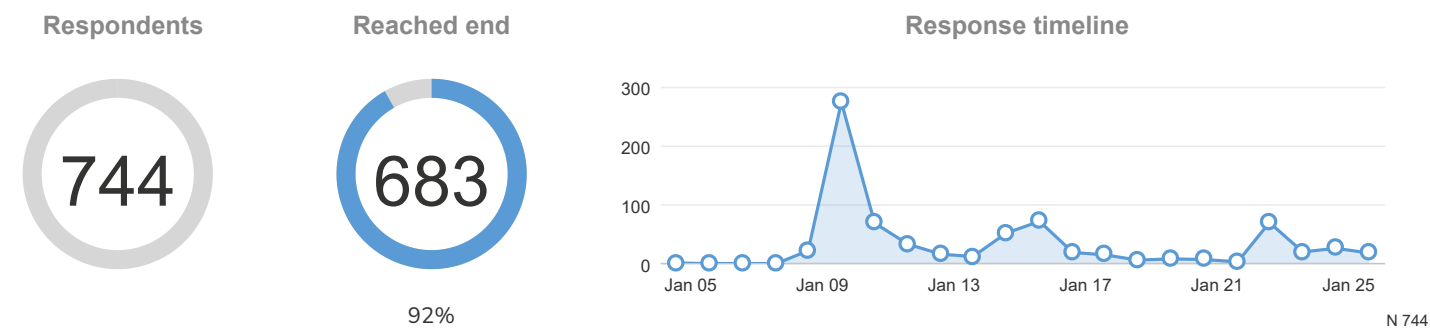


# Jones Avenue Road Resurfacing: Road Safety Improvement Options (2)



- Intro
- Project Overview
- About You

Which statements describe your relationship to Jones Avenue between Queen Street East and Dundas Street? Select all that apply.

	Count	% of responses	%
I travel through Jones Avenue	605		81%
I live on Jones Avenue	130		17%
Other (please explain):	101		14%
I work on Jones Avenue	13		2%

N 744

Which statements describe your relationship to Jones Avenue between Queen Street East and Dundas Street? Select all that apply. - Other (please explain):

Other (please explain):	Report
I live on Coady, and often have to park on Jones because of lack of permit parking spaces for the area/my street.	
I live off Mallon which connects to Jones, just south of Dundas	
25 Dingwall Ave	
Live in west end but visit friends in the area.	
177 Leslie Street	
I live two blocks west of Jones - I haven't used it for years because the condition of the roadway between Queen and Dundas, and the dangerous nature of the infrastructure (painted line creates a 'door prize alley' If traffic volumes permit, I take the lane).	
I live nearby and often use this road	
Live close by	
151 Dawes Rd	
I live in The Pocket	

Other (please explain):	Report
I occasionally bike on Jones Ave	<a href="#">↗</a>
147 Gamble Ave	<a href="#">↗</a>
100 Bain Ave, 61 Oaks	<a href="#">↗</a>
116 Gough Ave	<a href="#">↗</a>
I often access organizations on Jones (e.g., the library at Dundas and stores and restaurants at Queen) and Leslie Grove Park	<a href="#">↗</a>
101 Coady Avenue	<a href="#">↗</a>
I regularly stop on Jones avenue to access Greenwood Park.	<a href="#">↗</a>
I live two blocks off Jones and ride on it every time I use my bicycle.	<a href="#">↗</a>
I live on Mallon	<a href="#">↗</a>
Live on neighbouring street (Coady)	<a href="#">↗</a>
I am a cyclist that often cycles to work	<a href="#">↗</a>
I live just off of Jones Avenue	<a href="#">↗</a>
3- Byron Ave.- Byron Ave.	<a href="#">↗</a>
I live adjacent to Jones Avenue	<a href="#">↗</a>
7 Hunter St	<a href="#">↗</a>
live in pocket	<a href="#">↗</a>
I live at Jones Street and Hunter Street	<a href="#">↗</a>
City of Toronto resident	<a href="#">↗</a>
3407-37 Grosvenor Street	<a href="#">↗</a>
16 Queen Victoria Street	<a href="#">↗</a>
66 Boulton Ave #11	<a href="#">↗</a>
I live beside Jones ave	<a href="#">↗</a>
Live nearby on Dundas	<a href="#">↗</a>
Live in pocket.	<a href="#">↗</a>
I used to live on Jones ave	<a href="#">↗</a>
I live off Jones Ave	<a href="#">↗</a>
Live off jones	<a href="#">↗</a>
I live on Dagmar and Jones	<a href="#">↗</a>
I live off jones	<a href="#">↗</a>
I live close to Jones and Dundas east	<a href="#">↗</a>
Live nearby	<a href="#">↗</a>
I live adjacent	<a href="#">↗</a>
I live on an adjacent street	<a href="#">↗</a>
Live on Coady Avenue	<a href="#">↗</a>
I live on a street close to Jones Avenue	<a href="#">↗</a>
I live very close to Jones Ave	<a href="#">↗</a>
I live on Coady	<a href="#">↗</a>

Other (please explain):	Report
Live on Coady Avenue	<a href="#">🔗</a>
I live on coady ave	<a href="#">🔗</a>
I live in the community just off Jones	<a href="#">🔗</a>

Part 1 of 5

N 101

## How do you typically travel on or around Jones Avenue between Queen Street East and Dundas Street? Select all that apply.

	Count	% of responses	%
Cycle	546	<div></div>	73%
Drive	471	<div></div>	63%
Walk	465	<div></div>	63%
Use public transit	268	<div></div>	36%
Use taxi / rideshare	99	<div></div>	13%
Other (please explain):	9	<div></div>	1%
Use wheelchair or assistive mobility device	5	<div></div>	1%

N 744

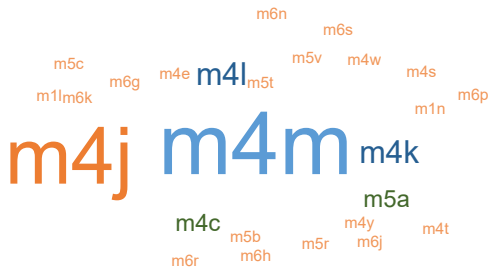
## How do you typically travel on or around Jones Avenue between Queen Street East and Dundas Street? Select all that apply. - Other (please explain):

Other (please explain):	Report
M4M	<a href="#">🔗</a>
It doesn't feel safe enough to walk at night	<a href="#">🔗</a>
I do not own a car but do drive a car share from time to time and need to park near home	<a href="#">🔗</a>
With my 8-year-old daughter.	<a href="#">🔗</a>
And use the laneway accessed by jones	<a href="#">🔗</a>
I find it too dangerous to cycle in the city.	<a href="#">🔗</a>
Scooter/cycle with 3 year old.	<a href="#">🔗</a>
Stroller.	<a href="#">🔗</a>
All of the above	<a href="#">🔗</a>

N 9

## What are the first 3 digits in your postal code?

What are the first 3 digits in your postal code?



What are the first 3 digits in your postal code?

What are the first 3 digits in your postal code?	Report
M4M	<a href="#">🔗</a>
M4C	<a href="#">🔗</a>
M4M	<a href="#">🔗</a>
M4M	<a href="#">🔗</a>
M4m	<a href="#">🔗</a>
M4m	<a href="#">🔗</a>
M4K	<a href="#">🔗</a>
M4L	<a href="#">🔗</a>
2z2	<a href="#">🔗</a>
M4M	<a href="#">🔗</a>
M4M	<a href="#">🔗</a>
M4M	<a href="#">🔗</a>
m4m	<a href="#">🔗</a>
M4M	<a href="#">🔗</a>
m4m	<a href="#">🔗</a>
M5A	<a href="#">🔗</a>
M4m	<a href="#">🔗</a>
M4L	<a href="#">🔗</a>
M4M	<a href="#">🔗</a>
M4c	<a href="#">🔗</a>
M4J	<a href="#">🔗</a>
M4C	<a href="#">🔗</a>
M4m	<a href="#">🔗</a>
M4m	<a href="#">🔗</a>
M4M	<a href="#">🔗</a>
2z7	<a href="#">🔗</a>
m4l	<a href="#">🔗</a>
M4K	<a href="#">🔗</a>
M4M	<a href="#">🔗</a>
M4W	<a href="#">🔗</a>
M4M	<a href="#">🔗</a>
M4M	<a href="#">🔗</a>
M4J	<a href="#">🔗</a>
m4m	<a href="#">🔗</a>
m4m	<a href="#">🔗</a>
m1j	<a href="#">🔗</a>

What are the first 3 digits in your postal code?	Report
m4k	<a href="#">↗</a>
m4j	<a href="#">↗</a>
M4L	<a href="#">↗</a>
M4J	<a href="#">↗</a>
M4K	<a href="#">↗</a>
M4K	<a href="#">↗</a>
M4J	<a href="#">↗</a>
M4J	<a href="#">↗</a>
M4j	<a href="#">↗</a>
M4C	<a href="#">↗</a>
M4K	<a href="#">↗</a>
M4k	<a href="#">↗</a>
M4J	<a href="#">↗</a>
M5V	<a href="#">↗</a>

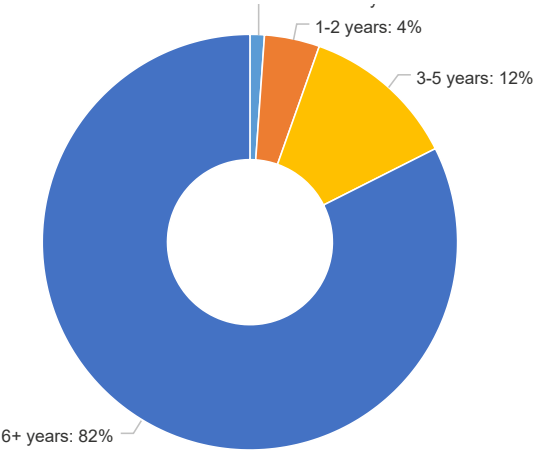
Part 1 of 30

N 744

N 744

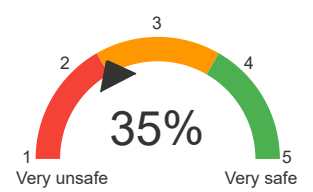
Cycle

How many years have you been cycling?



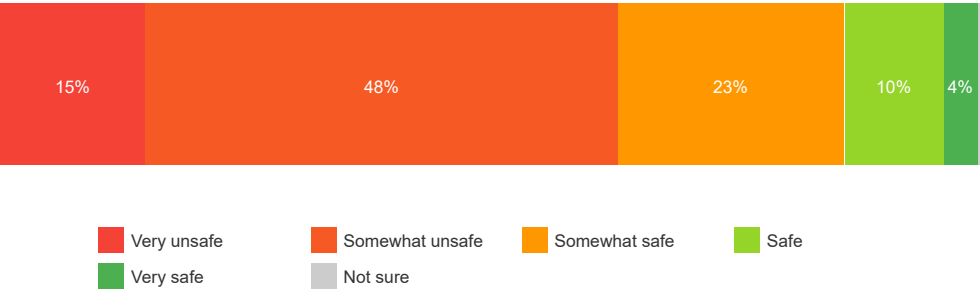
N 535

Currently, how safe do you feel cycling on Jones Avenue?



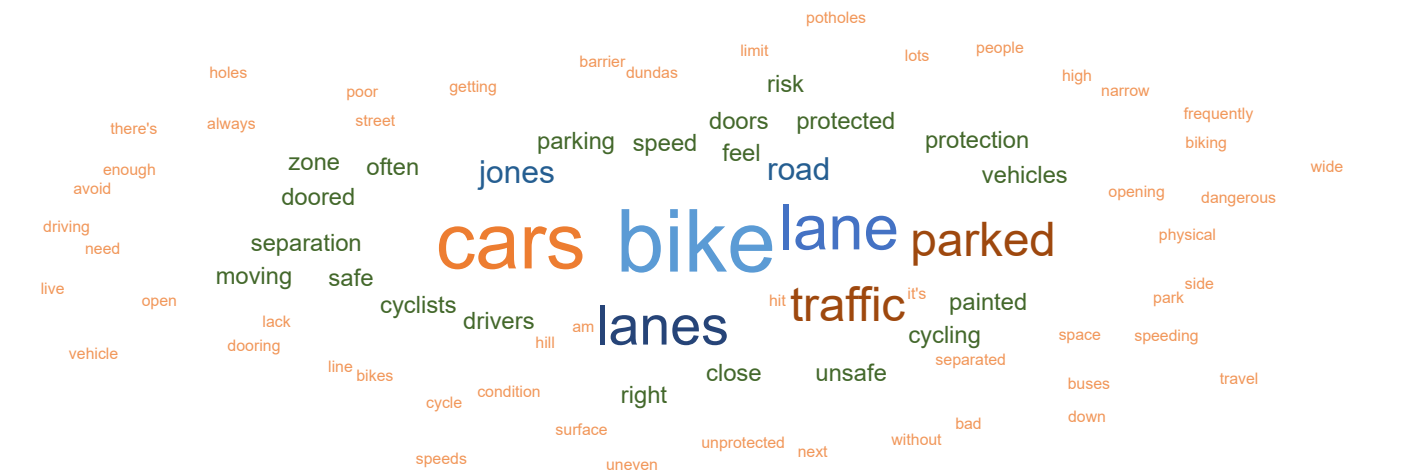
N 535

Currently, how safe do you feel cycling on Jones Avenue?



N 535

Please explain why:



N 451

Please explain why:

Please explain why:	Report
Dedicated bike lane and lots of signs showing vehicle speed limit.	<a href="#">Report</a>
I feel safe from the moving traffic but I am always afraid of getting hit by car doors opening	<a href="#">Report</a>
No protected bike lanes to separate from vehicle traffic and side parking for cars causes 'dooring' (when a parked car opens a door without looking for oncoming traffic). This is truly one of the least safe combinations out there.	<a href="#">Report</a>
1) Lack of speed enforcement 2) Amount of heavy vehicle traffic 3) No cycling barriers or separation between vehicles and bicycles	<a href="#">Report</a>
Bike lane is helpful but the street is often busy with traffic. Current road has numerous rough road to avoid inside the bike lane.	<a href="#">Report</a>
amount of traffic & car speeds	<a href="#">Report</a>
Very wide, and I'm sandwiched between cars. If I stay right, I risk getting doored. Left and a speeding car can graze me. I can too scared to bring my kids in a trailer.	<a href="#">Report</a>
I have had a couple of close calls as drivers turn onto this stretch at high speeds	<a href="#">Report</a>
I feel relatively safe because the bike lanes are not that heavily used and you can weave into the parked cars if you need to let the bus go by. I think the current bike lane setup is working, but barriers may be needed at the intersections.	<a href="#">Report</a>
It's not as crowded down there	<a href="#">Report</a>
the bike lain is a pothole war zone	<a href="#">Report</a>
construction on and off removes space for bikes.	<a href="#">Report</a>
bad design for bike lanes	<a href="#">Report</a>
Lack of clearly delineated cycling infrastructure, what there is , is often obstructed	<a href="#">Report</a>

Please explain why:	Report
There are no protected bike lanes and cars drive very quickly.	<a href="#">🔗</a>
Wide road means cars travel fast, asphalt is in poor condition, and cycling between parked cars and traffic increases risk of being doored or hit by someone leaving their parking spot	<a href="#">🔗</a>
There are no physical barriers or bollards between car traffic and cycle traffic, just painted lines.	<a href="#">🔗</a>
Car doors opening unexpectedly adds a degree of risk.	<a href="#">🔗</a>
Bike lane, slow speed limit	<a href="#">🔗</a>
With cars joining/exiting traffic to park on this busy road, I find I have to be very careful for my safety.	<a href="#">🔗</a>
Painted bikeways can feel unsafe due to the volume of motor vehicles.	<a href="#">🔗</a>
I am a confident, expereinced city-rider who has ridden year round, and even i feel sometimes unsafe with cars/trucks going down Jones at speed. It's also worse in the winter when the bike lane isn't as accessible	<a href="#">🔗</a>
Cars travel fast on Jones and there is no protection for cyclists	<a href="#">🔗</a>
Cars parked sometimes open doors when I'm biking by, and often trucks will park illegally where it says no stopping and therefore block the lane	<a href="#">🔗</a>
Speed of vehicles, downhill bike speed with cars parked adjacent (door risk)	<a href="#">🔗</a>
I feel trapped between the threat of opening doors from parked cars and speeding cars. the road is not in the best condition as well, so it can be a challenge to bike through some parts.	<a href="#">🔗</a>
poor road condition, 'bike lane' is a narrow space between parked cars and a painted line that drivers disregard	<a href="#">🔗</a>
with the parked cars and the line, there is enough room between me and the moving cars	<a href="#">🔗</a>
Car doors open at random, buses and trucks are right next to cyclists	<a href="#">🔗</a>
I feel very vulnerable when bike lanes are not protected. And riding in between traffic and parked cars.	<a href="#">🔗</a>
Road is wide and straight and encourages excessive speed in design. Bike lane is unprotected. Parked car door swings present a hazard.	<a href="#">🔗</a>
The bike lanes are narrow, lots of potholes and uneven road texture, and I feel unsafe riding on left side of parked cars.	<a href="#">🔗</a>
Road base and asphalt condition is horrendous and has ben for many years; a narrow bike lane - 9/10ths of which sits in the door opening radius. In winter sidewalk clearing curb windrows push parked cars into the bike lane leaving (if we're lucky) a 30cm wide path beside the car lanes.	<a href="#">🔗</a>
The painted bike lanes help but I'd much prefer a separated bike lane	<a href="#">🔗</a>
I feel sandwiched between parked vehicles and moving vehicles while going downhill or trudging uphi	<a href="#">🔗</a>
Because there is a bike lane and it's easy to pass someone or move out of the way of a parked car door opening,	<a href="#">🔗</a>
I feel very vulnerable with cars and buses and no protected bike lane.	<a href="#">🔗</a>
There is the risk of people straying into the bike lane when driving, as with any painted bike lane	<a href="#">🔗</a>
It's only a matter of time before someone in a parked car opens a door in my face, and close passes by drivers going too fast are common.	<a href="#">🔗</a>
There's good visibility, people are pretty careful since there's a park and it's a family oriented neighborhood, I've never seen an accident.	<a href="#">🔗</a>
It's steep (an added difficulty/risk when biking, even goign down), and there is no protection from traffic	<a href="#">🔗</a>
I've cycled in the city for 15 years and the only bike lanes where I haven't had a close call with a car are the separated lanes.	<a href="#">🔗</a>
Cars are being driven right next to cyclists.	<a href="#">🔗</a>
There is no barrier between the cars and my bike	<a href="#">🔗</a>
cycle lanes	<a href="#">🔗</a>
bike lanes are not separated from traffic	<a href="#">🔗</a>
Cars are agressive	<a href="#">🔗</a>
Cars typically drive well over limit.	<a href="#">🔗</a>
I have long experience cycling on-road in Toronto. The is low parking turnover on Jones (all residential)	<a href="#">🔗</a>

Please explain why:	Report
Vehicles do not keep a safe distance from commuters on bicycles	<a href="#">↗</a>

Part 1 of 19

N 451

# Bike Parking

## What is your opinion on the availability of the bike parking spaces on Jones Avenue?

	Count	% of responses	%
Has more than necessary	98	<div></div>	13%
Just the right amount	124	<div></div>	17%
Needs a few more spaces	244	<div></div>	34%
Needs many more spaces	140	<div></div>	19%
Other (please specify):	122	<div></div>	17%

N 728

## What is your opinion on the availability of the bike parking spaces on Jones Avenue? - Other (please specify):

Other (please specify):	Report
I rarely park a bike on this stretch, except at the library at Dundas.	<a href="#">↗</a>
Where is there bike parking?	<a href="#">↗</a>
Does not apply as I only use bike share	<a href="#">↗</a>
NOT SURE	<a href="#">↗</a>
no opinion	<a href="#">↗</a>
I am not a user of bike parking on Jones	<a href="#">↗</a>
I never park my bike on Jones	<a href="#">↗</a>
No strong opinion.	<a href="#">↗</a>
Can't say	<a href="#">↗</a>
I don't park on Jones so not sure	<a href="#">↗</a>
I ride through Jones, I don't park on it.	<a href="#">↗</a>
I'm not aware of any bike parking on Jones.	<a href="#">↗</a>
Needs many more spaces (and thus wider sidewalks - suggest narrow car lanes to 2.8 meters). I believe there are zero ('0') in the project area; there are 6 (1 busted) at the Jones Branch Library on Mallon Avenue.	<a href="#">↗</a>
I didn't know there was any.	<a href="#">↗</a>
I'm usually travelling through, so I can't speak to this issue	<a href="#">↗</a>
Don't know.	<a href="#">↗</a>
not sure	<a href="#">↗</a>
Other places like Danforth Ave. are more urgently short of bike parking, but add rings anywhere you are repaving.	<a href="#">↗</a>

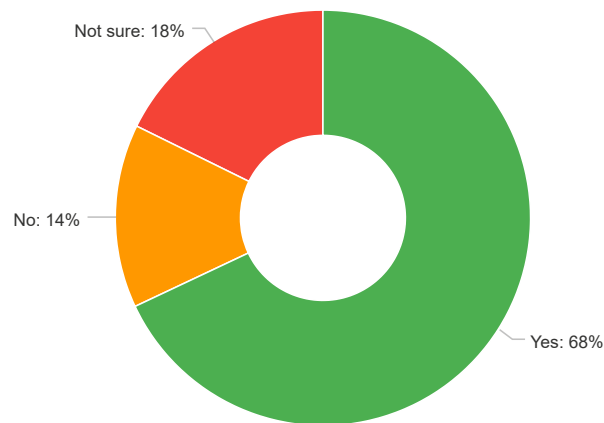


Other (please specify):	Report
I don't park on Jones Ave	<a href="#">↗</a>
I've never parked my bike on Jones	<a href="#">↗</a>
not aware of the bike parking situation	<a href="#">↗</a>
don't know. Have not used them.	<a href="#">↗</a>
I don't know because I don't usually park my bike on Jones. However I don't recall ever seeing bike parking there. Bike parking might encourage me to stop.	<a href="#">↗</a>
Can't really comment-always on my way somewhere when traveling on Jones	<a href="#">↗</a>
I don't park on Jones, so I don't know.	<a href="#">↗</a>
n/a	<a href="#">↗</a>
Unsafe to lock bicycles outside in Toronto.	<a href="#">↗</a>
Unsure	<a href="#">↗</a>
Not much needed. There is the library and there is plenty of space at the park	<a href="#">↗</a>
I am usually parked at the library or at Leslie Grove Park. the latter has no bike parking within. I can't recall specifically what the parking is like all along the houses but it is insufficient pretty much everywhere in Toronto and using sign poles and other things as bike parking is common as a result.	<a href="#">↗</a>
Not aware of them	<a href="#">↗</a>
I don't park my bike on Jones.	<a href="#">↗</a>
No opinion	<a href="#">↗</a>
No opinion. There is little retail space and few business where people need to park bikes.	<a href="#">↗</a>
There is a bike share at the library	<a href="#">↗</a>
Is there bike parking spaces on Jones? I have never noticed.	<a href="#">↗</a>
Cyclists do not use Queen - we need the parking spots!	<a href="#">↗</a>
There are bike parking spaces on Jones?? Honestly, I've never had a reason to park my bike on Jones, it's a throughfare for me.	<a href="#">↗</a>
Unsure	<a href="#">↗</a>
Not sure	<a href="#">↗</a>
I don't have an opinion	<a href="#">↗</a>
I have never paid attention to bike parking spaces on Jones Avenue	<a href="#">↗</a>
unsure	<a href="#">↗</a>
Not sure. I never park on there	<a href="#">↗</a>
I rarely park on Jones, but I do not see many spaces	<a href="#">↗</a>
Not sure, I haven't tried to park my bike on Jones very often - maybe once or twice at the library and didn't have trouble finding a spot.	<a href="#">↗</a>
I haven't noticed.	<a href="#">↗</a>
Dont know	<a href="#">↗</a>
I have not needed to park on jones	<a href="#">↗</a>
No opinion as I do not stop here.	<a href="#">↗</a>

Part 1 of 5

N 122

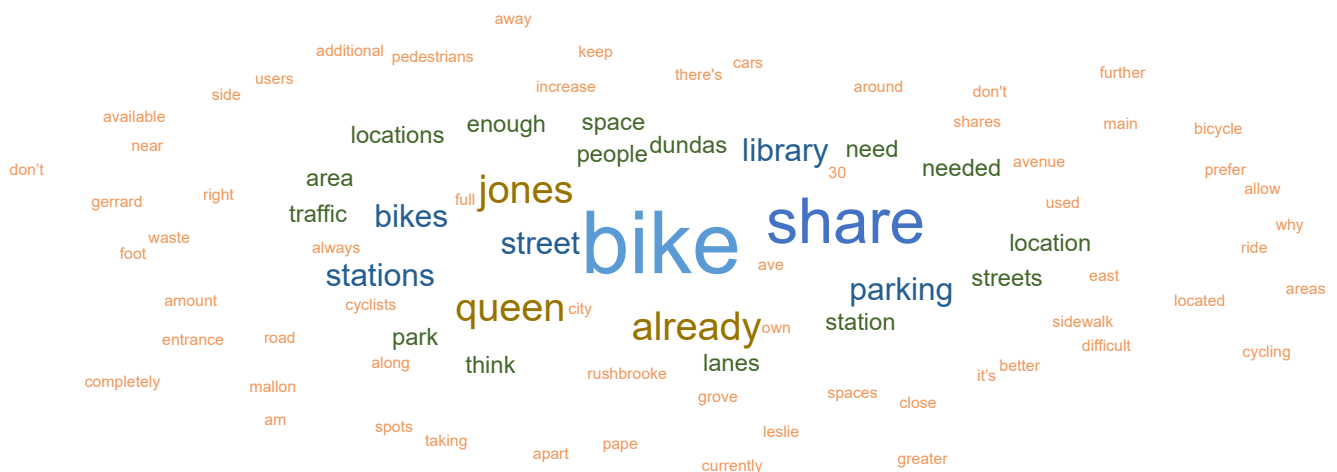
**Do you support an additional Bike Share station at or on Jones Avenue?**



N 728









## Bike Share Continued







































**If you answered 'No', please tell us about your concerns or suggest an alternative location for Bike Share stations.**



N 100

**If you answered 'No', please tell us about your concerns or suggest an alternative location for Bike Share stations.**

If you answered 'No', please tell us about your concerns or suggest an alternative location for Bike Share stations.	Report
There is already a Bike Share station at Jones Avenue and Dundas St. E.; another Bike Share location should not be on this street as they should not be so close to each other	
There should not been so many bike share locations on a single street; the city should place bike share locations on different streets several blocks apart (at least 1 KM apart)	
This is a main street, and between buses, trucks and traffic on this street, this is not a place for Bike share stations.	
Already locations at Jones/Dundas next to library and near Jones/Queen. Could provide a location along Gerrard.	
It can be put on queen street east	
Can be put on other street	
	
	

If you answered 'No', please tell us about your concerns or suggest an alternative location for Bike Share stations.	Report
	
	
There is already a Bike Share station by Jones Avenue and Dundas St. E., no more is needed, the city should not be placing Bike Share locations so close to each other; the increase in bicycle traffic on the street will increase the likelihood of further bicycle accidents including fatalities	
	
waste of space	
	
	
	
	
	
	
	
	
	
Bike station is not needed here	
Bike station can go on dundas street	
Bike station can be pape Ave.	
not enough parking	
	
	
	
	
	
	
	
its bust enough at that corner.	
	
	
put one on dundas by the library and on queen by the park. Jones its self doesn't need one	
	
	
	
	
	
	
	
	
	

If you answered 'No', please tell us about your concerns or suggest an alternative location for Bike Share stations.	Report
	<a href="#">🔗</a>
Don't use them	<a href="#">🔗</a>
	<a href="#">🔗</a>
	<a href="#">🔗</a>

Part 1 of 30

N 744

## What is your opinion on the availability of the motor vehicle parking spaces on Jones Avenue?

	Count	% of responses	%
Has more than necessary	276	<div></div>	38%
Just the right amount	241	<div></div>	33%
Needs a few more spaces	69	<div></div>	10%
Needs many more spaces	63	<div></div>	9%
Other (please specify):	75	<div></div>	10%

N 724

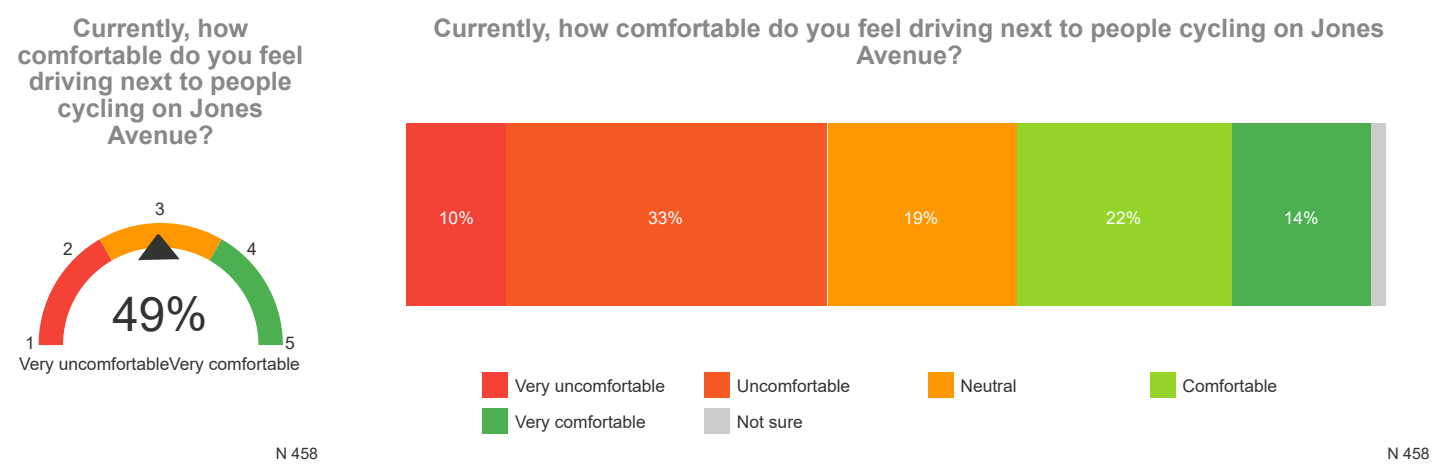
## What is your opinion on the availability of the motor vehicle parking spaces on Jones Avenue? - Other (please specify):

Other (please specify):	Report
At times many more parking spaces are required on the West side of Jones between Dundas and Queen. Too many vehicles not enough space.	<a href="#">🔗</a>
There should be an assessment or monitoring of how much usage the current parking spaces are actually being used. Residents on this strip should be consulted and compromise should be considered if space has to be altered to accommodate cycling or changes overall	<a href="#">🔗</a>
I don't use Jones for parking so therefore cannot comment	<a href="#">🔗</a>
Unsure	<a href="#">🔗</a>
No strong opinion	<a href="#">🔗</a>
can't say	<a href="#">🔗</a>
I don't park on Jones so not sure	<a href="#">🔗</a>
Generally right amount. Important to maintain spaces near school at Gerrard and Jones	<a href="#">🔗</a>
Not sure	<a href="#">🔗</a>
I can't answer this	<a href="#">🔗</a>
I do not park on Jones	<a href="#">🔗</a>
Locate parking off street - CoT roadways are much to expensive to build and maintain to use them for (FREE!) car storage.	<a href="#">🔗</a>
Not sure.	<a href="#">🔗</a>
Not sure -- I don't drive	<a href="#">🔗</a>
not sure	<a href="#">🔗</a>
I live elsewhere, but I assume all the spaces are needed by residents	<a href="#">🔗</a>

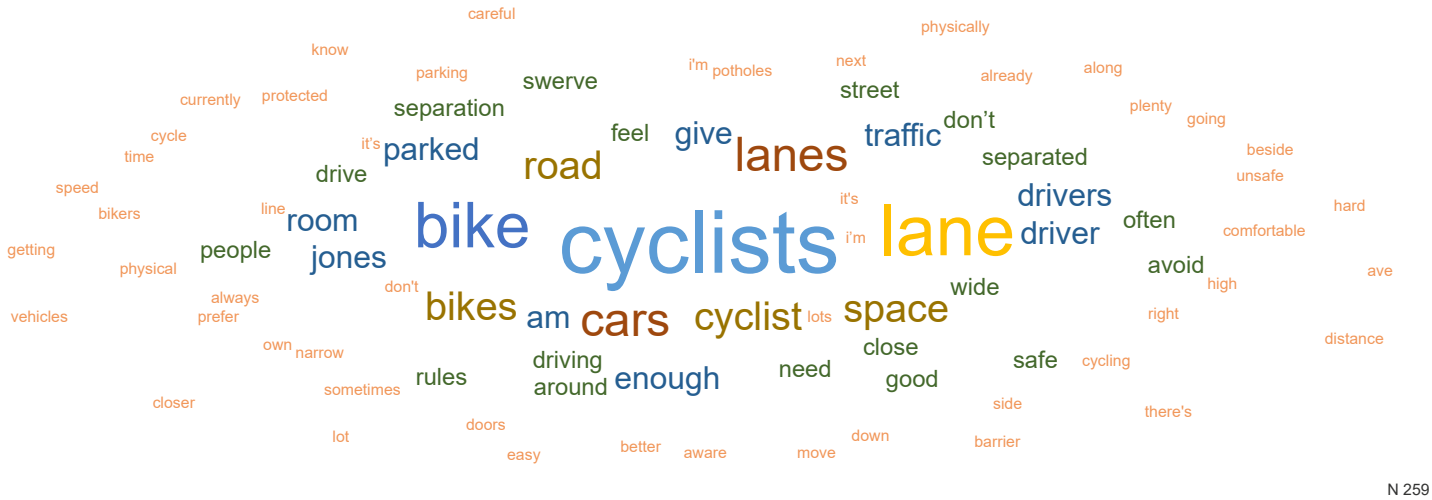
Other (please specify):	Report
Not sure - would need to be defined by how many residents have parking permits and how many spots are needed to accomodate commercial/retail (if any)	<a href="#">↗</a>
No opinion, I don't park on Jones Ave	<a href="#">↗</a>
Car owners should park on their own property, not in the streets.	<a href="#">↗</a>
I don't park there so not aware of the situation	<a href="#">↗</a>
I don't Park on Jones, so I don't know.	<a href="#">↗</a>
Not sure.	<a href="#">↗</a>
N/A don't use regularly	<a href="#">↗</a>
No opinion	<a href="#">↗</a>
I can't comment on the availability of parking spaces on Jones Ave. But, what is lacking is parking enforcement of those people not permitted to park on Jones Ave. Or those that don't pay for meter parking.	<a href="#">↗</a>
I don't know, I've never had much reason to park on Jones, it's mostly residential anyways.	<a href="#">↗</a>
There needs to be more thoroughfares between Danforth and Queen. No parking... no bikes.	<a href="#">↗</a>
I don't drive, so I have not given this thought.	<a href="#">↗</a>
I can't speak to local demand, but when I have parked nearby as a visitor the parking is fairly fully subscribed. But, I want to strongly advocate for charging for that parking (permit holders don't pay twice), but put Pay and Display on Jones and on any side street coming off Queen for at least 2 blocks either direction. This isn't to be punitive but to discourage frivolous travel by car to the area.	<a href="#">↗</a>
I do not drive so I have no opinion	<a href="#">↗</a>
I have not noticed the vacancy level	<a href="#">↗</a>
Challenging to find parking at times. Especially during snow events	<a href="#">↗</a>
Don't know	<a href="#">↗</a>
No opinion	<a href="#">↗</a>
This is highly variable as to 'time of day'; generally more than enough space during workdays, and Saturdays; becomes difficult in evenings when residents are back home, especially when some households have 4+ vehicles	<a href="#">↗</a>
Not Sure	<a href="#">↗</a>
People from the next streets, Coady St., for instance park on Jones Avenue on certain days because on those days they can only park on one side of the street instead of both. And we who live on Jones Avenue find it harder to park on our street. So, yes, the street could use more parking spaces. But the question is how?	<a href="#">↗</a>
I don't have an opinion - I do t drive	<a href="#">↗</a>
It's not just Jones Ave. The entire area is already short on parking spaces. The city doesn't help this crisis when they allow home owners, who have access to rear lane parking but choose to have a bigger back yard and decide to park out front on the street - and the city allows them to do this! Why? Because the city gets more parking fees. There are those on Coady Ave that have driveways - and they park on the street. Parking is at a premium in this neighbour hood and no one at city hall cares.	<a href="#">↗</a>
Nit qualified to answer as I've never needed to park on Jones.	<a href="#">↗</a>
The streets nearby don't allow parking - ie Coady queen street Dundas due to bike lanes etc. with the amount of apartments on jones- and lane way houses they are building for the houses on jones - jones ave needs to have parking spots	<a href="#">↗</a>
It's extremley difficult to find parking and with more and more people driving since the pandemic it's gotten worse	<a href="#">↗</a>
I'm fine but it has gotten tougher over twenty years.	<a href="#">↗</a>
Not sure	<a href="#">↗</a>
No comment - I don't need to park my car on Jones	<a href="#">↗</a>
It simply cannot lose any. I pay for on street parking. It's perfectly manageable now. Any fewer would cause serious problems for pass holders and temporary users (homeowners overnight guests)	<a href="#">↗</a>
I don't know	<a href="#">↗</a>
I don't knoe	<a href="#">↗</a>
Never have to park on Jones so do not have an opinion. I'm sure car owners feel that there is always a need for more parking.	<a href="#">↗</a>

Other (please specify):	Report
Main streets should not be used to store private property	<a href="#">🔗</a>

# Drive



## Please explain why:



## Please explain why:

Please explain why:	Report
All lanes, including bike lanes, driver lanes and parking lanes are clearly visible	<a href="#">🔗</a>
It all depends on the cyclist. Many do not obey the rules of the road. I do not feel that an extra barrier is helpful.	<a href="#">🔗</a>
There is a wide enough bike lane and no hidden obstructions between drivers and cyclists.	<a href="#">🔗</a>
I am afraid of turning and then hitting them	<a href="#">🔗</a>
I feel comfortable as a driver because I understand the concerns being a cyclist as well. I don't speed and I give space to cyclists	<a href="#">🔗</a>
Any driver on this street between Jones Avenue and Dundas St. E. is already well aware that this road is shared with cyclists; the respective lanes for cyclists on each side of the street is apparent	<a href="#">🔗</a>

Please explain why:	Report
There's currently plenty of room for both we even bike with a trailer with our kids in it	<a href="#">↗</a>
bike lane is one of ther worst in the city needs to be recovered	<a href="#">↗</a>
I don't find it to be over crowded as a street	<a href="#">↗</a>
because I know how to drive	<a href="#">↗</a>
bike lines would be a lot safer	<a href="#">↗</a>
its a wide street and not very busy	<a href="#">↗</a>
There is more than enough room for cars and cyclists here	<a href="#">↗</a>
as someone who rides on the road as well as drives i make sure to give ample space to cyclists, but i can't speak for others	<a href="#">↗</a>
Because there is no protection for them	<a href="#">↗</a>
they stay to the right side of the road	<a href="#">↗</a>
Feels like I have to squeeze cyclists to the right side	<a href="#">↗</a>
Bikes go fast downhill and not necessarily in the lane.	<a href="#">↗</a>
Because I can see them when coming up to the corner.	<a href="#">↗</a>
There is a good amount of space, and as a cyclist, and driver, I respect cyclists.	<a href="#">↗</a>
There's enough space and Jones Ave has always been a shared roadway (pedestrians/cyclists/drivers/transit)	<a href="#">↗</a>
I am a cyclist and a driver. The cyclists are not the issue.	<a href="#">↗</a>
They are riding beside parked cars whose drivers may open doors.	<a href="#">↗</a>
no protection	<a href="#">↗</a>
Not enough space	<a href="#">↗</a>
the lane is not separated	<a href="#">↗</a>
bikes will sometimes swerve out into traffic to get around a car door, car or people obstructing the bike lane.	<a href="#">↗</a>
width of lane	<a href="#">↗</a>
never know what they're going to do. Especially ebike/scooter delivery drivers. They often move unpredictably.	<a href="#">↗</a>
I am very careful when driving but I would be a lot more comfortable if there was some separation between drivers and cyclists	<a href="#">↗</a>
I am a cyclist so when I am driving I am super aware of cyclists around me	<a href="#">↗</a>
No physical separation between motor vehicles and bicycles.	<a href="#">↗</a>
The road is in terrible shape - cyclists must dodge potholes and thus unpredictable	<a href="#">↗</a>
Plenty of room exists currently.	<a href="#">↗</a>
Enough room	<a href="#">↗</a>
There's lots of room and in my experience there is very little bike traffic up and down Jones.	<a href="#">↗</a>
With bike lanes, its pretty easy to drive beside cyclists - as long as they use the lanes	<a href="#">↗</a>
Bikes should not be on major roads. Side streets exist for this purpose	<a href="#">↗</a>
Cyclers and the cars are too close, no barrier	<a href="#">↗</a>
I don't drive quickly and I give a sufficient amount of space to cyclists- there is adequate clearance. The one piece that is tricky is delivery trucks that are double-parked in the driving lane.	<a href="#">↗</a>
Things are well delineated and it is not a fast street.	<a href="#">↗</a>
Very close proximity.	<a href="#">↗</a>
Plenty of room	<a href="#">↗</a>

Please explain why:	Report
Don't think about them.	<a href="#">🔗</a>
The vehicle lanes are quite wide. Cyclists are separated in their own lane.	<a href="#">🔗</a>
I don't drive. But I don't feel safe biking on Jones between Queen and Dundas because of busses, speeding cars that quickly turn right onto Jones from Queen	<a href="#">🔗</a>
Some (not all) cyclists are erratic and unpredictable behaviour riding in the cycle track or weaving back and forth onto the road, especially those that do not have adequate bike lights or protective gear.	<a href="#">🔗</a>
Space is limited on Jones with parked cars, no bike lane, and driving lane.	<a href="#">🔗</a>
I would prefer that the bicyclists had a protected lane	<a href="#">🔗</a>
There is ample room in the street and not many cyclists	<a href="#">🔗</a>

Part 1 of 11

N 259

## What are your main concerns about Jones Avenue between Queen Street East and Dundas Street East today? Select your top three

	Count	% of responses	%
Cycling safety	534	<div></div>	76%
Pedestrian safety	429	<div></div>	61%
Lack of trees or other planted areas	332	<div></div>	47%
Excessive speeding	312	<div></div>	44%
Transit travel times	139	<div></div>	20%
Traffic congestion	137	<div></div>	19%
Insufficient motor vehicle parking	116	<div></div>	16%
Other (please specify):	83	<div></div>	12%
Insufficient bicycle parking	39	<div></div>	6%

N 707

## What are your main concerns about Jones Avenue between Queen Street East and Dundas Street East today? Select your top three - Other (please specify):

Other (please specify):	Report
Poor road conditions. I DO NOT WANT to see any extra bike barriers on the street like at Dundas and Greenwood OR CURB RAMPS! They are hazardous to vehicles and cyclists STILL go onto the road, forgoing the bike path.	<a href="#">🔗</a>
Too many puddles and rain/snow storms.	<a href="#">🔗</a>
Too many heavy trucks. There are times where no trucks should be on this road. There is no enforcement and more signage needs to be present. The current condition of the road is also substandard	<a href="#">🔗</a>
There are not enough motor vehicle parking spots on this street and there is too much non-local traffic; as a resident on this street there are days I have had to park on other streets due to lack of parking; reducing parking spots on this street would be an absolute disaster which will force residents of this street to park on other streets that already have very limited parking themselves; reducing parking spots will cause undue hardship for residents, especially for the disabled, young and elderly	<a href="#">🔗</a>
none	<a href="#">🔗</a>
Bumpy bike lanes	<a href="#">🔗</a>
Pedestrian safety, Cycling safety, Traffic congestion, Transit travel times, Insufficient bicycle parking, Lack of trees or other planted areas, Excessive speeding. In other words it is a cesspool of ugly fearful speed and rage - place-make it into one of the neighbourhood's Main Street.	<a href="#">🔗</a>



Other (please specify):	Report
Maintaining parking, while enhancing bike safety	<a href="#">↗</a>
The insufficient motor vehicle parking sometimes creates traffic congestion with cars stopped in live traffic lanes, in front of the bus stop, and blocking access to alleys creating a safety concern	<a href="#">↗</a>
Cycle lane connective at the south end — at Queen there are NO bike-safe options (streetcars, dense parking, no parallel laneway bypass)	<a href="#">↗</a>
Right turns on red lights should be eliminated. Today an SUV took the right on red in front of me without even slowing down.	<a href="#">↗</a>
poor and uneven pavement (but that is/is being fixed on Jones - most nearby roads are pretty patchy and bad)	<a href="#">↗</a>
Uneven road surface	<a href="#">↗</a>
Bumpy road.	<a href="#">↗</a>
Fine as it is.	<a href="#">↗</a>
narrow sidewalks	<a href="#">↗</a>
Potholes	<a href="#">↗</a>
pot holes and major road bumps. heavy trucks moving at excessive speeds and during prohibited truck hours (7pm to 7am)	<a href="#">↗</a>
The cars and trucks speeding down Jones actually shakes my house and wakes up my family.	<a href="#">↗</a>
risk of 'dooring' for cyclists from parked cars	<a href="#">↗</a>
My dad was cycling on Dundas and was hit by a car while crossing Jones.	<a href="#">↗</a>
Speeding x2	<a href="#">↗</a>
Pedestrians crossing not at crosswalks	<a href="#">↗</a>
Dangerous when dark. Not well lit, run down roads and bicycle lanes not clearly marked.	<a href="#">↗</a>
The road and sidewalks are currently in bad shape and there are many potholes. This is unsafe for cars, bikes and pedestrians	<a href="#">↗</a>
Overall road surface needs to redone completely. Currently a lot of patchwork/temp. fixes, so the vehicles using the road, drive over a bump or a in a dip and sidewalk and windows on houses vibrate!	<a href="#">↗</a>
Road surface is in need of great repair. Over the years, cracks, dips, and pot holes appear in the asphalt, and only temporary fixes are undertaken by City that don't last.	<a href="#">↗</a>
Delivery services have lack of waiting spaces so park illegally blocking traffic visibility	<a href="#">↗</a>
Insufficient car parking	<a href="#">↗</a>
Our house shakes when the bus or larger vehicles go by. Due to speed they can achieve, road conditions and no trees.	<a href="#">↗</a>
I have no concerns. It's fine as it is	<a href="#">↗</a>
Quality of the road has deteriorated like many streets in the area due to overuse (cut through at a high now from Tory's elimination of the Gardiner lakeshore east exit.	<a href="#">↗</a>
Interesting how this question is skewed to choose the city's agenda which is already decided.	<a href="#">↗</a>
Not enough parking in the area	<a href="#">↗</a>
This survey is skewed. Why do I have to choose three issues. You have positioned these parameters so that I have to include pedestrians and bicyclists as part of the problem to solve. Do not try to influence a citizens response.. Shameful.	<a href="#">↗</a>
how construction will interfere and diminish the quality of our lives. As far as pedestrian safety I have lived here longer then most and there has only been very few incidents over the year. Teach people to pay attention when crossing instead of have face in the phone.	<a href="#">↗</a>
Lots of street noise from large busses and trucks.	<a href="#">↗</a>
Northbound 83 bus stop at Jones and Queen is too close to the intersection.	<a href="#">↗</a>
Cross walk 1/2 up the street would be nice	<a href="#">↗</a>
The road is in bad shape (but is sounds like that'll be fixed this year).	<a href="#">↗</a>
Crowded walkways	<a href="#">↗</a>
New construction builds - contractors do not uphold safety when blocking pedestrian access to sidewalks	<a href="#">↗</a>

Other (please specify):	Report
Consistency - there's a park a many schools, lots of children and changes would affect safety and change what seems to be working well with the neighbourhood in terms of pedestrian, cyclist, transit rider, and driver ecosystem.	<a href="#">Report</a>
Potholes	<a href="#">Report</a>
The street and houses in this stretch shake because motorists speed through it especially late at night and early morning with large transport trucks traveling up Jones from Queen. Residents in the area respect the area. It's motorists (and cyclists) just passing through that don't obey the rules and make it dangerous.	<a href="#">Report</a>
Trucks not obeying signs from 7pm-7am	<a href="#">Report</a>
No real concerns at present, but removing car parking spots from Jones create a real problem for the area. The parking on nearby streets (e.g. Coady Ave) is already extremely tight in the winter. Jones acts as a useful overflow parking resource for the surrounding streets.	<a href="#">Report</a>
Too many large vehicles	<a href="#">Report</a>
None for now	<a href="#">Report</a>
lack of clear visual access into the park. I wnat to enjoy greenery	<a href="#">Report</a>










## Which features or changes would you like to see on Jones Avenue between Queen Street East and Dundas Street East? Select your top three priorities.

	Count	% of responses	%
Improved safety for pedestrians at intersections	466	<div></div>	66%
Separated cycle track	457	<div></div>	65%
More street trees and planted areas	396	<div></div>	56%
Dedicated bike lanes	318	<div></div>	45%
Improved waiting areas and accessible boarding platforms at transit stops	235	<div></div>	33%
Increased availability of on-street parking	144	<div></div>	20%
Other (please specify):	105	<div></div>	15%

## Which features or changes would you like to see on Jones Avenue between Queen Street East and Dundas Street East? Select your top three priorities. - Other (please specify):

Other (please specify):	Report
There should be a restriction placed on non-local/non-resident vehicle traffic as the street is becoming like a highway	<a href="#">Report</a>
When driving on Jones Avenue between Queen St. E. and Jones Ave., I notice there are very few available vehicle parking spots at all times during the day; it is as if most people on this street work from home; it would be a major problem for these residents if there were fewer parking spots for them; reducing vehicle parking spots would also result in more vehicular congestion as drivers will compete for even more scarce vehicle parking spots, which will further delay traffic on an already busy street	<a href="#">Report</a>
I DO NOT WANT to see any extra bike barriers on the street like at Dundas and Greenwood OR EXTRA CURB RAMPS! They are hazardous to vehicles and cyclists STILL go onto the road, forgoing the bike path.	<a href="#">Report</a>
Proper water drainage after rain/snow storms. Along West side of Jones large puddles form and in the winter this becomes ice, in the summer it is very muddy. This is a problem when entering/exiting vehicles (especially seniors).	<a href="#">Report</a>
Rr	<a href="#">Report</a>
Aa	<a href="#">Report</a>
Any dedicated bike lane must be physically separated from traffic and parked cars. Anything less is just not safe.	<a href="#">Report</a>

Other (please specify):	Report
Speed enforcement. Solar electronic speed signs to show drivers they are speeding. Clearly painted lines and certainly cycling barriers where possible	<a href="#">↗</a>
More motor vehicle parking spots for residents are needed on this street and non-local traffic (i.e. traffic from non-resident motorists) should be reduced	<a href="#">↗</a>
Speed signs to stop rampant speeding on Jones	<a href="#">↗</a>
I need more parking spaces	<a href="#">↗</a>
We need more parking spaces	<a href="#">↗</a>
Insufficient parking availability	<a href="#">↗</a>
none	<a href="#">↗</a>
Improved turning areas for bikes at intersections	<a href="#">↗</a>
Separated cycle track if that means just a line	<a href="#">↗</a>
Curb-side separated bike lanes. And all the rest: Separated cycle track, 'Complete Intersections', Improved waiting areas and accessible boarding platforms at transit stops, Improved safety for pedestrians at intersections, More street trees and planted areas, More indirect pedestrian lighting for winter low light, and summer late night safety If I look out my front window everything is in tree shade or winter blackness - to be safe a smaller person must be able to be seen :) Place-make a Main St. on Jones!	<a href="#">↗</a>
Clear and safe sidewalks	<a href="#">↗</a>
Bump outs at Queen, Dundas, as well any fire hydrant. This would be to narrow the view of drivers, and force their focus on the road.	<a href="#">↗</a>
Better signage around alleys so they're not blocked (mainly by Queen St E for business visitors) and safety signage for the elderly and families with children (seniors homes, assisted living homes, and park all around)	<a href="#">↗</a>
Clearing detritus from bike lane	<a href="#">↗</a>
Protected bike lane all the way to Danforth. Just doing a little stretch from Queen to Dundas is insufficient. I bike in the east end and downtown every day summer and winter. It's a huge problem that we don't have a biking 'network,' just bits and pieces like proposed here AGAIN	<a href="#">↗</a>
huge shortage of parking	<a href="#">↗</a>
Create a network of cycle tracks not only sections.	<a href="#">↗</a>
Thats it	<a href="#">↗</a>
Speed enforcement camera	<a href="#">↗</a>
It is good the way it is. No changes required	<a href="#">↗</a>
No others	<a href="#">↗</a>
Just upgrade the pavement but do NOT take away any parking spots. I do not want separated bike lanes as this will hinder traffic for buses and cars..	<a href="#">↗</a>
Increased sidewalk garbage clearing - the street is very dirty and the garbage bins tend to fill up.	<a href="#">↗</a>
Right turn lane	<a href="#">↗</a>
Lots of seniors due to LTC homes, young families, children in the area and speeding cars. Raised bike lanes my assumption is it will create more traffic congestion. Jones and Queen is very congested.	<a href="#">↗</a>
Pretty much fine as is.	<a href="#">↗</a>
More trees but not at the expense of parking	<a href="#">↗</a>
This survey is skewed towards cyclists. I hope you got the contrived results you were looking for!	<a href="#">↗</a>
Lines repainted more frequently	<a href="#">↗</a>
speed cameras. flashing speed signs	<a href="#">↗</a>
Live speed signs and speed bumps. No trucks at certain hours	<a href="#">↗</a>
wider sidewalks	<a href="#">↗</a>
Better light timings for traffic	<a href="#">↗</a>
A speed camera or police officer using radar to stop the very serious speeding issues	<a href="#">↗</a>

Other (please specify):	Report
Roads wide enough to support 2 lane traffic each way but with only 1 lane each way traffic unnecessarily clogged as only as fast as slowest vehicle and comes to complete stop with anyone turning anywhere.	
Congestion	
It's very congested at the jones and queen intersection particularly because of the street car stops and the northbound 83 stop	
N/A	
No change	
I would like to see the road and sidewalks replaced as there are many potholes currently	
N/A	
Na	
Would like to see some form of deference for excessive speeding, maybe a speed camera.	

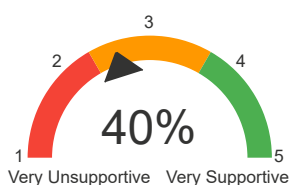
Part 1 of 5

N 105

## Potential Design Changes

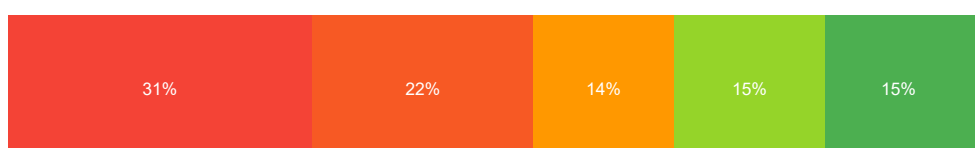
## Proposed Changes

Are you supportive of the Option 1?



N 685

**Are you supportive of the Option 1?**



Very Unsupportive

 Unsupportive

Neutral

Supportive

 Very Supportive

☐ Not sure

N 685

**In a few words, please explain your response. Longer comments can be provided later in the survey.**



N 435

## In a few words, please explain your response. Longer comments can be provided later in the survey.

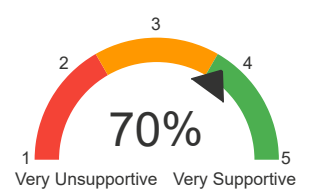
In a few words, please explain your response. Longer comments can be provided later in the survey.	Report
Any driver on Jones Avenue can see all lanes (parking lane, bike lane and drive lane); the city should maintain these lanes in their existing condition by painting them as needed	<a href="#">✕</a>
I am okay with keeping existing bike lane and curbside parking, however, I DO NOT SUPPORT BULB-OUTS at side street intersections! Dangerous.	<a href="#">✕</a>
Keeping the existing bike lane and curbside parking configuration is ok. Installing bulb-outs at side street location (Mallon Ave.) is unnecessary and would be a misuse of funds. In my 35+ years at this location I have never seen the need to install a bulb-out at this intersection.	<a href="#">✕</a>
As a seasoned biker and driver in multiple major cities, this is by far the least safe option for everyone involved. Drivers will attempt to reach the parking lane from the drive lane, creating an infinite number of conflict points across the entire street as they have to cross bike lane.	<a href="#">✕</a>
We could probably live with what is there now but resurfaced and clean painted lines. Ideally a combination of both option 1 & 2 should be considered	<a href="#">✕</a>
There are already bike lanes on Jones Avenue from Danforth Avenue all the way down to Dundas St. E.; therefore, there is no reason that the design configuration should be different for just this small stretch between Dundas St. E. and Queen St. E.; there is a need for more vehicle parking spots	<a href="#">✕</a>
Best use of space	<a href="#">✕</a>
Added bulb-outs are great improvement to safety.	<a href="#">✕</a>
Not good enough to improve experience walking and cycling	<a href="#">✕</a>
Missed opportunity to improve	<a href="#">✕</a>
I think existing bike lanes are working given there is not a ton of bike traffic on Jones (as compared to Dundas for example). Pedestrian safety (e.g., reduction of speeding) and transit infrastructure should be paramount - and I'm saying this as a cyclist!	<a href="#">✕</a>
This will be way too crowded. There's not enough space. There will be an increase in accidents with this	<a href="#">✕</a>
no	<a href="#">✕</a>
The on-street parking spaces available on Jones Ave appear to be heavily used. I am supportive of maintaining the current on street parking spaces.	<a href="#">✕</a>
this is adequate.	<a href="#">✕</a>
Cars are too close to Bike lane	<a href="#">✕</a>
Paint is not safety - unprotected vulnerable road users remain unprotected (many shool children and library users)	<a href="#">✕</a>
Painted bike lanes offer at most an illusion of protection	<a href="#">✕</a>
This helps address some of the safety concerns without removing a lot of the parking spaces that are already at a premium. Especially with the new building at Leslie and Queen it will make it much more difficult to park even with the existing spaces.	<a href="#">✕</a>
The parked cars can and should be a barrier between moving traffic and the cycle tracks/lanes	<a href="#">✕</a>
Cars can still swerve into bike lanes and during is an issue.	<a href="#">✕</a>
Least expensive	<a href="#">✕</a>
Doesn't provide necessary protections for cyclists as this is very akin to the status quo.	<a href="#">✕</a>
False send of security for people riding bikes	<a href="#">✕</a>
Best option as it takes into account all parties: cyclists, motorist, and pedestrians.	<a href="#">✕</a>
This is the best option for maintaining existing parking spaces, existing bike lane, and at the the same time increasing pedestrian safety at intersections with bulb-outs.	<a href="#">✕</a>
this is spending money for very little real impact - feels like a waste. Installing bulb-outs at side street intersections is nice, but just about the very least you can do and focuses on drivers of cars rather than locals walking to the shops or taking their kids to the park or school etc.	<a href="#">✕</a>
Cyclists deserve better protection	<a href="#">✕</a>
Status quo not acceptable	<a href="#">✕</a>
These don't address the safety problem with: - drivers opening doors while you're biking past -trucks parking in no stopping zones blocking the path - the major buses and trucks that drive down this street right next to this lane	<a href="#">✕</a>
It doesn't feel very safe.	<a href="#">✕</a>

In a few words, please explain your response. Longer comments can be provided later in the survey.	Report
Cyclists are not protected.	<a href="#">✎</a>
Parking should always be between moving cars and cyclists	<a href="#">✎</a>
will make little difference to what's currently there	<a href="#">✎</a>
They are building large condo units on Queen Street on both sides of Jones with very limited parking for residents. Not all homes on Jones and neighbouring streets have parking. It is already hard to get a parking space and this is before the new condos are built.	<a href="#">✎</a>
I really would like to see a separation between cars and cyclist, in order to really have a safe route for bikes.	<a href="#">✎</a>
It does not protect cyclists. Door swings a hazard. Road width promotes excessive speeds.	<a href="#">✎</a>
Does little to redesign street to make things safer for people walking and riding bikes.	<a href="#">✎</a>
Dangerous. Many residents want to bike with their kids to school, this stretch of Jones made safe, would serve trips to 3 schools with-in 50m of this project; as a collector to other lanes - many, many more. The current infra is not safe for little ones. An 8-80 streets standard please.	<a href="#">✎</a>
This is safer for bikes to pass other bikes and it's easier for a drive to see a bike when coming up to the corner or visa a versa.	<a href="#">✎</a>
I like that this maintains the street parking for the residents, but enhancing the bike lanes for cyclist safety should also be considered.	<a href="#">✎</a>
Riding between parked cars and moving cars, with zero protection, is unsafe and creates a hostile environment. Plus the street overall is kind of ugly and unpleasant, as it's just an expanse of asphalt. It would be a terrible waste to miss the opportunity to improve this space.	<a href="#">✎</a>
With this design I don't see much of an improvement regarding my concerns.	<a href="#">✎</a>
The existing bike lane is not separated and is not safe enough for kids/to avoid drivers who do not respect bike lanes unless they have to. Also, WE NEED MORE TREES.	<a href="#">✎</a>
This is not safe for cyclists.	<a href="#">✎</a>
Danger to cyclists remains high	<a href="#">✎</a>
It's better than before	<a href="#">✎</a>
we need protected bike lanes	<a href="#">✎</a>
Supportive, but option 2 is better	<a href="#">✎</a>
Does not address bike safety issues.	<a href="#">✎</a>

Part 1 of 18

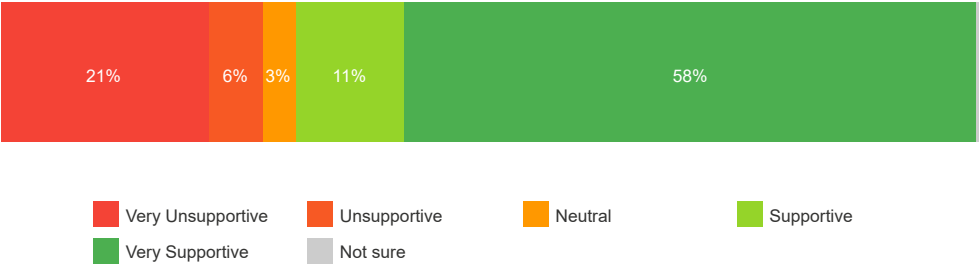
N 435

Are you supportive of the Option 2?



N 685

Are you supportive of the Option 2?



N 685

In a few words, please explain your response. Longer comments can be provided later in the survey.



In a few words, please explain your response. Longer comments can be provided later in the survey.

In a few words, please explain your response. Longer comments can be provided later in the survey.	Report
Reducing parking spots on Jones Ave. will increase vehicle traffic as more vehicles from residents will be travelling back and forth on the street in an attempt to secure scarce parking spots; it is also unfair for these residents to have to pay for a parking permit only to park far from their homes	<a href="#">Report</a>
The planting areas as indicated above are actually placed in such a way that they will cause more motor vehicle accidents. Also, cyclists are still cycling on the road area reserved for motor vehicles and NOT USING the dedicated cycle lanes.	<a href="#">Report</a>
Any option that reduces the number of parking available is bad. At times it is hard to find a parking spot on the West side of Jones. Additional parking spots should be allocated for these situations. Reduction in the number of parking spots would create problems for residents (like seniors).	<a href="#">Report</a>
The throughput improvements from attracting more bikers will far outweigh the on-street parking being taken away, supported by real data from Bloor street, New York, and other pilots worldwide.	<a href="#">Report</a>
Again, removing 30 parking spaces might a challenge for residents on this part of Jones however a compromise to lose some spaces for increasing bicycle safety should be considered.	<a href="#">Report</a>
There are more vehicles parking spots needed not fewer	<a href="#">Report</a>
Parking is at a premium in this area	<a href="#">Report</a>
Waste of space. Unecessary	<a href="#">Report</a>
All round more safety for biking & clearer for car drivers.	<a href="#">Report</a>
Looks safe enough to bring my kids	<a href="#">Report</a>
The newly redone stretch of Dundas south of Greenwood Park feels very safe as a cyclist. I would love to see all bike lanes in the area upgraded to this standard.	<a href="#">Report</a>
I believe this will increase traffic congestion and there is not enough bike traffic on Jones to justify dedicated bike lanes - speaking as a cyclist and as someone who lives on Jones. Increased traffic congestion from this model may have unintended negative consequences for pedestrians.	<a href="#">Report</a>
A very poor use of space and taking away parking spots is not the answer. It's hard enough finding parking as it is	<a href="#">Report</a>
We don't have enough parking space	<a href="#">Report</a>
would remove to much car parking	<a href="#">Report</a>
SAFER	<a href="#">Report</a>
The on-street parking spaces available on Jones Ave appear to be heavily used. I am not supportive of reducing the current on street parking spaces.	<a href="#">Report</a>
not enough parking	<a href="#">Report</a>
It gives the bike more room and further away from cars	<a href="#">Report</a>

In a few words, please explain your response. Longer comments can be provided later in the survey.	Report
Structures physically protect vulnerable road users, calm car traffic, and reduce pedestrian crossing exposure	<a href="#">🔗</a>
Cycle tracks are infinitely better than bike lanes	<a href="#">🔗</a>
Parking is already an issue in this area, and will get more difficult as the new building opens. Updating things so the bus is not in the lane allows for increased safety from cars and buses, but also does not put additional stress on those living in the area without private parking	<a href="#">🔗</a>
At least there is a small physical barrier between moving traffic and the cycle tracks	<a href="#">🔗</a>
Cars are no longer in the bike lanes and more green space is created.	<a href="#">🔗</a>
Expensive when we should be watching the budget. Not necessary for such a short distance.	<a href="#">🔗</a>
This creates a much safer environment for everyone including cyclists and motorists. I strongly prefer this option.	<a href="#">🔗</a>
Love it. Only complaint is that it doesn't go further north from Dundas all the way to Danforth.	<a href="#">🔗</a>
Loss of much needed parking will be detrimental to this stretch of Jones Ave. Currently, vehicles (including TTC Buses) have to drive around delivery, ride-share, taxis, temp. parked in live lane of traffic, since they do not have enough curb parking. It is very dangerous, and delays everyone.	<a href="#">🔗</a>
With the loss of much needed parking, this option will negatively impact traffic flow. It is already difficult for ride-share and taxis, to safely park when picking-up/dropping off passengers.	<a href="#">🔗</a>
The physical barrier between the road and the bike track (like along Danforth) provides actual protection and drivers can't ignore it or take over like a painted lane.	<a href="#">🔗</a>
Cyclists deserve this kind of protection	<a href="#">🔗</a>
Safer for cyclists and pedestrians	<a href="#">🔗</a>
These address the cycling safety concerns I shared above. And are very safe. I'd love to see these go all the way up to Danforth	<a href="#">🔗</a>
I like the Danforth cycle tracks a lot, nso glad to see more	<a href="#">🔗</a>
Yes! Buffers for cyclists are necessary.	<a href="#">🔗</a>
I am supportive of cycling tracks and protected bike lanes	<a href="#">🔗</a>
As someone who cycles across the city to work daily for decades, unless bike lanes are protected, they aren't really any different from riding on the road. Cars stop/park in them, veer into them, ride with half their vehicle across the line, they just aren't safe, there needs to be separation.	<a href="#">🔗</a>
I have friends in their late 70s and early 80s that go to the Jones library and can't find parking close to the library even with the 30 spaces option 2 would take away.	<a href="#">🔗</a>
We need protected bicycle paths all across the city so that we can bike between where we live to access Gerrard Square, and to take Dundas west to River and on to Shuter & Richmond to get into the city.	<a href="#">🔗</a>
This would provide the safety cyclist need. The planters and trees would embellish the street which is not currently very appealing.	<a href="#">🔗</a>
Separated cycle track, door swings mitigated, curb separation restricts road width and will slow speed.	<a href="#">🔗</a>
Separated bike lanes would make me feel safer to ride on Jones	<a href="#">🔗</a>
Love poured curbs and plantings; I know the feeling of riding this type on Gerrard (east downtown); they make the neighbourhood beautiful and I feel very safe on them. As collisions happen mostly at corners, please add a 'Complete Intersection' at Dundas/Jones as part of the plan.	<a href="#">🔗</a>
This provides safety to bicyclists as well as car due to the buffering and separation of the two	<a href="#">🔗</a>
Already tried the section along Dundas by Greenwood both driving, walking and on a bike. I found it harder to see what's going on and found that parked cars overhang the parking area making it hard to drive safely.	<a href="#">🔗</a>
I like feeling safe and protected while on my bike.	<a href="#">🔗</a>
These planters are great at intersections, but the stress of removed parking of residents with families is a significant concern, as well as massive impact on property values.	<a href="#">🔗</a>
I immediately recognized the planting area example photo above - although it has 'logan' in the file name, it's not Logan Avenue, it's Dundas at Hiltz Ave. I've ridden through here many times. The small section of Dundas St E that has been upgraded like this is just a huge relief to ride on.	<a href="#">🔗</a>
This would: - reduce safety (pedestrians/cyclists/drivers/transit) - reduce visibility for all - create accessibility barriers for anyone with mobility devices, strollers, etc. - create problems with snow removal - reduce parking and increase vehicles blocking, live traffic, and alley entrances	<a href="#">🔗</a>
Yes, that would be perfect!	<a href="#">🔗</a>





Please share any additional comments, concerns, observations, or suggestions related to Jones Avenue between Dundas Street and Queen Street.	Report
We need more parking spaces	
We have insufficient parking availability	
There is enough bike lanes to for biker.	
The lite at Queen and Jones is timed horibly going south and turning left is very time consuming forcing most traphic to turn right and go south down resedential streets.	
the intersections should have advance turning always.Makes things safer for everyone and reduces stopped cars billowing crap into the air.	
The steep hill is an additional factor that underlines the need for physical separation: speeding drivers will have to slow down to execute turns across bicycle and pedestrian rights of way. Slower mobility users on the hill would enjoy extra surety of turn-in speed at intersections.	
Cycle tracks should be installed all the way up to Danforth!	
Street parking has already been greatly reduced in the area due to separated bike lanes on Dundas. As it stands, removing access to that by adding separated bike lanes will put undue pressure on the surrounding neighborhood streets, and to those with accessibility issues (getting to/ from their car).	
Thank you for consideration on how to make this a safer street for cyclists and pedestrians.	
Please extend the road safety measures and protected bikeways north all the to Danforth!	
Road surface is in poor condition. As a transit rider, the rode is really roughly along this stretch. A lot of dips and bumps. Excessive speed: majority of vehicles, including transit vehicles. Enforcement cameras and bright/digital signage would greatly reduce this common offense.	
Excessive speeding along this stretch of Jones Ave . is a huge problem for the safety of all, cyclist, pedestrian and other motorist. Currently neither option addresses this major concern. Would highly recommend speed enforcement cameras.	
We should really extend this construction up to Danforth Ave as well, connecting to the other major cycle track in the area	
Make sure to connect Jones bike lanes to other nearby bike lines for cycling integration. The network of bike lanes is still incredibly choppy.	
Yes, the track should go all the way to danforth	
I cycle and walk most places up even across town because I know we should be cutting back on driving. I like the bike lanes with lines instead of the barriers. If they aren't wide enough it makes cycling more dangerous because cyclists have to go out of the barrier to pass slow people. Since the city is letting developers build condos with 142 units but only 24 parking spaces.	
We need public investment in transit: public transit, cycling, walking, etc; NOT more parking. Parking = idle. Transit = movement.	
It would be a great improvement to the neighbourhood to at some point have a safer axis to link 3 very important streets, Queen E, Dundas and Danforth.	
Jones is a crucial connection between east end neighbourhoods and main east-west cycle routes like Dundas, Danforth, and connections to the Waterfront Trail. Would love to see road condition improved and feel safer biking here.	
Good questions. Best, Michael Holloway	
Once it's repaved and new lines down it will look great.	
With many streets we have the opportunity to create pinch points for single lane traffic, at intersections, fire hydrants, crosswalks, and these assist in narrowing the lanes, which also reduce traffic speed.	
The neighborhood, especially this strip of Jones Ave moves pretty smoothly currently, any changes to this ecosystem would have negative effects across the board: - SAFETY would be significantly reduced for all the following reasons - TRANSIT TIMES would slow down and it would make for tighter intersections (where a bus got stuck on the curb during road construction last year due to slightly narrowed access - EMERGENCY VEHICLES wouldn't be able to pass as freely (and often use this route, especially fire and ambulance) - VEHICLE PARKING is already insufficient causing vehicles to stop in live traffic lanes, blocking bus stops, and blocking entrances to alleys - PEDESTRIANS include seniors with mobility devices, and families with strollers and wagons, they often cross between intersections (often to go to the park) and will have reduced visibility and barriers - CYCLISTS already move comfortably along Jones without issue - SNOW REMOVAL will be considerably more difficult in a city that's already proving not to manage snow removal in shared roadways well	
We have to plan for a livable city for the real people that live here. It's getter hotter every year and we need more greenery, anywhere we can get it. There are multiple schools on and near Jones. Kids and parents need a safe place to cycle. It's also better for drivers and people who have to take transit to have more people on bikes, freeing up room for people who need to drive or take transit. ALSO - DRIVERS ARE NOT AT RISK OF DYING IF IT TAKES A BIT MORE TIME TO FIND A PARKING SPOT. GET YOUR PRIORITIES STRAIGHT TORONTO.	
I hope that the city will think very carefully about taking advantage of this opportunity to make Jones Avenue between Dundas and Queen safer for cyclists and also greener. It would be a real shame if improvements were not made.	
I worry less about this than the holly parts further north	
OMG please please please add cycling connectivity at Queen and Jones! I currently divert via Dundas when cycling southbound on Jones to avoid Queen St. as I never cycle between parking and streetcar tracks.	

Please share any additional comments, concerns, observations, or suggestions related to Jones Avenue between Dundas Street and Queen Street.	Report
If we're going to build / upgrade anything in this city, let's do the most future-proof option, which should aim to accomodate growing density and at scale traffic. Build for the future, enough band-aid solutions (e.g. Adelaide St and Richmond St should've been done right, once! <a href="https://www.cbc.ca/news/canada/toronto/adelaide-street-bike-lane-1.6898923">https://www.cbc.ca/news/canada/toronto/adelaide-street-bike-lane-1.6898923</a> )	
Looking forward to a new safer street for my personal commute and my son's commute to school as well. Our family will benefit greatly from this infrastructure improvement.	
We need to encourage active transportation in a time of climate emergency - better cycling infrastructure will help do this!	
We want to see the city to continue road safety improvements and protected bikeways all the way up to Danforth Ave.	
These changes are needed throughout the city and everyone knows it. It's time for the City of Toronto to step up and make these changes across the city. This city is so dangerous because car drivers seem to hate cyclists like our previous mayor. We just want to cycle without dying! Give us the proper lanes to do so.	
I'm not sure if this is within the scope of this project, but revisiting the light timing and turning lanes would help to make this intersection safer for pedestrians. le dedicated pedestrian walk crossing north south on the east side and then dedicated turn time with no pedestrian walk both North south and east west. this would be to protect from cars going south on Jones and turning east on Queen and cars going west on queen, turning north on Jones.	
Cars often dont stop for pedestrians when we press the crossing button, often because they are so fast to begin with that they dont see it	
Cycle tracks on Jones should connect the bike lanes on Dundas and Danforth, not just between Dundas and Queen.	
Please do north of Dundas soon as well	
Please extend the bike lanes all the way up to Danforth avenue so that they connect with the Danforth bike lane	
Extend to Danforth	
My overall impression is that the City is at war at owners with cars. While I enjoy cycling and walking, as a property owner a vehicle is still essential and desirable. I cannot condone the elimination of parking spaces that remain very short in supply. Try finding a spot near home or destination - it is brutal at times and eliminating 30 spots will overflow the havoc all over nearby streets and annoy OWNER TAXPAYERS	
What is the plan for creating a bicycle network and how does Jones factor into that? Be bold and create a truly separate bicycle network.	

Part 1 of 11

N 269

## About You 2

### Please identify your gender:

	Count	% of responses	%
Woman	243	<div></div>	36%
Man	361	<div></div>	53%
Trans Woman	3	<div></div>	0%
Trans Man	2	<div></div>	0%
Gender non-binary (including gender fluid, gender queer, androgynous)	8	<div></div>	1%
Two-Spirit	0		
Prefer not to answer	54	<div></div>	8%
Not listed (please describe):	4	<div></div>	1%

N 675

Please identify your gender - Not listed (please describe):

Not listed (please describe):	Report
Ridiculous question. What does this have to do with parking road improvements!!!!	<a href="#">Report</a>
how does being gay or trans or non binary influence thoughts on community traffic flow?????	<a href="#">Report</a>
None of your business.	<a href="#">Report</a>
I	<a href="#">Report</a>

N 4

Your age:

	Count	% of responses	%
19 & under	4	<div></div>	1%
20-29	63	<div></div>	9%
30-54	448	<div></div>	66%
55-64	82	<div></div>	12%
65-74	38	<div></div>	6%
75 & older	7	<div></div>	1%
Prefer not to answer	34	<div></div>	5%

N 676

How did you hear about this project?Check all that apply

	Count	% of responses	%
Social Media (e.g., Facebook, Twitter, Instagram)	307	<div></div>	46%
Friend, family or neighbour	133	<div></div>	20%
Flyer	95	<div></div>	14%
Other e-mail list (e.g., Association)	64	<div></div>	10%
City of Toronto mailing list	31	<div></div>	5%
City of Toronto Website	28	<div></div>	4%
My City Councillor	25	<div></div>	4%
Other website	23	<div></div>	3%
Other (please explain):	17	<div></div>	3%
News Story	3	<div></div>	0%

N 669

How did you hear about this project?Check all that apply - Other (please explain):

Other (please explain):	Report
Public Notice	
Notice delivered by mail	
Cycle Toronto	
School community	
junk mail delivered to the house	
public notice as I live in the affected area.	
Pocket Facebook group	
Cycle Toronto	
Cycle Toronto	
Cycle Toronto social blast	
Local Facebook group	
Reddit: r/torontobiking	
Reddit	
Facebook group	
Discord	
The Pocket neighbourhood facebook group	
reddit toronto cycling group	