It seems that Toronto has lanes blocked forever for construction.</p>
116.	<p>Toronto Community Housing Corp. - they are negligent, and operate like slum lords, a majority of their properties are in serious need of repair</p>
117.	<p>Try to maintain services that are going to be health and safety issues -- so water, roads, policing, fire, health services. But get rid of programs that are more luxury items.</p>
118.	<p>I urge Toronto's city council to put aside partisan, ideological and ultimately divisive political positions as they sit down to consider the future of the city's services. These positions cloud judgment on both the right and the left of council, and lead to decisions that are reactionary rather than considered and rational. / There are efficiencies to be found; there's no doubt about it, and a responsive, responsible city council should find them; its their duty as elected representatives of the city of Toronto. / Similarly, there is tremendous value in services that the city offers, that while expensive, represent a significant investment in the city's future and prevent much greater expenses down the road. / The decisions that city council have to make over the next year will be difficult. Their effects will be felt for decades. Thus, it is critical that our elected officials act in a considered, mature and respectful way when approaching them. I remind councillors that they owe this to the citizens who they have been elected to represent - not just those in their own wards but in the city as a whole. They also owe this to the future generations of Torontonians who will either benefit or suffer based upon what is decided this year.</p>

119.	The needs of residents are significantly varied from region to region, and one-size does not fit all. Let's keep our city looking great with BIAs and parkland. Reduce the number of traffic lanes on roads in the suburbs. Let's get back to a Toronto that is people-friendly.
120.	We pay taxes to collectively pool our resources so necessary services can be adequately funded, managed, and maintained. Privatization is not the answer for any of our services. We need higher taxes for corporations and businesses that can afford it (i.e. not small businesses). All drivers should pay more to combat environmental concerns and road damage. Cars should also be taxed based on their emissions and size to adequately respond with environmental services to compensate emissions, as well as road repair for larger vehicles that are rougher on our roads. The city is broke because we overtax home owners while refusing to make corporations and private enterprises pay the price to operate in our amazing city. A city is defined by the people who live here, and the Toronto must remember THE CITY IS NOT A BUSINESS! Services should by no means be cut. I will gladly pay more taxes to ensure these services are here to stay, and I hope the city forces businesses to pay more as well, since increasing property taxes means less money to spend at shops and businesses, so if they help carry the burden, they will see a return. I'd rather see our politicians lose their inflated salaries than lose any public service.
121.	Put that car lane back on Jarvis Street - bicyclists should be able to use the Sherbourne path only two blocks east. / / I'd pay 10% more in property taxes to support programs which would remove vagrants and pan handlers from the downtown area - Yonge Street, Bloor Street East & West, Lakeshore/Jarvis, Rosedale Valley Road etc,
122.	Public Transportation is the backbone of any functioning city. It is MORE important than roads.
123.	we probably need the Vehicle Registration Tax, and Road Tolls to help pay for our services
124.	Enable people to live and work and shop and go to school in the their own neighbourhood- / This would not only reduce traffic, but would lead to greater satisfaction in life for everyone.
125.	On our street there are 3 or 4 houses that are owned by the city and run like social housing. In one of those houses the husband has a full time job at the Sun Newspaper, has recently purchased a car, received a city parking permit and the house is being rented (we believe) as if the women is a single mother of 4 children. They probably bring in more money in a year than the average person on this street. Fraud, just as this, need to be strenuously investigated, stopped and prosecuted. One of the other homes is a 3 bedroom home with 2 people living in it - surely there is someone on a list with a larger family that is more needy of larger home. The sense of entitlement has to stop, no one is guaranteed a job, or a home for life. The City should be getting out of the property business. TCHC should be rolled into a separate company, run by the private sector, with no additional funding from the City.

126.	Road tolls. Get rid of the cat licensing fees.
127.	For SNOW CLEARING services. I strongly support the clearing driveway entrances (windrow) but NOT the clearing of sidewalks. The sidewalk ploughs do damage to the lawns and almost always come by after most responsible people have cleared their sidewalks, thereby providing little value. Besides, this could give the local kids some part-time jobs for the winter! / / For Community ICE RINKS/ARENAS, the City should fund more Youth programs such as 'learn to skate' or 'hockey/shinny'. Adult program user-fees could help build up the Youth services.
128.	Increase Public Involvement. Volunteers can help reduce costs; introduce new ideas; build enthusiasm for city / Hire students to manage traffic around construction sites, rather than pay police at very high wages /
129.	Please bear in mind that many city dwellers do not own their own vehicles, and as such, more public ground transportation and bike lanes would be of great benefit to the city, and present a viable alternative to some drivers, which would also help ease the immense traffic congestion throughout the city. Also, please do not discount the importance of supporting arts and culture in any city, and particularly this one.
130.	Improve air and water quality. More bike lanes
131.	Don't put the zoo and the Island Ferry in the same box. This survey does that. Sell the Zoo. Keep the Island Ferry a city run service. Sell off the Parking Authority. / /
132.	My husband recently took it upon himself to fix a broken gate on a nearby school playground. The gate had been broken for more than a year. A month after he fixed it, the TDSB maintenance dept. finally sent someone - to remove the bolt my husband installed! The gate is now broken again! They sent a guy to REMOVE a repair, but he did not then REPAIR the gate.
133.	Willing to pay more for services ,but want some accountability . Tired of seeing the same roads get torn up by different agencies year after year. Is there really no way they can work together? Tired of developers designing our downtown...they need to fund more greenspace/community events if they are going to keep putting up ugly glass slabs. Affordable housing should be a stopgap and not a lifestyle choice (except for those in dire circumstances for physical reasons).
134.	better roads, no tolls, a subway to the airport, more control over the police department and its budget
135.	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 during rush hour is because our public transport system is extremely poor.

136.	The city should clearly plan out and effective put plans into action then maintain services instead of neglecting services (roads etc.) so cost to fix these services do not rise in the future.
137.	There is huge waste in not co-ordinating road work with gas, water, sewage, electric, etc. Our neighbourhood of Roncesvalles has witnessed huge waste in this area. Huge numbers of social workers could do a lot of the current work of the police at a fraction of the cost. Police should only be used for serious crime.
138.	Traffic. Put safe policies in place that are geared towards keeping the maximum amount of traffic flowing!! This is a must. Love Toronto but traffic is absolutely a growing nightmare, and we accept that a fender bender will close 2-3 lanes for hours. Happens daily.
139.	City needs to think long-term - don't skimp for minor cost savings now if it will lead to larger costs farther in the future (e.g. infrastructure repair and maintenance)
140.	Yes, I want city council to remember that the citizens of this city are getting older, and that we will need services for the aging population. I also want to address the issue of no bicycle lanes - sidewalks are becoming dangerous zones for pedestrians. We need bicycle lanes
141.	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 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.
142.	Traffic flow is a disaster. What can be done at little immediate cost to alleviate congestion and improve access to parking sites -- parking ticket enforcement is draconian

143.	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.
144.	Road tolls
145.	Extend Allen to Gardiner, which will rejuvenate traffic movement.
146.	Yes, privatization sounds like a good option at first because companies under-bid to get the contracts but lots of research shows that costs may be lower at first but then, they increase down the road (i.e. cost us more) and the quality goes down (as companies try to increase their project margins, they sacrifice services and the quality of these). As well, once you privatize, it is extremely difficult, if not impossible, to come back to a publicly controlled system. So, please be careful what you give up and the impact on our lives and the lives of your friends and families!
147.	Buildings in the downtown should be required to have adequate parking (or extra parking) - this would eliminate some of the need for street parking, opening up extra lanes and creating space to ease congestion and/or add bike lines or wider sidewalks. / Tolls and user fees on roads, while not popular, are common in other cities and should be seen as a necessary evil - they will improve the trip for driver's in the end.
148.	Toronto is know as a clean, safe, world class city, and if services start getting cut, it can easily slide into a disrepair, and a place to avoid. Once a city has a reputation like that (i.e. Cleveland, Detroit....neighbouring cities) it's awfully hard to get rid of. Cutting services is a slippery slope that makes a beautiful, safe, city turn into just another metropolis in a hurry, and could cost exponentially to repair.
149.	eliminate snow removal from side walks and leaf pick-up / Charge 905 drivers for using our major roads
150.	focus on basics: roads, library, water, safe, strict qualify for subsidy for all purpose.
151.	Stop with the intensification and high density , also please stop the war on the car. It is necessary in so many circumstances. Don't take away road lanes to convert them to bike lanes.

152.	we need to put top priority in building and maintaining a top notch transportation system that would get the cars off the roads
153.	The current city council has a very dangerous short term and naive mindset. Toronto is not consistently ranked as one of the world's best cities based on the Rexdale-template of urban design. To maintain our position as a global city of choice for businesses and people, Toronto must address the long term problems we are facing - congestion, sprawl, the environment, growing inequality, etc - in an intelligent and rational manner. Our policy options need to be more nuanced than simply cutting property taxes (which are already the lowest in the GTA) and bringing in an NFL team. / / We live in a complicated, interconnected world; we need a city council that can keep Toronto on the right path and make the responsible policy decisions necessary to maintain our prosperity and quality of life.
154.	Yeah, why no questions about road tolls? I think we need to seriously start thinking about those.
155.	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.
156.	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/
157.	According to the Mustard reports (1999, 2007) on early childhood education, investing in child care is the most cost effective investment a city can make in reducing future costs. They calculate that \$1 spent today saves \$7 down the road and their numbers are sound.
158.	Increase bike lanes, encourage and improve community participation in crime control, youth sports, social events, etc.
159.	Consider road tolls please
160.	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.

161.	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.
162.	Take the high road.
163.	is the installation worth the \$ and effect. e.g. speed bumps r expensive but only slow down emergency vehicles and not regular traffic.
164.	Reduce number of councillors. Reduce traffic. Reduce letting taxes paid by city-dwellers go to other communities. Write much better questionnaires than this one, which does not allow for pointing out which services/activities are already paid for nearly entirely by their users.
165.	Contracting out costs more down the road in every other City - why is this issue being put forward as a huge "savings" - what would make us different ? It is just a move to have a couple years of "perceived" savings so Councillors can pat each other on the back - very short sighted.
166.	In our neighbourhood it is made up of residential housing, however, vacant or old industrial lots are being purchased to build apartments/condo/s which are significantly larger than the rest of the neighbourhood. While some increase in density can be accommodated what cannot is the lack of parking that is being planned for these buildings. If some developer wants to come in and make a bundle on building high density housing in a residential neighbourhood they have to be expected to build underground parking so that the streets are not taken up with additional vehicles due to lack of planning for parking.
167.	Where most services are concerned, a cut in funding today equals greater costs down the road. It is extremely important to maintain and improve city services for the benefit of the city's future.
168.	Police, Fire, EMS, Roads, are the important things - I agree that if the service can be obtained for less than the city should contract it out - get rid of the bloated public servants.
169.	Remember what a service is and only get involved in city services. DON'T OVERPAY. It is not pestering us financially with no comeback or inventing fees. Parking tickets on residential streets and pet licenses and the like are not services they are bugbears.
170.	Providing accessible off road pedestrian and bicycle paths.

171.	A great effort should be made to enhance services that will make it attractive for people to exercise, from bike lanes to recreation centres. A healthy population will save huge amounts of money in health services and a healthy population is more inventive and creative, exactly what is needed for economic growth. The funding for the Building Department should be increased in order to speed up Committee of Adjustment and Building Permits. This is another way to increase economic growth. The Police Force has to be cut down in size, it is way to big. For example the Marine Police has at least 15 boats. Vancouver has 2 with 160 KM of coast line to patrol and many more pleasure & commercial boats to look after and it is year round.
172.	ROAD TOLLS. Please. Even if it's just the entrance to the Gardiner from the west, and the DVP from the north.
173.	Use the ability to apply special taxes. Hotel taxes, even toll roads.
174.	reduce over time/payouts, encourage staff to work from satellite locations to reduce traffic.
175.	I would like them not to waste so many years working on one road, only for another service to come in a tear up the road again. There is a lack of coordination between services. / I would like more subways built ASAP.
176.	fix the roads and make more room for bikes - we want a safe, green city. room for cars and room for cyclists.
177.	People like to see an end goal in sight, a vision of what we could be in the future. Given a compelling future and a well communicated road map of how we get there and regular reports on how we are doing on the journey, I think that most people would buy into higher taxes and other forms of city taxation.
178.	make services equal in all the city (snow removal on sidewalks for example)
179.	Laying off 2,000-3,000 City Staff will not help the City overall / 1) 3% salary roll back across the board 2) 3% attrition reduction for next 4 years 3) reduce current operating budget by 2% in 2012(in addition to above), and 2013. 4)shutdown/reduce 50% of capital programs that have operating impacts for 3 years. Only approve Capital programs that will lead to operating cost reductions, or state of good repair.
180.	The city could use its resources better if it planned for the future instead of reacting in the short term. One instance of this is construction. The city will pave roads only to have them torn up a few months later. This is a gross waste of money and creates and eyesore in the city. This does not happen to this extent in other cities. It is shameful and frustrating. It would also be good if the city demanded more of condo developers. Developers are making tremendous amounts of money. There should be more impetus for them to add to the local area. They should have to pay to pave an area in front of their building as it often gets ripped during construction.
181.	BIKE LANES BIKE LANES BIKE LANES BIKE LANES!!!! BIKE LANES! - you must implement them
182.	Look realistically at the amount a fee or increase in fee really costs individuals - ex. vehicle registration tax. (\$60/ year - 16 cents/day for car users who - myself included - to help improve road conditions is well worth it. Cutting of important/essential funding through campaign promises should not be used.

183.	Eliminate snow clearing on sidewalks. Cost too much money and boulevards are a mess after the winter. Residents have to constantly repair grass
184.	Cuts don't lead to savings, they lead to a deterioration of services that becomes very costly to repair down the road.
185.	I think that it is a bit absurd that this survey suggests funding things like 24 hr police response, or feeding the homeless, with user fees -- but nowhere do I see the suggestion of user fees in the form of tolls for transportation services.
186.	Reduce automobile traffic.
187.	bike lanes
188.	I am perfectly happy to pay more money for better services. As long as we're not wasting money. Streamlining construction so we're not ripping up 6 month old sidewalks to put in gas lines etc.. Efficiency in programs is something we could do better at.
189.	Maintain or improve service but reduce cost by eliminating waste, inefficiencies, or poor management. / In some cases "find a better way". e.g. don't pay a cop \$68/hr to "stand" by construction sites. Have the contractor direct traffic if required. (Like a school crossing guard. / / I disagree with the statement that it cost more every year to maintain the same level of service. There is always a cheaper, better way.
190.	Improve public transportation instead of expanding highways - make it better and cheaper and people will use it. It is ridiculously expensive and poorly connected (and old). Consider RFID tag cards for users (like TranSantiago in Santiago, Chile and many other cities who have a much better and more effective transportation service). Add safer bike lanes to encourage biking (and reduce traffic jams).
191.	Road tolls on the DVP and Gardiner. / Sink the Gardiner and sell the real estate above with the new land created to pay for the project.
192.	We need good quality services for marginalized and/or less affluent residents if we are to remain a world class city. Also, please consider user fees for major roads coming into Toronto (i.e. tolls)
193.	Toronto needs the services it provides so work to make all departments more efficient! / / The Bridlewood area of Scarborough has seen two years of city improvements on streets that were not in bad shape and only about 15 yrs old, not compared to the hunt club area or my area Queensbury Ave. I have lived on the street 15 yrs without as much as a fix for the pothole created by a builder when adding a water line to the new house they built. Why do some residential neighbourhoods get preferential treatment , we pay our taxes but seem not to benefit for paying for them. Snow removal is another sore point for me between the two neighbourhoods. We on Queensbury have waited till the next snowfall before we see a plow where Bridlewood gets plowed as if it were a main street.

194.	I remember several years ago when for there were no tax increases. That was a significant error. No government or business can allow its revenues to be static when its costs are increasing. There should always be small tax increases. / / If the city starts cutting costs and more importantly services, after a few years there will be no need to worry about competing with other cities, because very few will want to come here. Good services are one of the things that make Toronto a valuable city. / / Respectable middle-of-the-road management is what we desperately need.
195.	I regard all services currently provided by the City as important. Your challenge is not to cut them but to find efficiencies where possible(without cutting the quality of the service),to find adjacent revenue sources to fund the services and take some of the burden off the property tax base. / With regard to user fees, I would only support user fees for things that I don't want .In my mind those would include higher fees for waste pickup, higher fees for water consumption and fees for reducing congestion(i.e. tolls, gas tax etc). / I would not support user fees for use of the city's community centres, libraries, swimming pools ,park facilities etc. These services should be free by subsidizing with other revenue sources.
196.	Have all cyclists pay registration fee and have a license so traffic violations can be enforced
197.	Please create dedicated bike lanes whenever/wherever possible. No street should be resurfaced without planning in a dedicated bike lane. Making cycling a safe mode of transportation will encourage more people to leave their cars at home.
198.	Consult credible international research before cancelling city programs - bike lanes are proven to be useful in many studies!!!
199.	Tolls on highways
200.	Keep important, key services such as Police, Fire, EMS and infrastructure and roads as priority, city run services.
201.	Get rid of the Parking Ticket department. This would save us lots of money.
202.	Investing in building preservation, urban forestry, bike lanes, pedestrianization, water infrastructure and public transportation is a fiscally wise choice.
203.	There's a discrepancy (and bad communication) over who consumes services and expensive infrastructure, and who pays for it. If I live and work downtown, my need for infrastructure (roads for me to get to work, for example), and the cost of delivering services like water and garbage collection is far less per household. And yet the suburban households which cost more to maintain, and which are generally more isolated from the urban experience, are agitating for cuts to taxes and services. / / People who put less of a burden on the city (those of us who live in areas of greater density) should be paying their fair share, as should those whose distant-from-the-core properties cost the city more. In the case of the suburbs, that means pay more taxes, and stop eroding the quality of downtown life. / /
204.	Road tolls

205.	Use our newfound "clout" to negotiate a fair deal with the federal government - we contribute more than we receive in funding. 80% of Canadians live in urban centres, and Toronto is the heart and soul of that (still growing) urbanism. Crumbling infrastructure, traffic congestion, depressed arts/culture/heritage, lack of innovation and job growth are not just local problems, they are national problems.
206.	I have some comments about the survey. I am frustrated that the questions are predominantly closed rather than open--leaving no room for conditional or qualified responses. I understand that statistical data is valuable and easy to analyze, but I think the city is missing out on Torontonians' nuanced and thoughtful replies, suggestions and anecdotal experience with city services. / / The limited options for response also biases the survey towards cutting services and contracting out city jobs. I feel strongly about protecting city workers' job security and the professional quality of the work they perform. I do not support contracting out city services in general, because I value the professionalism, high standards and accountability which municipally-run services provide. I also support the principle of people with full-time, permanent, secure jobs which earn them a living wage. I don't relish the thought of a force of under-trained, under-paid workers with a high rate of job turn-over delivering city services. Nor do I think such a workforce would offer me good customer service if I needed assistance. / / I'm dismayed by how often we Torontonians are referred to as taxpayers by the current Mayor's office. Taxpayers, the way the word is used, are merely individuals who pay and demand a certain return on their money. Citizens also pay taxes, of course, but they also see that a city is more complex than a profit-and-loss bottom line. I think we need to look out for each other and support those in need, even if it means that people with comfortable lives pay more property tax or pay to drive on certain roads. / / I agree that there must be some efficiencies to be found in city services; it's the nature of large organizations to have areas of duplication or inefficiency. But my experience of city services does not suggest that there's a significant amount of excess (gravy) to cut. The fact that this survey was constructed to have respondents recommend cuts--to the exclusion of all other options for helping balance the budget--is dispiriting and somewhat insulting. / / I hope that council will keep in mind the biased nature of this survey's questions and responses when considering the report arising from its data. Such a survey can only indicate a tiny amount of information about what Torontonians think about their city services. / / I hope too that council will keep in mind the jobs of city workers and their families that would be effected by contracting out and cutting services. / / Thank you for taking the time to read my feedback. /
207.	Spend more on repairing infrastructure, and build a far reaching network of separated bike lanes, encompassing suburbs as well as inner city. Ban vehicles from the downtown core, excepting taxis and emergency vehicles.

208.	You can't provide services for everyone and make everyone happy. So don't try. Keep the most important services, fire, police, medical, road repair and maintenance. The city also doesn't have to provide everyone here with jobs. Also hire people that live in Toronto not people who live outside of the city and commute back. We don't get any of their taxes!
209.	Work at dismantling the current TCHC conglomerate. TCHC is full of words and policies but administration at best is very / evasive. TCHC is not a Housing Management Corporation. Units are purposely allowed to rot, 6 months to 1 year to repair, and only done after the tenant moves out. Why is there such a long wait list, when there are more than a dozen empty units for more than 6 months. Vacancies should not exist in this environment for more than 3 months. / / TCHC is an oppressive management.....City must be fully aware of this.
210.	Approaching decisions about services with the goal of cutting costs first is ineffective and short-sighted. / Investing additional money and resources into certain departments and programs can result in savings in others, while simultaneously improving levels of service. Toronto's own experience has shown that short-staffing and deferring capital projects often results in greater expenditures down the road, especially when the City does not meet its legal responsibilities.
211.	I would rather pay a steady but minimal increase in property taxes every year, instead of being given a year off from taxes only to be hit hard with taxes two years down the road. / / Contracting out government services isn't a cost-cutting measure. It could balloon the cost of services AND result in a notable decrease in quality if the private services are untested, inexperienced, unfamiliar with providing the services to such a large city, do not have political infrastructure or policies developed over years of providing the service to the city. Contracting out government services seems to be the worst of both world: increasing the price of these services and decrease the quality of these services due to inexperience. / / Services must actually be cut or reduced in order to save money, not farmed out to corporations whose bottom-line is to increase shareholder value. Since those private companies will be looking out for shareholders, they will not be directly accountable to the public. Therefore, privatizing portions of city government is antithetical to democracy and proper public government..
212.	police and fine cyclists who ride on sidewalks endangering the life and limb of all pedestrians

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