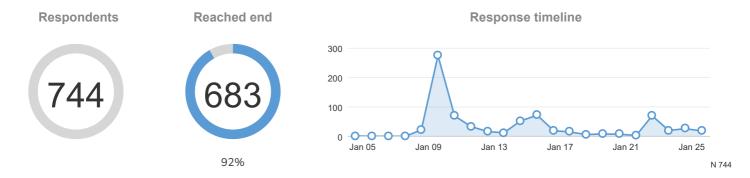
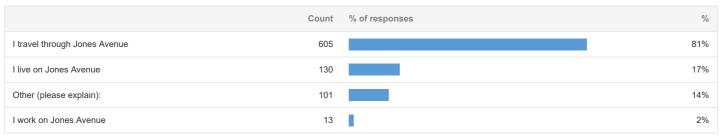
Jones Avenue Road Resurfacing: Road Safety Improvement Options (2)





About You

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



N 744

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

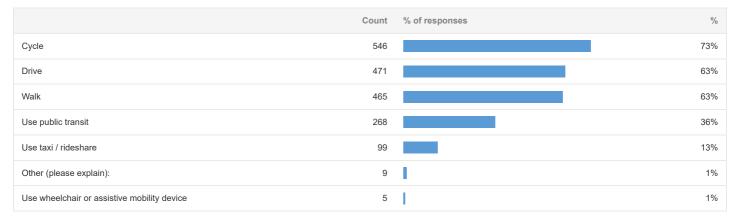
Other (please explain):	Report
I live on Coady, and often have to park on Jones because of lack of permit parking spaces for the area/my street.	ď
I live off Mallon which connects to Jones, just south of Dundas	ď
25 Dingwall Ave	ď
Live in west end but visit friends in the area.	ď
177 Leslie Street	ď
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).	ď
I live nearby and often use this road	ď
Live close by	ď
151 Dawes Rd	ď
I live in The Pocket	ď

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

Other (please explain):	Report
Live on Coady Avenue	ď
I live on coady ave	
I live in the community just off Jones	ď

N 101

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



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	Z
It doesn't feel safe enough to walk at night	ď
I do not own a car but do drive a car share from time to time and need to park near home	ď
With my 8-year-old daughter.	ď
And use the laneway accessed by jones	ď
I find it too dangerous to cycle in the city.	ď
Scooter/cycle with 3 year old.	ď
Stroller.	ď
All of the above	ď

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?

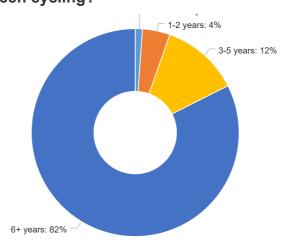
What are the first 3 digits in your postal code?	Report
M4M	ď
M4C	ď
M4M	ď
M4K	ď
M4L	ď
2z2	ď
M4M	ď
M5A	ď
M4m	ď
M4L	ď
M4M	ď
M4c	ď
M4J	ď
M4C	ď
M4m	ď
M4m	ď
M4M	ď
2z7	ď
m4l	ď
M4K	ď
M4M	ď
M4W	ď
M4M	ď
M4M	ď
M4J	ď
m4m	ď
m4m	ď
m1j	ď

What are the first 3 digits in your postal code?	Report
m4k	ď
m4j	ď
M4L	ď
M4J	ď
M4K	ď
M4K	ď
M4J	ď
M4J	ď
M4j	ď
M4C	ď
M4K	ď
M4k	ď
M4J	ď
M5V	ď

N 744

Cycle

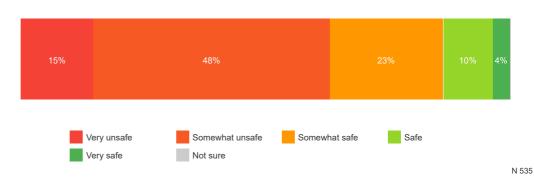
How many years have you been cycling?



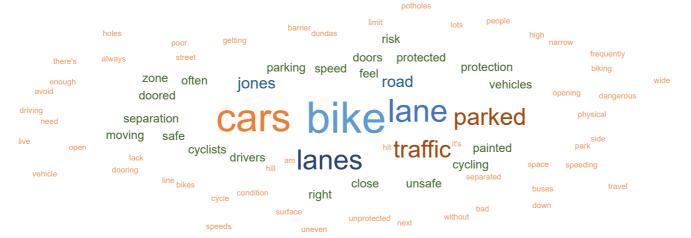
Currently, how safe do you feel cycling on Jones Avenue?

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





Please explain why:



N 451

Please explain why:

Please explain why:	Report
Dedicated bike lane and lots of signs showing vehicle speed limit.	ď
I feel safe from the moving traffic but I am always afraid of getting hit by car doors opening	ď
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.	ď
1) Lack of speed enforcement 2) Amount of heavy vehicle traffic 3) No cycling barriers or separation between vehicles and bicycles	ď
Bike lane is helpful but the street is often busy with traffic. Current road has numerous rough road to avoid inside the bike lane.	ď
amount of traffic & car speeds	ď
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.	ď
I have had a couple of close calls as drivers turn onto this stretch at high speeds	Z
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.	ď
It's not as crowded down there	ď
the bike lain is a pothole war zone	ď
construction on and off removes space for bikes.	ď
bad design for bike lanes	
Lack of clearly delineated cycling infrastructure, what there is , is often obstructed	Z

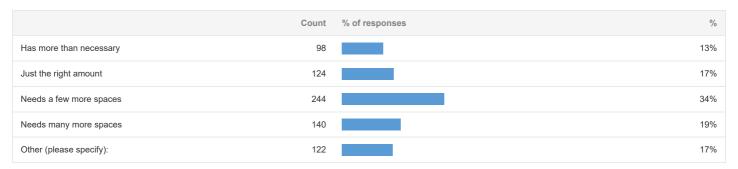
Please explain why:	Report
There are no protected bike lanes and cars drive very quickly.	ď
Wide road means cars travel fast, asphalt is in poor condition, and cycling between parked cars and traffic increases risk of being doored or hit by someone leaving their parking spot	ď
There are no physical barriers or bollards between car traffic and cycle traffic, just painted lines.	ď
Car doors opening unexpectantly adds a degree of risk.	ď
Bike lane, slow speed limit	ď
With cars joining/exiting traffic to park on this busy road, I find I have to be very careful for my safety.	ď
Painted bikways can feel unsafe due to the volume of motor vehicles.	ď
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	ď
Cars travel fast on Jones and there is no protection for cyclists	ß'
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	
Speed of vehicles, downhill bike speed with cars parked adjacent (door risk)	
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.	ď
poor road condition, 'bike lane' is a narrow space between parked cars and a painted line that drivers disregard	ß'
with the parked cars and the line, there is enough room between me and the moving cars	ď
Car doors open at random, buses and trucks are right next to cyclists	ď
I feel very vulnerable when bike lanes are not protected. And riding in between traffic and parked cars.	ß'
Road is wide and straight and encourages excessive speed in design. Bike lane is unprotected. Parked car door swings present a hazard.	ß'
The bike lanes are narrow, lots of potholes and uneven road texture, and I feel unsafe riding on left side of parked cars.	ß'
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.	ď
The painted bike lanes help but I'd much prefer a separated bike lane	ß,
I feel sandwiched between parked vehicles and moving vehicles while going downhill or trudging uphi	ď
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,	ď
I feel very vulnerable with cars and buses and no protected bike lane.	ď
There is the risk of people straying into the bike lane when driving, as with any painted bike lane	ď
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.	ď
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.	ď
It's steep (an added difficulty/risk when biking, even goign down), and there is no protection from traffic	ď
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.	ď
Cars are being driven right next to cyclists.	ď
There is no barrier between the cars and my bike	ď
cycle lanes	ď
bike lanes are not separated from traffic	ď
Cars are agressive	ď
Cars typically drive well over limit.	Z'
I have long experience cycling on-road in Toronto. The is low parking turnover on Jones (all residential)	ď

Please expl	ain why:	port
Vehicles do	not keep a safe distance from commuters on bicycles	ď

N 451

Bike Parking

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



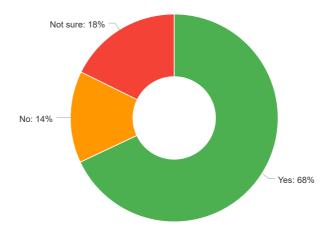
N 728

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.	ß'
Where is there bike parking?	ď
Does not apply as I only use bike share	ď
NOT SURE	ß'
no opinion	₫"
I am not a user of bike parking on Jones	ß'
I never park my bike on Jones	ß'
No strong opinion.	ď
Can't say	ď
I don't park on Jones so not sure	ß'
I ride through Jones, I don't park on it.	ď
I'm not aware of any bike parking on Jones.	ď
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.	ď
I didn't know there was any.	ď
I'm usually travelling through, so I can't speak to this issue	ß'
Don't know.	ß'
not sure	ß'
Other places like Danforth Ave. are more urgently short of bike parking, but add rings anywhere you are repaving.	ď

Other (please specify):	Report
I don't park on Jones Ave	Z'
I've never parked my bike on Jones	
not aware of the bike parking situation	
don't know. Have not used them.	
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.	ď
Can't really comment-always on my way somewhere when traveling on Jones	4
I don't park on Jones, so I don't know.	₫
n/a	₫
Unsafe to lock bicycles outside in Toronto.	ď
Unsure	₫'
Not much needed. There is the library and there is plenty of space at the park	ď
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.	ď
Not aware of them	ď
I don't park my bike on Jones.	ď
No opinion	ď
No opinion. There is little retail space and few business where people need to park bikes.	ď
There is a bike share at the library	ď
Is there bike parking spaces on Jones? I have never noticed.	ď
Cyclists do not use Queen - we need the parking spots!	ď
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.	ď
Unsure	ď
Not sure	ď
I don't have an opinion	ď
I have never paid attention to bike parking spaces on Jones Avenue	ď
unsure	ď
Not sure. I never park on there	ď
I rarely park on Jones, but I do not see many spaces	ď
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.	ď
I haven't noticed.	ď
Dont know	ď
I have not needed to park on jones	ď
No opinion as I do not stop here.	ď

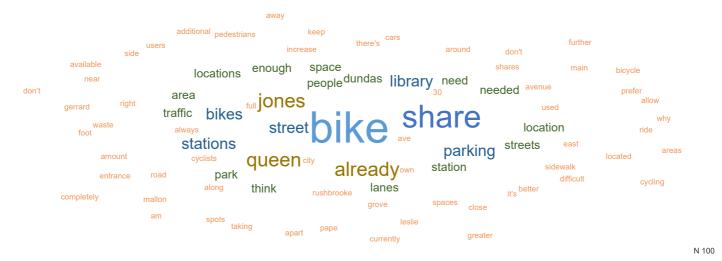
Do you support an additional Bike Share station at or on Jones Avenue?



N 728

Bike Share Continued

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



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

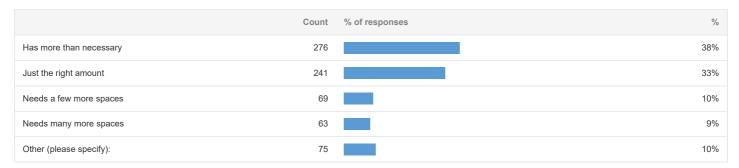
If you answered 'No', please tell us about your concerns or suggest an alternative location for Bike Share stations.	Report
There is already a Bike Share station at Jones Avenue and Dundas St. E.; another Bike Share location should not be on this street as they should not be so close to each other	ď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

If you answered 'No', please tell us about your concerns or suggest an alternative location for Bike Share stations.	Report
	ď
	ď
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	ď
	ď
waste of space	ď
	ď
	ď
	ď
	ď
	ď
	ď
	ď
	ď
	ď
Bike station is not needed here	ď
Bike station can go on dundas street	ď
Bike station can be pape Ave.	ď
not enough parking	ď
	ď
	ď
	ď
	ď
	ď
	ď
	ď
its bust enough at that corner.	ď
	ď
	ď
put one on dundas by the library and on queen by the park. Jones its self doesn't need one	ď
	ď
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	ď

If you answered 'No', please tell us about your concerns or suggest an alternative location for Bike Share stations.	Report
	ď
Don't use them	ď
	ď
	ď

N 744

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



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.	ď
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	ď
I don't use Jones for parking so therefore cannot comment	ď
Unsure	ď
No strong opinion	ď
can't say	ď
I don't park on Jones so not sure	ď
Generally right amount. Important to maintain paces near school at Gerrard and Jones	ď
Not sure	ď
I can't answer this	ď
I do not park on Jones	ď
Locate parking off street - CofT roadways are much to expensive to build and maintain to use them for (FREE!) car storage.	ď
Not sure.	ď
Not sure – I don't drive	ď
not sure	ď
I live elsewhere, but I assume all the spaces are needed by residents	ď

Other place is appealing to present and present to be defined by how many residents have parting permits and how many spots are reeded to accommatical continercial febral (if any). Image: Present service is a continuous of the continuous presents in the service. Image: Present service is a continuous of the service. Image: Present service is a continuous of the service. Image: Present service.<		
Care and a should park on their aroun property, not in the shreets. Care and a should park on their aroun property, not in the shreets. Care and a should park on their aroun property, not in the shreets. Care and a should park on their aroun property, not in the shreets. Care and a should park on their aroun property, not in the shreets. Care and a should park on their around property and a shall be sh	Other (please specify):	Report
Concesses should pask to their own properly, not in the steeds. Ident park there as not aware of the abustion Ident Park on Jones, so I denth leaves Ident I denth Park on Jones, so I denth leaves Ident I denth on the availability of parking spaces on Jones Aver. Bit ut, what is liceling is perking enforcement of those packed not purmitted to park on Jones Aver. Bit ut, what is liceling is perking enforcement of those packed not purmitted to park on Jones Aver. Bit ut, what is liceling is perking enforcement of those packed not purmitted to park on Jones Aver. Bit ut, what is liceling is perking enforcement of those packed not purmitted to park on Jones Aver. Bit ut, what is liceling is perking enforcement of those packed not purmitted to park on Jones Aver. Bit ut, what is liceling is perking enforcement of those packed not purmitted to park on Jones Aver. Bit ut, what is liceling is perking enforcement of those packed not purmitted to park on Jones Aver. Bit ut, what is liceling is perking enforcement of those packed not purmitted to park on Jones Aver. Bit ut, what is liceling is perking enforcement of those packed purmitted to park on Jones Aver. Bit ut, what is liceling is perking enforcement of those packed purmitted to park on Jones Aver. Bit ut, what is liceling is perking enforcement of those packed purmitted to packed purmitted to Jones and on any side streat counting of Durant he dead active the packed purmitted but the discussion of the Jones and Jones Aver. Bit ut and Jones and Jones Aver. Bit ut and Jones and Jones Aver. Bit ut and Jones and Jones and Jones Aver. Bit ut and Jones and Jones and Jones Aver. Bit ut and Jones	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)	\(\mathbb{G}\)
Ident park there is not aware of the situation	No opinion, I don't park on Jones Ave	Z
Not size. Not size. Not serve. No Apenican Leant comment on the availability of parking spaces on Jones Ave. Bilt, what is leaking is parking enforcement of those people not permitted to park on Jones Ave. District hands are negularly. Leant comment on the availability of parking spaces on Jones Ave. Bilt, what is leaking is parking enforcement of those people not permitted to park on Jones Ave. Or these that so not can give the matter parking. Leant spaces to local districts on Jones Ave. Bilt, what is leaking is parking enforcement of those people not permitted to park on Jones Ave. Or these that so not can be considered parking. Leant spaces to local districts on Jones Ave. Districts and Outers. No parking no titles. Leant spaces to local districts on the parking of local parking and parking leant histories of the parking of local parking of local districts on the parking of local	Car owners should park on their own property, not in the streets.	ď
Not state. Not don't use regularly No ceimon Carl comment on the availability of parking spaces on Jones Ave. But, what is tacking is parking enforcement of those people not permitted to park on Jones Ave. On those Ave. On those Ave. On the availability of parking spaces on Jones Ave. But, what is tacking is parking enforcement of those people not permitted to park on Jones Ave. On those Ave. On the availability of parking spaces on Jones Ave. But, what is tacking is parking enforcement of those people not permitted to park on Jones Ave. On these Ave. On the availability of parking spaces between Danfarth and Queen. No parking. — to bikes. I don't done, the next speak to local domand, but when I have parked nearby as a visitor the parking la fairly fully subscribed. But, I want to strongly sobocate for oftenging for that parking general but of a domand, but when I have parked nearby as a visitor the parking la fairly fully subscribed. But, I want to strongly sobocate for oftenging for that parking general but of a domand, but when I have parked dearby as a visitor the parking la fairly fully subscribed. But, I want to strongly sobocate for oftenging for that parking general but of a domand, but when I have parked dearby as a visitor the parking la fairly fully subscribed. But, I want to strongly sobocate for oftenging for that parking to indo parking at times. Especially during snow events I don't show an Ohiover no opinion I don't know Challenging to find parking at times. Especially during snow events Challenging to find parking at times. Especially during snow events Challenging to find parking at times. Especially during snow events Challenging to find parking at times. Especially during snow events Challenging to find parking at times. Especially during snow events Challenging to find parking at times. Especially during snow events Challenging to find parking at times. Especially during snow events Challenging to find parking at his snow 4+ vehicles Not Sure Challenging to find parking at h	I don't park there so not aware of the situation	ď
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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.	I don't knoe	ď
	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.	ď

Other (please specify):	Report
Main streets should not be used to store private property	Z'

N 75

Drive

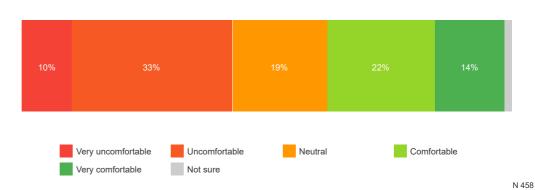
Currently, how comfortable do you feel driving next to people cycling on Jones Avenue?



ole

N 458

Currently, how comfortable do you feel driving next to people cycling on Jones Avenue?



Please explain why:



N 259

Please explain why:

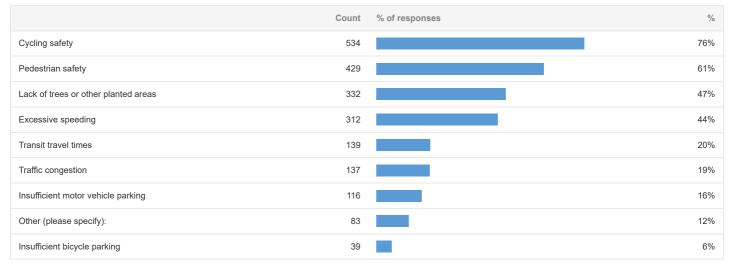
Please explain why:	Report
All lanes, including bike lanes, driver lanes and parking lanes are clearly visible	ď
It all depends on the cyclist. Many do not obey the rules of the road. I do not feel that an extra barrier is helpful.	ď
There is a wide enough bike lane and no hidden obstructions between drivers and cyclists.	ď
I am afraid of turning and then hitting them	ď
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	ď
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	Z

There is carried typerty of room for both we even this will in a trief in will out xold in it. Use there is one of the worst in the objet needs to be recovered. Cit that final to be one of seeds as a sleed. Cit thousand to be one of coeded as a sleed. Cit thousand to be one of coeded as a sleed. Cit the time would be a bit cased. Cit the time would be a bit on days. Cit the time would be a bit on the sum of the cased as well as citizes in the beat of the cased. Cit the same to production for them. Cit they same to be agreed as of the road. Cit they are in a pood amount of spaces, and as a cyclet. and direct, it respect cyclete for hot publishers worsign a pace and Jones Area has always been an aimmed reardewy (production by the history) appears and Jones Area has always been an aimmed reardewy (production by the history) and pace and Jones Area has always been an aimmed reardewy (production by the history) and pace and Jones Area has always been an aimmed reardewy (production by the history) and pace and Jones Area has always been an aimmed reardewy (production by the history) and pace and Jones Area has always been an aimmed reardewy (production by the history) and pace and Jones Area has always been an aimmed reardewy (production by the history) and pace and you do not perform the beat and you do not perform the bit beat and the pace and Jones an	Please explain why:	Report
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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. Things are well delineated and it is not a fast street. Very close proximity.		
Very close proximity.	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.	
Very close proximity.	Things are well delineated and it is not a fast street.	ď
12	Plenty of room	_

Please explain why:	Report
Don't think about them.	ď
The vehicle lanes are quite wide. Cyclists are separated in their own lane.	ď
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	ď
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.	ď
Space is limited on Jones with parked cars, no bike lane, and driving lane.	ď
I would prefer that the bicyclists had a protected lane	ď
There is ample room in the street and not many cyclists	♂

N 259

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



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.	ď
Too many puddles and rain/snow storms.	ď
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	ď
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	ď
none	ď
Bumpy bike lanes	ď
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.	ď

Other (please specify):	Domont
	Report
Maintaining parking, while enhancing bike safety	ď
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	
Cycle lane connective at the south end — at Queen there are NO bike-safe options (streetcars, dense parking, no parallel laneway bypass)	ď
Right turns on red lights should be eliminated. Today an SUV took the right on red in front of me without even slowing down.	ď
poor and uneven pavement (but that is/is being fixed on Jones - most nearby roads are pretty patchy and bad)	ď
Uneven road surface	ď
Bumpy road.	ď
Fine as it is.	ď
narrow sidewalks	ď
Potholes	ď
pot holes and major road bumps. heavy trucks moving at excessive speeds and during prohibited truck hours (7pm to 7am)	ď
The cars and trucks speeding down Jones actually shakes my house and wakes up my family.	ď
risk of 'dooring' for cyclists from parked cars	ď
My dad was cycling on Dundas and was hit by a car while crossing Jones.	ď
Speeding x2	ď
Pedestrians crossing not at crosswalks	ď
Dangerous when dark. Not well lit, run down roads and bicycle lanes not clearly marked.	ď
The road and sidewalks are currently in bad shape and there are many potholes. This is unsafe for cars, bikes and pedestrians	ď
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!	ď
Road surface is in need of great repair. Over the years, cracks, dips, and pot holes appear in the ashphalt, and only temporary fixes are undertaken by City that don't last.	ď
Delivery services have lack of waiting spaces so park illegally blocking traffic visibility	ď
Insufficient car parking	ď
Our house shakes when the bus or larger vehicles go by. Due to speed they can achieve, road conditions and no trees.	ď
I have no concerns. It's fine as it is	ď
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.	ď
Interesting how this question is skewed to choose the city's agenda which is already decided.	ď
Not enough parking in the area	ď
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.	ď
how construction will interfere and dimish 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.	ď
Lots of street noise from large busses and trucks.	ď
Northbound 83 bus stop at Jones and Queen is too close to the intersection.	ď
Cross walk 1/2 up the street would be nice	ď
The road is in bad shape (but is sounds like that'll be fixed this year).	ď
Crowded walkways	ď
	ď

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.	ď
Potholes	ď
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.	ď
Trucks not obeying signs from 7pm-7am	ď
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.	ď
Too many large vehicles	ď
None for now	ď
lack of clear visual access into the park. I wnat to enjoy greenery	Z'

N 83

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.



N 707

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	ß'
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	ď
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.	ď
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).	ď
Rr	ď
Aa	Z
Any dedicated bike lane must be physically separated from traffic and parked cars. Anything less is just not safe.	Z

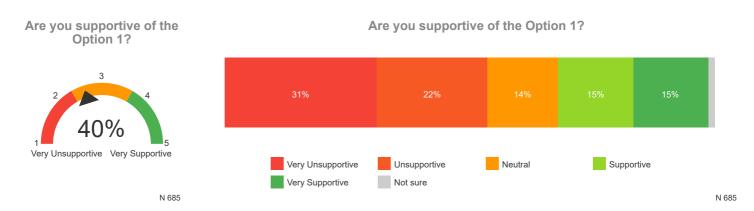
Other (please specify):	Report
Speed enforcement. Solar electronic speed signs to show drivers they are speeding. Clearly painted lines and certainly cycling barriers where possible	ď
More motor vehicle parking spots for residents are needed on this street and non-local traffic (i.e. traffic from non-resident motorists) should be reduced	ď
Speed signs to stop rampant speeding on Jones	ď
I need more parking spaces	ď
We need more parking spaces	ď
Insufficient parking availability	ď
none	ď
Improved turning areas for bikes at intersections	ď
Separated cycle track if that means just a line	
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 everyting 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!	ď
Clear and safe sidewalks	ď
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.	ď
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)	ď
Clearing detritus from bike lane	ď
Protected bike lane all the way to Danforth. Just doing a little stretch from Quuen 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 bis and pieces like proposed here AGAIN	ď
huge shortage of parking	ď
Create a network of cycle tracks not only sections.	ď
Thats it	ď
Speed enforcement camera	ď
It is good the way it is. No changes required	ď
No others	ď
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	ď
Increased sidewalk garbage clearing - the street is very dirty and the garbage bins tend to fill up.	
Right turn lane	
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.	ď
Pretty much fine as is.	ď
More trees but not at the expense of parking	ď
This survey is skewed towards cyclists. I hope you got the contrived results you were looking for!	ď
Lines repainted more frequently	ď
speed cameras. flashing speed signs	_
· · · · · · · · · · · · · · · · · · ·	
Live speed signs and speed humps. No trucks at certain hours.	
	-7
Live speed signs and speed bumps. No trucks at certain hours wider sidewalks Better light timings for traffic	'

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.	ď
Congestion	ď
It's very congested at the jones and queen intersection particularly because of the street car stops and the northbound 83 stop	ď
N/A	ď
No change	ď
I would like to see the road and sidewalks replaced as there are many potholes currently	ď
N/A	ď
Na	ď
Would like to see some form of deference for excessive speeding, maybe a speed camera.	ď

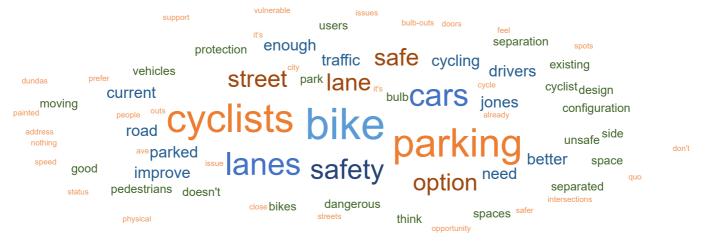
N 105

Potential Design Changes

Proposed Changes



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
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	ď
I am okay with keeping existing bike lane and curbside parking, however, I DO NOT SUPPORT BULB-OUTS at side street intersections! Dangerous.	ď
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.	ď
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.	团
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	Z
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	ď
Best use of space	ß'
Added bulb-outs are great improvement to safety.	ß'
Not good enough to improve experience walking and cycling	ď
Missed opportunity to improve	ď
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!	ď
This will be way too crowded. There's not enough space. There will be an increase in accidents with this	ď
no	ď
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.	ď
this is adequate.	ď
Cars are too close to Bike lane	ď
Paint is not safety - unprotected vulnerable road users remain unprotected (many shool children and library users)	ď
Painted bike lanes offer at most an illusion of protection	ď
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.	ď
The parked cars can and should be a barrier between moving traffic and the cycle tracks/lanes	ď
Cars can still swerve into bike lanes and during is an issue.	ď
Least expensive	ď
Doesn't provide necessary protections for cyclists as this is very akin to the status quo.	ď
False send of security for people riding bikes	ď
Best option as it takes into account all parties: cyclists, motorist, and pedestrians.	ď
This is the best option for maintaining existing parking spaces, existing bike lane, and at the same time increasing pedestrian safety at intersections with bulb-outs.	ď
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.	ď
Cyclists deserve better protection	ď
Status quo not acceptable	ď
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	ď
It doesn't feel very safe.	ď

In a few words, please explain your response. Longer comments can be provided later in the survey.	Report
Cyclists are not protected.	ď
Parking should always be between moving cars and cyclists	ď
will make little difference to what's currently there	ď
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.	ď
I really would like to see a separation between cars and cyclist, in order to really have a safe route for bikes.	ď
It does not protect cyclists. Door swings a hazard. Road width promotes excessive speeds.	ď
Does little to redesign street to make things safer for people walking and riding bikes.	ď
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.	ď
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.	ď
I like that this maintains the street parking for the residents, but enhancing the bike lanes for cyclist safety should also be considered.	ď
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.	ď
With this design I don't see much of an improvement regarding my concerns.	ď
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.	ď
This is not safe for cyclists.	ď
Danger to cyclists remains high	ď
It's better than before	ď
we need protected bike lanes	ď
Supportive, but option 2 is better	ß'
Does not address bike safety issues.	ß'

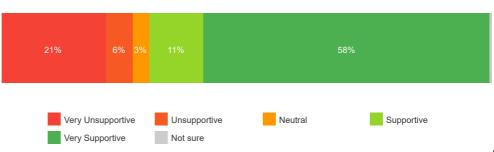
N 435





N 685

Are you supportive of the Option 2?



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	ď
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.	ď
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).	ď
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.	ď
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.	ď
There are more vehicles parking spots needed not fewer	ď
Parking is at a premium in this area	ď
Waste of space. Unecessary	ď
All round more safety for biking & clearer for car drivers.	ď
Looks safe enough to bring my kids	ď
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.	ď
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.	ď
A very poor use of space and taking away parking spots is not the answer. It's hard enough finding parking as it is	ď
We don't have enough parking space	ď
would remove to much car parking	ď
SAFER	ď
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.	ď
not enough parking	ď
It gives the bike more room and further away from cars	ď

In a few contra, please explainly your response. Longer comments can be provided later in this survey. Structures physically procest viderable road starts, salin cer traffic, and educe pascenters crossing opposition. Cycle tracks are infillitly before than bills based. Cycle tracks are infillitly before than bills based and start of the few contracts as in this area and start of 100 trons difficult as the new shifting operat. Updating trags so the las in or in the later allows for increased and/or fem cars and buses, but also does not put additional determinants on these birds; in the area without private parting. All tends there is a small physical barrie between moving palls and the cycle tracks. Cere are no target in the between and in one gene space is to research. Cere are no target in the between and in one gene space is one treated. This or exists a much safer environment for everyone including sycialise and motorists. I strengly prefer this option. Cover. It only complaint is that il doesn't go further morth from Dundes all the easy is Denforth. Cover. It only complaint is that il doesn't go further morth from Dundes all the easy is Denforth. Cover. It only complaint is that il doesn't go further morth from Dundes all the easy is Denforth. Cover. It only complaint is that il doesn't go further morth from Dundes all the easy is Denforth. Cover. It only complaint is that il doesn't go further morth from Dundes all the easy is Denforth. With the lass of much received portring, the option will responsely jumps to fuffic flow it is a dready difficult for riche share and takes, to salely part where picking-applications group and the rich and contracting the analysis of the sale of production. Cyclicital distance the last of all productions. Cover. It cover that are depotentials. Cover the form cricing and in the cover that is not a cover that are depotentials. Cyclicital distance the cyclicity and cover the cover the cover that is only an extracting the cover that is not a cover that is a dis		
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Yes, that would be perfect!		ď
	Yes, that would be perfect!	ď

Other long comments

Please share any additional comments, concerns, observations, or suggestions related to Jones Avenue between Dundas Street and Queen Street.



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The City of Toronto has a historic budget shortfall, and, as such, should not be spending taxpayers' monies on street projects where, as is the case with Jones Avenue between Dundas Street and Queen Street, there is no need for drastic changes like the removal of vehicle parking spots which are already scarce; removing these parking spots will result in drivers of this street competing with each other for remaining parking spots, thereby increasing traffic on this street; removing these parking spots will also result in these drivers to going to neighbouring streets which also have limited street parking and, thereby, increase traffic on those streets as well; surthermore, by reducing parking spots, the safety of vehicle drivers and passengers of this street will be endangered as many of these drivers and passengers need to park on this street because they have mobility issues or young children; finally, there are often vehicles that are double parking on this street during the day such as delivery people who cannot find parking, thereby further endangering all users of the road due to lack of vehicle parking spots; therefore, the city should look at ways to increase vehicle parking spots on Jones Avenue between Dundas Street and Queen Street or keep them the same if this cannot be done	ß'
have driven down Roncesvalles avenue with their bulb out sidewalks for pedestrians, and along King street West, and there have been many occasions where they are not clearly visible, and motor vehicles almost get into accidents because of them. I DO NOT want to see bulb outs with plantings either because those that have been constructed are TOO LARGE, and cause issue with motor vehicles and possible accidents. Cyclists still use the road dedicated to motor vehicles despite the dedicated bike lanes.	ď
Any reduction in the number of on-street parking for residents is bad. Cyclists are simply transiting through the area, whereas residents have a daily challenge of finding a parking spot (sometimes quite a distance from their residences). This is a problem when unloading groceries and for senior residents. The well being and impact to the ives of residents of Jones Ave. between Dundas Street and Queen Street should be the priority before any changes are undertaken.	ď
As a someone that has lived in downtown cities for years and commutes both by bike and driving, please provide the protected cycle lanes - lives could be saved.	ď
Suggestion to ensure the needs of all residents in close proximity as parking can be overflow during winter months. Adjacent streets lose half of their parking during winter months. Also, what do connecting bike lanes look like beyond this. Where does it go from Queen street? Ideally there should be thought about connecting bike anes all the way down to the lakeshore or Eastern ave. What is the demographic? Children and safety concerns? Traffic volume. Trucks. TTC. Speeding vehicles of all sizes have been a major concern for residents. This includes noise levels from larger trucks as well.	ď
Excessive speeding. Trucks using street during prohibited hours. Heavy trucks and buses shaking/vibrating street, sidewalks, and houses. Ban trucks or reduce speed imits for teuck and buses. Enforce speed limit with speed cameras and speed monitor signs.	ď
don't live on Jones so I don't know who "needs" parking on Jones. There may be multiple households in these houses without their own parking.	ď
Add the bike signals that go green before regular green. Near the north entrance to the park, use a medians paved and wide enough to stand on as a backup waiting area for people who try to cross here.	ď
Please, please, please extend a cycle track on Jones from Queen to Danforth! We really need a north-south connection that's safely separated from traffic! And do Greenwood next!	ď
Strongly support an additional bike share station - Speeding is a huge concern on Jones, suggest reinstalling speed signs in the center of the road (flex posts) and automated speed cameras to ensure pedestrian safety - Reduction of speed limit could also assist given high traffic of children on Jones Ave (near schools, library on street etc).	ď

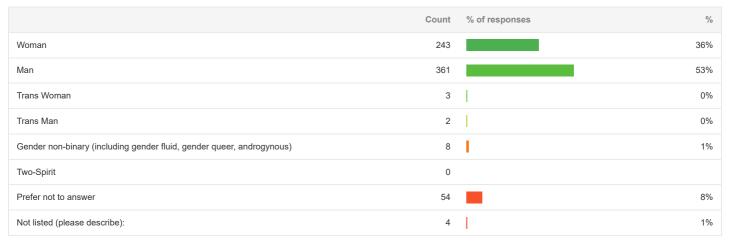
Please share any additional comments, concerns, observations, or suggestions related to Jones Avenue between Dundas Street and Queen Street.	Report
We need more parking spaces	ď
We have insufficient parking availability	ď
There is enough bike lanes to for biker.	ď
The lite at Queen and Jones is timed horibly going south and turning left is very time consuming forcing most traphic to turn right and go south down resedential streets.	ď
the intersections should have advance turning always. Makes things safer for everyone and reduces stopped cars billowing crap into the air.	ď
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.	ď
Cycle tracks should be installed all the way up to Danforth!	ď
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).	ß'
Thank you for consideration on how to make this a safer street for cyclists and pedestrians.	ď
Please extend the road safety measures and protected bikeways north all the to Danforth!	ď
Road surface is in poor condition. As a transit rider, the rode is really roughy 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.	ď
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.	ď
We should really extend this construction up to Danforth Ave as well, connecting to the other major cycle track in the area	ď
Make sure to connect Jones bike lanes to other nearby bike lines for cycling integration. The network of bike lanes is still incredibly choppy.	ď
Yes, the track should go all the way to danforth	ď
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.	ď
We need public investment in transit: public transit, cycling, walking, etc; NOT more parking. Parking = idle. Transit = movement.	ď
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.	ď
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.	ď
Good questions. Best, Michael Holloway	ď
Once it's repaved and new lines down it will look great.	ď
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.	ď
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	ď
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.	ď
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.	ď
I worry less about this than the holly parts further north	ď
OMG 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.	Z

Please share any additional comments, concerns, observations, or suggestions related to Jones Avenue between Dundas Street and Queen Street.	Repo
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! https://www.cbc.ca/news/canada/toronto/adelaide-street-bike lane-1.6898923)	☑ -
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.	ď
We need to encourage active transportation in a time of climate emergency - better cycling infrastructure will help do this!	ď
We want to see the city to continue road safety improvements and protected bikeways all the way up to Danforth Ave.	Ø
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.	Ø
'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.	Ø
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	Ø
Cycle tracks on Jones should connect the bike lanes on Dundas and Danforth, not just between Dundas and Queen.	Œ
Please do north of Dundas soon as well	Œ
Please extend the bike lanes all the way up to Danforth avenue so that they connect with the Danforth bike lane	Ø
Extend to Danforth	Œ
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	Œ
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.	•

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About You 2

Please identify your gender:



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!!!!!	ď
how does being gay or trans or non binary influence thoughts on community traffic flow?????	ď
None of your business.	ď
	ď

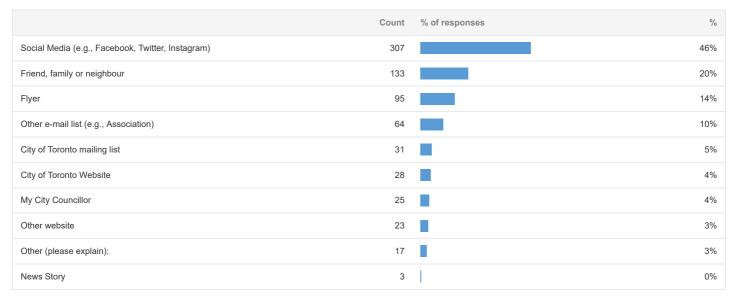
N 4

Your age:

	Count	% of responses	%
19 & under	4	1	1%
20-29	63		9%
30-54	448		66%
55-64	82		12%
65-74	38		6%
75 & older	7	T. Control of the Con	1%
Prefer not to answer	34		5%

N 676

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



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

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