



AHHRA's Survey Results on Questions of Proposed Bloor Street Integrated Project (BIP) recommended to be a 3-lane roadway and have on boulevard cycle tracks.

June 5th, 2023

Dear Mayor Crombie, City Councillors, City Staff and City Clerk's office,

On this Wednesday, June 7th, 2023, General Committee Agenda are items 7.1 and 10.1 addressing the proposal of the Bloor Street Integrated Project (BIP).

After the November 29th, 2022, BIPs community meeting we did not know what proposal the city would present from the only 2 options the attendees at that meeting were to choose from. No other possibilities were being considered nor were the meetings requested by the AHHRA leads afterwards to discuss this issue 'warranted' by the Ward 3 Councillor and City staff for further discussion with the key stakeholders who live on and off Bloor Street and would be primarily impacted by any roadway changes and/or cycle tracks made to the Central Bloor Street area.

Upon learning this past Thursday evening of the city staff's proposal of Bloor Street becoming a 3-lane roadway – one lane each way and a turning lane in the middle - the following 2 survey questions were sent to the AHHRA's membership for their feedback on June 2, 2023, and up to this morning over 100 people have responded. As you can see most of the respondents – 96% do not support a 3-lane roadway for Bloor Street and a 94% do not support cycle tracks on the city's boulevard next to the curbs in front of residential properties.

Your review with careful consideration to this feedback is requested at this time. Based on this feedback, and on behalf of all 96% (to Q1) and 94% (to Q2) of the respondents, it is strongly recommended and requested that no decision be made for the BIP at this time due to the overwhelming opposition, lack of information provided of studies taken and lack of communication of any such possible major roadway change to both the local and greater community in the Applewood Hills & Heights area and surrounding areas.

Thank you.

Athina Tagidou,

On behalf of the AHHRA

Survey Questions with Responses (names not noted in respect of privacy to respondents):

Please respond to the following 2 survey questions by this Monday, June 5th. Responses only will be shared with the Ward Cllr and City staff.

1. Do you support the recommended Bloor Street Integrated Project for Bloor Street to become a one lane each way with a centre passing lane?

Yes or No

If you like, please note any additional comments?

2. Do you support cycle tracks being placed on the boulevard next to the curb which could result in cutting down trees along Bloor Street?

Yes or No

If you like, please note any additional comments?

		Q1	Q2	Additional Comments
1.		NO	NO	<p>I do not support the Bloor project- reasons given below. Cutting down trees is a heresy.</p> <p>A comment about the Bloor project goes way beyond the specifics of that project.</p> <p>At the present when food banks are not able to help and people are squeezed between having food on the table or paying rent (all of which are necessities of life) the city council should put their spending priorities on things that answers the question: Do the people of Mississauga NEED this project or do they (meaning city council) WANT this. A survey of the population will no doubt answer WE DO NOT NEED THIS PROJECT to go ahead. There are other ways of spending tax dollars such as: I WANT my sidewalk to be plowed in the winter and WANT the windrow of snow left by the snowplow to be removed, but I consider these to be WANTS and not NEEDs, I can manage. The snow removal would benefit more people than thr Bloor Project. Who will benefit from this profect (the bicycle path starts from nowhere and ends nowhere)? At present there are too few cyclists on Bloor St or even on the dedicated Burnhamthorpe path (which also starts and stops nowhere).</p> <p>PLEASE, lets be sensible and not waste tax dollars on projects that have not been proven to be NEEDED. Lets remember our great mayor whose motto was "do your homework".</p>
2.		NO	NO	
3.		NO	NO	
4.		NO	NO	We do not support any of the options that have been presented to us.
5.		NO	NO	
6.		NO	NO	<ol style="list-style-type: none"> 1. I do not support this change - we have very few east/west roads in Mississauga and converting this one from 2 lanes each way to 1 lane each way will significantly impact east/west roadways like Dundas and Burnhamthorpe - with more and more residents moving into Mississauga it doesn't make sense to me that you would reduce the capacity of a roadway - I'm a cyclist and I don't see this stretch of roadway as critical to my enjoyment or practical movements - there are other alternatives not too far away (eg. Along Burnhamthorpe Rd). Bus traffic will also be an issue as it will slow down autos who will have to travel behind them - I expect there will be more accidents too as cars pass buses in the common lane in the middle. 2. We don't need these cycle lanes (this is a relatively short distance and there are other cycling paths as noted above that can be

				<p>used). What are the cycling lane options in Etobicoke and at Miss Valley Blvd, the two ends of this street project? Unless the lanes continue aren't you endangering cyclists by moving them back into traffic at either end of this project?</p> <p>Traffic has gotten much worse over the past number of years as more and more population is added to Mississauga. We can't start cutting down our road capacities to add in bike lanes - what volume of bikes do you expect to travel along this corridor throughout the year (I expect this will be fairly seasonal as well for the majority of cyclists) and how does this volume compare to the number of autos currently travelling along this route? Where are the cyclists travelling to and from? This isn't a smart plan in my opinion. If you want to speak with me about my cycling experience in the area please let me know. Have you asked a reasonable sample size of cyclists about this project and If so, what were your findings?</p>
7.		NO	NO	<p>Absolutely not! The amount of traffic on Bloor requires two lanes each way. During peak hours Bloor is always congested and slow moving. Better transit would move people more efficiently. We need better infrastructure for vehicle traffic in our area, especially with all the new development. Cars are used by the majority of the residents to get to and from work, shopping, school and appointments. NOT bikes.</p> <p>2. I travel along Bloor daily. I can count on one hand the amount of bikes that use Bloor to get to and from work, shopping and personal appointments. Majority of bikes in the area are used for exercise. This can be seen on the side streets and Applewood Hills Greenbelt path daily. Take Stanfield Road for example, bike lanes were put in and there very few bikes that use them. Cutting down trees is not the answer to our environmental problem!</p> <p>Additional Point: A good comparison to the use of bike lanes in our area is Burhamthorpe Road on the north side of the street. Separate from the road, but shows that very few bikes use it. This shows how little it would benefit our community.</p>

8.				I am not opposed to a bicycle lane however I do not think we should be removing trees to accommodate this.
9.		NO	NO	<ol style="list-style-type: none"> 1. NO. by the diagrams presented, will be more difficult to maneuver out of the driveway having to pass over the cycle lane and then the turn lane. Bloor is too busy of a street (main thoroughfare) to go to a one lane each way. I welcome the council to use my driveway to enter Bloor street and exit Bloor to enter the driveway (especially going east) at random times and days of the week during the day and evening hours (until 7 pm) to experience the issues we now have before adding cycle lanes and changing to one lane. And wait until winter - with the snow plow buildup etc. Also, Burnhamthorpe school is close by with school buses and the number of cars - parents driving the children to school and picking them up adds another challenge in getting out of driveway and adding to the amount of traffic, Bloor is also used for the frequently scheduled # 3 Bus from the subway to Square One. How will this impact the traffic with one lane only.incl. the cycle lane. 2. No - as per above comment and also cutting down trees ?- thought there was a newly enforced bylaw about cutting trees - Originally and for many years, Bloor was a treelined street and the addition of the boulevard being partially cemented was a great idea! The original trees from Dixie going west added to the value in appearance of the neighbourhood along the street - recently many trees were cut down and replaced - so is the city going to remove these newly planted trees that replaced the ones cut down? If that is the intent, why did they plant them in the first place? Waste of money! At a moment's notice a cyclist can appear especially coming around the corner off Golden Orchard - then what? I fear these bike lanes on this particular street is an "accident waiting to happen". Cyclists do not always pay attention to the road rules and I have seen the rate of speed cyclists have driven on streets. Why do they not consider bike lanes on roads where the residential homes backyards back onto the street?
10.		NO	NO	Let's hope that everyone agrees that NO is the answer.
11.		NO	YES	<ol style="list-style-type: none"> 1. #1 No I do not support 2 lanes. 2. #2 Yes, I support placing bike lanes on the boulevard. Govt will install bike lanes no matter what . so better on boulevard there than on the road.
12.		NO	NO	<ol style="list-style-type: none"> 1. BTW, the way that I understand it, the purpose of the centre lane is to allow a driver to leave the traffic lane and position himself/herself for making a left turn so

that he/she would not be obstructing the traffic behind him/her, while waiting for the gap in the oncoming traffic to make a left turn safely.

Please stop referring to the centre lane as "passing" lane. Dundas St. is a perfect example of the usage of the centre lane. the two opposing arrows maked on the ground indicate that the centre lane is to be used for setting up for making a left turn. Using it as a passing lane would be a recipe for a head-on collision!

If Bloor St had only a single traffic lane in each direction, passing would not be possible. Traffic would be forced to stop behind a transit bus every time a the bus stops.

Bloor Street is an essential East/West artery that absolutely needs to have 4 traffic lanes. It is frequently used by the Emergency vehicles to access the residential streets South and North of it.

A new tree sandwiched between an existing side walk and a bike lane, will have less room at the ground level.

The roots that grow close to the surface will be lifting the existing sidewalk and the new paved bike lane. The pavement of the side walk and the bike lane will become uneven and will require frequent repairs. The low hanging branches of any new trees will be obstructing both the pedestrians using the existing sidewalk and the cyclists using the new bike lane next to the curb. Also, riding a bike along the boulevard, next to a curb is much more dangerous than riding on a level ground, on the road. If a cyclist riding on the level road crosses a painted line by a couple of inches, to avoid an obstacle in the bike lane, it's no big deal. But if a cyclist rides on a boulevard and just one wheel slips off the edge of the curb, the rider will fall into the road and will suffer an injury, or get run over by a car, a bus, or a fire truck. From my own experience, drivers are more likely to pay attention to a cyclist who is riding on the road, than they are to a cyclist who is riding in a bike lane at the the edge of the boulevard. I speak from my own experience. For about 20 years, year-round, in weather permitting conditions, during morning and evening rush-hours, I have bicycled daily to and from work along Tomken Rd, between Dundas St and Matheson Blvd. I felt safer on the road, than I felt when cycling on the sidewalk, especially when riding through intersections. Except for two unforgettable experiences, where I got squeezed by long vehicles that failed to change lane while passing me. In both instances, my road space between the passing vehicle and the raised curb suddenly shrunk to 1.5 feet. In one

				case, it was a Mississauga transit bus. In the other, it was a full-size Mississauga fire truck that did not have any siren on. It was just returning to the fire station, that is located off Tomken Rd, just North of Eglinton Ave.
13.		NO	NO	no to question 1 and no to question 2 Hi Counselor Fonseca I am contacting you in regards to the proposed lane reductions on Bloor Street. I think losing a lane in each direction will cause nothing but more traffic issues. The density of the city is only increasing and losing these lanes will adversely affect our ability to move around the area. Please reconsider the option being proposed.
14.		NO	NO	<ol style="list-style-type: none"> 1. I do not support Bloor street becoming a one lane each way with a center passing lane. Bloor street gets very busy during rush hour and one lane is for the slow drivers and one lane is for passing lane , if you put that to just one lane traffic is going to increase and also driving time to and from work will be longer. Taking Bloor street everyday to go to and from work for the past 5 years it can get busy at peak hours and having two lanes going one way and then two lanes going the other is the only way Bloor street will work. Taking away a lane will make driving a lot more stressful. 2. I've lived off Bloor street for 24 years. I have been driving on Bloor street for 6 years and I've seen a cyclist at the most 10 times in 6 years. Do we need bicycle lanes ? No. The only place that needs bicycle lanes is the city of Toronto where getting around is mostly by foot, bike or ttc. Why out in bike lanes when there are barely any cyclists and everyone's or well the majority of peoples means of transportation is by car or bus.
15.		NO	NO	
16.		NO	NO	NOT A GOOD IDEA. NO CYCLE LANES - BUT IF CYCLE LANES SHOULD BE PLACED IT SHOULD BE ON THE ROAD AND NOT ON BOULEVARD.
17.		NO	NO	
18.		NO	NO	
19.		NO	NO	
20.		NO	NO	<ol style="list-style-type: none"> 1. Although having left turn lanes would be helpful to flow of traffic, there are many places where right hand turns will now be more detrimental to flow if it's only 1 lane given the number of vehicles that travel along Bloor St. One lane and volume of

traffic will make it more difficult for homes along Bloor St to get their vehicle out of their driveway and onto Bloor St. I'm also not sure assumptions can be made that traffic levels will reduce because drivers will seek alternative options.

2. No, I do not agree to that trees should be damaged, removed, cut, etc as a result of this project.

I'm not sure why Bloor St was chosen for a bike path aside from wanting to connect with City of Toronto's plans for their bike path along Bloor St. It may make sense for City of Toronto to have a bike path along Bloor St given Bloor is a major hub (to a point in Etobicoke) but I'm not convinced it makes sense or same reasoning can be applied for Mississauga. I agree that municipalities should coordinate linkages of bike paths but it needs to be part of planning that meets with priorities of both given the fiduciary responsibility to tax payers. And on this note, I further recognize that your plan has meant money has been spent to date (feasibility, traffic and other studies) but I don't think it should be based on City of Toronto's plans and I request that you reconsider moving forward with this. Further, with the mayoral race in Toronto, it is unclear what expansion will occur along Bloor St in Etobicoke (and they too have many homes to consider along Bloor St from The West Mall to Mississauga).

Bloor St in Mississauga ends at Central Parkway ... then what?

I'm also not sure of bike usage currently along Bloor St — was this part of traffic study? Further, the use of bikes are limited to our weather, and not all-year round.

I'm trying to understand the planning here with the existing bike paths in the City of Mississauga (map attached) as currently many of the bike paths in Mississauga don't connect up. I'd like to see the priority in your planning to make these paths more relevant and interconnected for bike safety and accessibility. In the case of this plan, I would rather see the bike path go north to Burnhamthorpe (whether in Etobicoke— Mill Road, a very wide street, or just inside Mississauga (e.g., Fieldgate, or Havenwood) to further connect to Burnhamthorpe Rd multi-use path. It makes more sense to connect up to existing infrastructure for bikes (not sure if a separate bike path is planned along Burnhamthorpe as there is much more room there on north side) and have

				<p>these interconnected bike paths go to downtown Mississauga (Celebration Square, City Hall, Living Arts, Sheridan College). And to keep top of mind the connections to Metrolinx that may be needed (e.g., Hazel McCallion Line, Go stations, North-South connections to Dundas St corridor).</p> <p>I'd also like for Council to think about (if they already haven't) the consideration of bike paths with all the new multi-high rises in the various planning stages along Dundas Street, to have these connected to the Dixie Go station. And for developers to look at increasing their support of this type of infrastructure. I don't agree with the densities proposed, but I do think transportation that can reduce vehicle congestion needs to be kept top of mind.</p> <p>Thank you!</p>
21.		NO	NO	<p>A) Not everyone is able to ride a bike, perhaps because of age, balance issues, health problems, etc. Let's not restrict their mobility or the mobility of emergency vehicles with traffic tie ups that will certainly happen with lane restrictions. Bike riders are free to use less busy streets.</p> <p>B) The treed boulevards are beautiful! They also work hard to improve our climate. Let's not just enjoy and appreciate the ones we have, but plant lots more. Bike riders are free to use less busy streets.</p>
22.		NO	NO	
23.		NO	NO	
24.		NO	NO	
25.		NO	NO	<p>1) No. Comment: as discussed on many meetings, bike lanes are uncalled for due to low biking traffic (demonstrated by low volume of it even on parallel Burnhamthorpe biking lines), and their integration on our street-facing residential area is dangerous, putting strain on traffic, endangering passing school students and residents.</p> <p>2) No. Greenery is very important for the environment, plus aforementioned reasons for not integrating the bike lanes.</p>
26.		NO	NO	
27.		NO	NO	<p>I will answer No to both these questions. It seems like we are spending an awful lot of tax payers money just for cycle tracks.</p>

				I am also convinced that the city has already made up their minds on this.
28.		NO	NO	<p>No. I am gravely concerned about how this will impact busy intersections like Bloor and Cawthra and Bloor and Dixie.</p> <p>No. Considering that, in 2022, the city introduced the requirement that residents obtain a permit to cut down trees on their own property, at a cost of nearly \$350.00 for the permit, with no guarantee of approval, I cannot understand why the city would now even consider cutting down trees on what is city property.</p> <p>I cannot understand why the city would want to inconvenience residents/drivers to this extent to accommodate the minority of road users who, most years, can only use those bike lanes for part of the year. Or, if cyclists feel they can use bike lanes in winter, what impact will these lanes have on snow removal?</p> <p>I have a question regarding cyclists: Are cyclists required, in the City of Mississauga, to have licenses for their bikes and to pay a fee to the city for those licenses? If not, and if the city still intends to go ahead with this plan, then I feel that cyclists should be required to pay a licensing fee to the city to offset the costs of creating these bike lanes.</p>
29.		NO	NO	These lanes are not needed and it would be better to invest in education and campaign to teach both drivers and cyclists to observe proper rules of coexistence.
30.		NO	NO	
31.		NO	NO	I vote "no" to both of these questions
32.		NO	NO	<p>1.WHY WAS THERE NO MEETING SPECIFIC TO THIS AREA CALLED BYTHE LOCAL COUNCILLOR. WE WERE LET DOWN AND UNDERREPRESENTED AT THE COMMUNITY INFORMATION NIGHT. THIS SECTION IS RESIDENTIAL AND WILL STRONGLY IMPACT ENTRANCE/EXIT TO DRIVEWAYS ETC. PLUS CREATE AN ADDED CHANCE OF ACCIDENTS IF THERE ARE BIKES IN ADDITION TO CARS.</p> <p>2.BURNHAMTHORPE RD. SHOULD HAVE BEEN THE OBVIOUS CHOICE IF THERE WAS TO BE A FAST ROUTE ACROSS THIS SECTION OF MISSISSAUGA.</p>

				<p>THERE IS AN EXTREMELY WIDE BOULEVARD THAT COULD BE CONVERTED INTO BIKE LANES AND THEREBY NOT DESTROYING WELL ESTABLISHED TREES.</p> <p>WE ARE SUPPOSED TO BE CONCERNED ABOUT OUR GREEN SPACES.</p> <p>THE CITY REQUIRES THAT HOME OWNERS APPLY FOR PERMITS TO CUT DOWN TREES ON THEIR OWN PROPERTIES, YET SEEMS TO HAVE NO HESITATION IN THIS PROJECT THAT WILL NECESSITATE THE REMOVAL OF TREES.</p> <p>EACH OF THEM SHOULD BE REQUIRED TO STAND AT THE CORNER OF DIXIE AND BLOOR AND LOOK WESTWARD AT THE GREEN CANOPY THAT THEY SEEM INTENT ON DESTROYING.</p> <p>SOMEHOW PLANNERS SHOULD BE MADE TO SEE MORE THAN JUST THEIR COMPUTER MODELLING.</p>
33.		NO	NO	<p>1. No, we do not support Bloor Street becoming one lane each way with a centre passing lane. There will be too many head on collisions in the passing lane. (2 votes)</p> <p>2. No, we do not support tracks and we need the trees along Bloor Street for the environment . (2 votes)</p>
34.		NO	NO	
35.		NO	NO	
36.		NO	NO	
37.		NO	NO	
38.		NO	NO	<p>No! I do not support this absolute waste of money! Bloor street is fine.</p> <p>You will only cause months of construction and ruin the nature trees, and the speeders will speed anyway and use that middle lane as their personal freeway. And when you add more housing you will wish you kept it to two lanes on each side. Please don't do this. Not for bicycle lanes! So ridiculous!</p> <p>No I don't support adding bike lanes and sacrificing our beautiful trees. Never!</p>
39.		NO	NO	
40.		NO	NO	
41.		NO	YES	<p><u>NO, we do not support this project. There is more cars than bikers traveling in this area. We are walking our dogs along the Bloor St. and driving along the Bloor St. all the time. We hardly see any bikers using it. We do not see any reason to make any changes at all.</u></p> <p>Yes, if the bike lines needs to be make. It is better to cut the tree. There are not many mature trees in the subject area. New trees can</p>

be planted. Reducing car lines will cause a nightmare of constant traffic.

42.		NO	YES	<p>With all the proposed development in the area, though perhaps not on Bloor, this seems like a recipe for greater traffic congestion. As a cyclist myself, I fail to see the need for such a large project to support cyclists. I understand the desire for safety for all, but maybe this location is not the best for this kind of project.</p> <p>I noticed that the diagrams sent with the previous email show a car entering Bloor St from a driveway and wanting to make a left turn out of the driveway. How odd it struck me that the car is facing forward to exit the driveway. That would suggest that the driver had to back into their driveway from Bloor St. Is this really what people are doing, backing into their driveways from Bloor St? And it will be easier to do that when Bloor is reduced to one lane? I don't have a signal on my car that says "wait, I'm going to back up into this driveway now".</p> <p>Here's a crazy idea: Have the city buy out all the affected homeowners and build multi unit housing with different driving access to Bloor. It's just as crazy to me as the strong push for bike lanes. I'm glad I'm not a home owner on Bloor.</p> <p>if we must have cycle tracks. If we are so concerned about the trees then replace each tree with three more in a park. Or the city can offer to the homeowners to plant a tree in the front yard, if there is even room for that.</p> <p>I don't want to be that person that says no to progress. I just don't understand why the cycle tracks are so important vs the cost to the neighbourhood.</p>
43.		NO	NO	<p>1.No. With the amount of traffic currently on this street, reducing it to one lane in each way will create significant traffic tie-ups. This will cause safety issues with pedestrians trying to cross the street. Making each lane slightly narrower would leave room for one bike lane (see below).</p> <p>2. No. This is a needless sacrifice of trees. Especially if you proceed with the first step as outlined (one lane each way with centre passing lane), there should be room for a bike lane on the street level. With the amount of bike traffic, one lane going both directions would be sufficient. An example would be Lakeshore Boulevard West in Etobicoke, near Royal York Road.</p>
44.		NO	NO	
45.		NO	YES	

46.		NO	NO	
47.		NO	NO	
48.		NO	NO	This is the worst possible outcome we could hope for.
49.		NO	NO	
50.		YES	NO	
51.		NO	NO	
52.		NO	NO	<p>NO- their statement of "4 lanes to 3 lanes" is misleading. It will really be: 2 lanes down to just 1 lane in each direction.</p> <ul style="list-style-type: none"> - this will result in traffic congestion - cars will be stuck behind trucks, garbage trucks, etc. for the entire route - with all cars in just 1 lane of continuous traffic, it will be hard - AND DANGEROUS - to back out of my driveway and onto Bloor St. <p>2.- safety concerns, especially for children attending the neighbourhood schools</p> <ul style="list-style-type: none"> - the increased distance to Bloor St. will mean homeowners will have to shovel more snow AND will have to deal with 2 snow windrows just to be able to leave their homes
53.		NO	NO	<p>Question 1 and 2: has the council considered the existing Medical Clinic and the Valu mart plaza (with a Tim Horton's which adds even more to the flow of traffic for both cars and pedestrians) both on the north side of Bloor which, again, has a constant stream of cars entering and exiting onto the street. Challenge - Maneuvering around a cycle lane and turning lane to get in/out of the plaza. The bus shelter is closely located next to the driveway of the plaza, therefore impeding cars from entering/exiting in a timely manner while bus is dropping off or accepting customers adding to congestion on road and in driveway of plaza</p> <p>The Applewood Medical Clinic can only be entered and exited one way onto Bloor from their parking lot. Currently, the number of patients/cars entering and exiting this small parking lot creates issues when trying to exit onto Bloor in either east or west direction. The driveway entrance only allows for one car (either entering or exiting) at one time. Again, to my points below, attempting to cross cycle and turning lanes from this clinic would create more challenges. Also, the driveway is situated literally just feet away from the #3 bus stop and shelter structure (impeding vision).</p> <p>By any restructuring of this area as proposed, will only increase the congestion on the road that is already being experienced at these locations. Therefore, adding to the inability to enter/exit the</p>

				businesses identified and residential driveways in a timely or safe manner for all involved.
54.		NO	YES	
55.		NO	NO	
56.		NO	NO	<p>1/ Absolutely not! The amount of traffic on Bloor requires two lanes each way. During peak hours Bloor is always congested and slow moving. Better transit would move people more efficiently. We need better infrastructure for vehicle traffic in our area, especially with all the new development. Cars are used by the majority of the residents to get to and from work, shopping, school and appointments. NOT bikes.</p> <p>2/ No. I travel along Bloor daily. I can count on one hand the amount of bikes that use Bloor to get to and from work, shopping and personal appointments. Majority of bikes in the area are used for exercise. This can be seen on the side streets and Applewood Hills Greenbelt path daily. Take Stanfield Road for example, bike lanes were put in and there very few bikes that use them. Cutting down trees is not the answer to our environmental problem!</p>
57.		NO	NO	<p>Question 1: NO It is tough enough to access Bloor from side streets with it being four lanes. Would be severely difficult with just three lanes. The flow of traffic has been reduced in the past by additional lights between major intersections and single late each way will cause long lines backed up between lights and likely necessitate more lights at side streets just to facilitate access.</p> <p>Question 2: NO We lost way too many trees in the area account Ash Bore disease. New trees planted are very young and have certainly not replaced the cover we lost. With climate change such an issue and we all paying more to solve it taking down trees should be the last alternative.</p>
58.		NO	NO	
59.		NO	NO	<ol style="list-style-type: none"> 1. One lane each way on Bloor is NOT PRACTICAL. Have you driven on Bloor? 2. I do not believe in bike lanes on boulevards. They belong on the streets like all other moving 'vehicles'

60.		NO	NO	<p>#1 - No - My main concern is that the new plan shows the sidewalk being moved several feet closer to the houses making the front property appear much smaller. That's unacceptable.</p> <p>#2 No - The bike lanes were so suppose to go on the road not the boulevard as was discussed at the last meeting. Any destruction of trees is unacceptable.</p>
61.		NO	NO	<p>Making single lanes on Bloor Street will disrupt the flow of traffic and create a hazard.</p> <p>Reason: Bloor Street is on a Transit Route with no lay by to accommodate passengers getting on and off the bus safely.</p>
62.		NO	NO	<p>No. Reducing the number of lanes makes no sense. It is not supported by the visual observations of the heavy traffic flow. The backup of vehicles will be detrimental to the environment as many more will need to idle in traffic.</p> <p>No, I do not support bike lanes and the removal of trees. Trees provide much needed oxygen. Bike lanes in general are rarely used in Mississauga.</p> <p>The City staff need to listen to the residents and business owners on Bloor St and turn their attention to other higher priority needs.</p> <p>I am afraid that the people have spoken on this issue. Please move on.</p>
63.		NO	NO	No...to both 1 and 2..
64.		NO	NO	<p>I went to a meeting and shared my responses. Sadly I feel like this is a done deal.</p> <p>This process and decision was done very quietly. Not acceptable!</p>
65.		NO	NO	No to one lane each way, , and bike lanes can be done with minimal work at curb, not a bike track, no to trees getting cut done

66.		NO	NO	<p>I do not support the project to implement one-way roads.</p> <p>I do not support the cycle track being implemented as it is not needed.</p> <p>As a frequent traveller and nearby resident of Bloor St, these two ideas will do much more harm than good especially when it comes to traffic. You and your ilk ought to seek the opinion of those near the zones in which you desire to meddle and ruin, as these propositions, projects, etc all come off as tone-deaf, ignorant, and greedy as its all seemingly to make friends with corporations and developers.</p>
67.		NO	NO	<p>#1. No, not in favour because of the impact on traffic. Center passing lanes cause accidents because people continue to use them incorrectly</p> <p>#2. No because destroying trees is not conducive to protecting the environment.</p>
68.		NO	YES	<ol style="list-style-type: none"> 1. Middle lane for passing far too dangerous. 2. Blvd lane safer for cyclists.
69.		NO	NO	<p>Question 1 NO Where was the consultation for the residents who live on Bloor St as well as residents on nearby streets who regularly use Bloor St. ??</p> <p>Question 2 NO I find it interesting that the City has introduced fines for tree removal on private property and yet can plan to remove MANY mature trees along the Bloor St Boulevard!!!</p>
70.		NO	NO	To answer the survey. No and no. Thank you!
71.		NO	NO	No to both. Very dangerous.
72.		NO	NO	<ol style="list-style-type: none"> 1. The street is a very busy one for those driving kids to Applewood high school and to Cawthra road. This would put access to a standstill all day. 2. we need trees and grass.
73.		YES	YES	We support bike lanes because we hope they will keep the cyclists, power scooters and mini motorcycles off the pedestrian sidewalks.
74.		NO	NO	I do not support 1 or 2 so my answer is "No" So much construction everywhere..Mississauga is becoming a nightmare for older drivers.
75.		NO	NO	I like the ideas of cycle lanes but not at expense of the trees. There is more room for that on Burnhamthorpe.
76.		NO	NO	No to both questions

77.		NO	NO	I say NO to no both numbers 1&2
78.		NO	Maybe	<p>#1 – NO – there is already enough traffic on Bloor without any lane reductions. With the planned development at Dixie/Bloor, vehicular traffic will increase supporting then need to more lanes as opposed to reduced lanes.</p> <p>#2 – Maybe - I would support this idea, but could we first study the actual volume of bikes on Bloor first to determine if there is a REAL NEED as opposed to the request from a small interest group. Is the pathway along Burnhamthorpe being utilized?</p>
79.		NO	NO	<p>Our answers are “no” to both questions I realized another point: Bloor Street Is a Mississauga Transit bus route . We have bus stops on both sides of the street . The buses stop on the street because there is no alcove for them to stop</p>
80.		NO	NO	I don't think I want to go to another meeting regarding Bloor St. I walked out of the other one at the Rec Centre. The plan is already settled, part of the Liberal agenda.
81.		NO	NO	Absolutely NO! What a waste of money!
82.		NO	NO	
83.		NO	NO	<p>Forgot to add that there will be more density coming from additional condo units all over this area in the next few years.</p> <p>Cutting down one lane each way on Bloor will be a disaster.</p>
84.		NO	NO	No to big questions
85.		NO	NO	
86.		NO	NO	<p>How will we get out of our driveways safely? There is so much traffic already on Bloor. Where will these cars go? It is already difficult enough to get into and out of our driveways.</p> <p>We need more services like clearing of snow from sidewalks and windrows. Why are these decisions being made on making Bloor Street more difficult for us who live here?</p>
87.		NO	NO	
88.		NO	NO	<p>I live on Bloor Street and these would be the worst decisions. It is already difficult for us getting out of our driveways.</p> <p>Does anyone care about the people who live on Bloor Street?</p>
89.		NO	NO	<ol style="list-style-type: none"> 1. I drive on Bloor 6 days a week to go to work and return home. I see the traffic every day. If anything like this happens it will take me a long time to get home. I do not support these things. You are not supporting me and making my life more difficult. 2. Where are the bikes? I never see them.

90.		NO	NO	
91.		NO	YES	<p>(1) NO Any lane reductions are not acceptable as Bloor Street is an arterial road that serves to facilitate road transportation and from our community to other parts of the GTA and beyond. We are largely a "bedroom" community and need to travel to our workplaces, medical appointments, etc. Public transportation does not serve our needs. Over the years, our taxes (including taxes from fuel, car purchases, etc.) have funded the development and maintenance of roadways. Why should we be penalized for this when active lanes are taken away for bicycles that did not contribute to the building and maintenance of our roadways? A user tax or license (and mandatory insurance) should be added to bikers if they are using these roadways.</p> <p>(2) YES Only if necessary. Bike lanes should not be placed on the roads. In some areas, trees are interfering with over-head wires so something needs to be done to trim them back or remove them.</p>
92.		NO	NO	They decided already and they will do what they want. The people at the city don't care about us. They make their decisions no matter what we want or tell them.
93.		NO	NO	<p>1.No, we do not think that Bloor St. should become one lane each way to make a dedicated lane for bikes. There is already an east-west bike path along Burnhamthorpe and car drivers along Bloor street can continue to give bikes the right of way when they are present on Bloor St.</p> <p>2. No to the cycle tracks on the boulevard.</p>
94.		NO	NO	<p>No and No.</p> <p>1. One lane each way will cause traffic jams, especially in rush hours. It will make it difficult to turn into Bloor street from Anneliese and from Bloor Street houses.</p> <p>2. It is more important to have trees along Bloor Street than a bike lane.</p>
95.		NO	NO	There is no way we should be spending any money on bike lanes or road changes... Terrible waste of money!
96.		NO	NO	
97.		NO	NO	
98.		NO	NO	Crazy idea. Don't need any of this on Bloor.
99.		YES	YES	
100.		NO	NO	Position sent to Councillor Fonseca, Commissioner Wright, Sam Rogers and Jeff Reid.
101.		NO	YES	1.This is nothing short of social engineering. From my reading of the report (which is astonishingly short on detail, evidence, and citations), the main goal of this change is to reduce car traffic and increase bike traffic. The report contains no evidence that there is a market for biking on this road, but we do know that a great many

cars and buses utilize the road each day. The authors of the report seemingly know very little about what residents want. Have they conducted any sort of research into public demand for bikes in this area? This is a residential area, where most residents commute a moderate distance to work. Most of us either drive or take a bus to work, so adding bike paths does nothing to help us. Making it more difficult to drive on Bloor will not lead us to go out and buy bikes en masse, regardless of the wishes of the authors of this proposal.

Still, even in an alternate universe, where a great demand for biking on this route does magically emerge, the proposed route would remain unsafe for bikers. Despite the fully unjustified assumption that many drivers would simply choose to take other routes once the proposed changes are in place, Bloor will still be a high volume road. Furthermore, there are many buses that take this route. City buses make their stops right at the curb, thus crossing into bike lanes. Bikers will have to go around the buses, on to the road. This is a disaster waiting to happen. I have several children, and I would never let them bike on such a road.

Bloor should remain as it is - four lanes, with two going in each direction. If it is in dire need of repair, then it should simply be repaved. The proposed plan will make travel times worse, is not safe for bikers, and is an unacceptable waste of public funds.

2. If the City really is committed to "Vision Zero", and if the City is really committed to spending vast sums of public funding on changing Bloor, then the bike lane should be moved to the boulevard. Bikers should not be sharing the road with cars at all (particularly if they have to go around buses, as I noted above) if the goal is to eliminate all bike accidents. The construction of a bike lane should not, however, change the nature of the road, which should remain as four lanes.