

ID	Do you live on a street where the infill sidewalks are being proposed (refer to map included with letter)?	Do you feel the proposed segments will be used by the local community?	Are you supportive of the proposed sidewalk infill project?	Please explain your rationale to your answer above.	What should be prioritized by the designers when developing a sidewalk retrofit plan to mitigate impacts to boulevard trees (note this would apply only where sidewalks are being proposed). Place in order of preference.	Do you have any other comments, suggestions or other routes that you feel are a higher priority in this area?
1	Yes	No	No	Because people already park on both sides of the street for school parking access	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;	
2	No	Yes	Yes	Sidewalks in this area are a real hodgepodge, so, I'm glad to see an effort at improvement. The area approaching Innisfil St seems dangerous with the curves and the fork	Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;	Sidewalks often end for no apparent reason throughout the city. Maybe there's a sidewalk on the other side of street, maybe not. It seems the planners in years gone by gave little consideration to pedestrians and cyclists. If we are to reduce dependency on automobiles perhaps we should put more emphasis on pedestrians and cyclists and less on cars.
3	Yes	Yes	Yes	Anytime anyone has to walk on a busy street, on the actual street, it is very dangerous	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;	
4	Yes	Yes	Yes	Children are forced to walk to school on the streets and this unsafe.	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;	
5	No	Yes	Yes	I walk my dog along Carol Road at times.	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;	No
6	No	Yes	Yes	Yes! For safety and accessibility. Three schools in the neighborhood. Kids should have a designated path. Also, a sidewalk crossing at Adelaide and Innisfil. (Going up the hill, you have to walk up a private driveway to access the sidewalk. Or walk up the grass slope)	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;	Adelaide and innisfil intersection accessibility sidewalk and a road bump in the St John Vianney 40 zone at Adelaide and Innisfil St.
7	Yes	Yes	Yes	My family and I frequently walk around the neighbourhood. This includes walking to the playground on Allandale Heights School and the Allandale Recreation Centre.	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;	I would also be in favour of extending the partial sidewalk on Peacock to continue, from where it ends near Tara, all the way down to Innisfil.
8	Yes	Yes	Yes	The roads are very windy and I worry about my kids walking to school daily with cars turning the corners and them walking on the road. I love the idea of sidewalks	Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;	How long would it take to get started and finished
9	Yes	Yes	Yes	I walk this neighborhood almost nightly, a sidewalk through the area is definitely needed, drivers coming in from little avenue love to speed down carol road and its harder in the winter time to have a safe place to walk to avoid these drivers.	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;	
10	Yes	Yes	No	I live at the _____ and I am very concerned about how this decision may help pedestrians but put the lives of those that use multi-modal transportation in the area at severe risk of death and injury, particularly cyclists, skateboarders, hover boards and others. The only solution is to have a one way street, active transportation lanes and sidewalks. Although I am not sure on what side of the street you are proposing the sidewalks, but the active traffic going in all directions with reduced lane sizes will create less space for those on wheels. The roads are too narrow as it is and there are too many forms of transportation using those roads to make it safe. We often see near collisions of cyclists and other people involved in active transportation, particularly skateboarders who come down Peacock onto Innisfil, especially when there are cars parked on Peacock. In addition, the proposed sidewalks go against a few of your active transportation guidelines. Provide a transportation system that supports all modes of travel and users of all ages and abilities. - this will help pedestrians but not cyclists or those who use other forms of multi-modal transportation by narrowing streets and creating additional challenges to navigate the streets. Establish a direct, connected and continuous network of different active transportation options that accommodates safe walking, cycling, hiking and other active modes of transportation. - this will put the safety of cyclists and others at risk. Enhance opportunities for people to walk and bike for short trips and to key destinations such as schools, transit stations, shops, etc. - although this will assist pedestrians, it will create challenges for others who use different types of transportation. The only safe way would be to make Innisfil st, Carol and Peacock into one way streets. This would have a number of benefits to help create dedicated active transportation lanes in addition to sidewalks.	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;	There should be a 4th option to create one way streets to add active transportation lanes, mitigates tree impact and helps to slow traffic down on Innisfil because people use it as a thoroughfare. Try it, put dividers.
11	Yes	Yes	Yes	Safety	Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;	We need a 4 way stop at Marshal and Innisfil . And our cross walks are not adhered to. It's dangerous
12	No	Yes	Yes	It is safer for kids getting to and from school	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;	No
13	Yes	No	No	I don't want sidewalks across the property. The road is narrow as it is. .	Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;	
14	Yes	Yes	Yes	Pedestrian traffic has dramatically increased in the past few years and sidewalk is necessary for public safety	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;	No

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15	No	Yes	Yes	We walk along those streets often, and there is a safety concern regarding traffic. I can only imagine the problems when school is dismissed.	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.; Removing on-street parking; this provides the most flexibility to mitigate tree impacts.; Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;	
16	Yes	Yes	Yes	I walk daily and very unsafe. Long overdue.	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.; Removing on-street parking; this provides the most flexibility to mitigate tree impacts.; Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;	Ensure bylaw enforces parking. Exp. Assiginack school not enforced during dismissal
17	No	Yes	Yes	There are two school in the area and lots of kids and this project would definitely provide a safe way to walk to these schools. Great idea.	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.; Removing on-street parking; this provides the most flexibility to mitigate tree impacts.; Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;	No
18	No	Yes	Yes	Given the number of school-aged children walking to and from schools in the area, I think sidewalks would make it safer for them. It would also be beneficial to those with dogs (like us) to have sidewalks to walk them on rather than the road.	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.; Removing on-street parking; this provides the most flexibility to mitigate tree impacts.; Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;	
19	Yes	Yes	Yes	Pedestrian Safety	Removing on-street parking; this provides the most flexibility to mitigate tree impacts.; Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.; Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;	
20	Yes	Yes	Yes	Innisfil Street turning into Glenridge has long been a dangerous area, cars race up the road, brake hard at Glenridge to turn, there are no sidewalks, many children, youth and adult/seniors walking by with dogs, and kids riding their bikes. FYI no one parks on the street on this road.		Yes, I would really like to know which side of Innisfil Street because my driveway needs to be redone, and I was planning to do this spring, but I for sure would need to know if it's my side.
21	No	Yes	Yes	I walk my dogs twice a day on that section, and side walks are desperately needed. Cats are too close to pedestrians some of whom are young school children	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.; Removing on-street parking; this provides the most flexibility to mitigate tree impacts.; Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;	I would make Marshall and Innisfil a 4-way stop
22	Yes	Yes	No	I live where come together. My first concern is in a normal winter, I get all of the snow from in front of my driveway. Having a sidewalk will take away area that I have to shovel snow. I am also concerned I may lose parking spots in my driveway. My family has 4 cars and a sidewalk may infringe on that. One of our main factors in buying this house was the fact there were no sidewalks on our driveway.	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.; Removing on-street parking; this provides the most flexibility to mitigate tree impacts.; Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;	I don't believe a narrower street is feasible at the intersection of Carol and Peacock as it is not a normal controlled intersection. 60% of cars don't stop at the stop sign and cars don't have to stop coming down the hill from Peacock.
23	No	Yes	Yes	We walk to school and the section on Innisfil between Marshall and Peacock is very dangerous when you are walking. It is hard for drivers to see the small kids as they are coming down the hill around a bend. I don't feel safe letting my kids walk alone during the summer and I don't feel safe with them in the winter and the snow and ice had to the hazards	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.; Removing on-street parking; this provides the most flexibility to mitigate tree impacts.; Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;	Please do this soon for our kids
24	Yes	Yes	Yes	The road from Innisfil up to and including Carol to Little has some unsafe sections for pedestrians.	Removing on-street parking; this provides the most flexibility to mitigate tree impacts.; Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.; Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;	No.
25	No	Yes	Yes	We often walk our dog over to Allandale Heights PS to play, we'd use it for sure. Especially with one part of Carol Rd being a steep downhill, a sidewalk would make this walk safer.	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.; Removing on-street parking; this provides the most flexibility to mitigate tree impacts.; Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;	The Carol Rd piece is needed (probably only one side necessary), and the Innisfil St piece might be overkill (I don't see it as necessary).
26	No	Don't know	No	Sidewalks are a pain in the butt. Can't park cars near them, have to shovel them, sidewalk cleaner wrecks your lawn, neighbours dogs piss and poop on your lawn and gardens.		homeless people
27	Yes	Yes	Yes	Safer for the kids that walk to school	Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.; Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.; Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;	When is expected start date and approximately how long will this project take? Will I still be able to park in my driveway while construction is ongoing?
28	No	Yes	Yes	Walk my dogs on these roads at least 5 times a week. Sidewalk is very important!	Removing on-street parking; this provides the most flexibility to mitigate tree impacts.; Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.; Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;	
29	No	Yes	Yes	We have children walking down a road that people speed through. Sidewalks are necessary.		The sidewalks outline on the map are a great idea. Sidewalks on Bayview South as well but that project is coming.
30	No	Yes	Yes	We have school aged children (that go to Allandale Heights PS) and walk daily around the area.	Removing on-street parking; this provides the most flexibility to mitigate tree impacts.; Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.; Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;	So pleased to have this idea brought forward. I worry about kids walking in the area (esp. during school hours) as the street parking on Carol Road also blocks visibility / obstructs view at bends and corners. I often see pedestrians / dog walkers trying to navigate around street parked cars and property to avoid cars driving on street. Have witnessed near misses with cars and pedestrians are forced to be walking on the street.
31	No	Yes	Yes	During winter months, especially snow, piles, wind rows, prevent walking on the grass and force people to walk on the street. There is a school in the area and it's only a matter of time before someone is injured or hit by a car speeding. This will reduce that risk.	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.; Removing on-street parking; this provides the most flexibility to mitigate tree impacts.; Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;	Fitzroy Terrace has a linked pathway which leads to the schoolyard and another cul-de-sac, but there are no sidewalks present to link to this pathway. Additionally, the pathway is not maintained in the winter, and becomes exceedingly dangerous for the many people that walk on it every day.

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32	Yes	Yes	Yes	Safe walking space for the community		
33	Yes	Yes	Yes	We have lived on this street since 1995. With three schools and a rec center in the area there are many people walking up and down the street. People walk their dogs and take their children to school. There is also a fair amount of vehicle traffic. it would make sense to have a safe space for walkers.	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;	We will be directly impacted by this decision. Will want to know how much of our yard and driveway will be removed for this project - understanding that it is the easement owned by the city that will be used. There is a very large maple tree that sits about a foot from the curb in front of our house. We would like to know if this tree will be removed for this project and if so, how and when it will be removed. Will the city be planting new trees? Will there be a public meeting for those involved? Will we be able to see the design ahead of time? When will this work take place?
34	Yes	Yes	Yes	There are many students attending Allandale and Innisdale Highschool and use Carol Rd.	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;	Carol Road is quite busy and some speed control would add to pedestrian safety
35	No	Yes	Yes	It would make the neighbourhood much safer for us when walking at night.	Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;	
36	Yes	Yes	Yes	I have young children and believe there is a need to improve safety for pedestrians	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;	No
37	No	Yes	Yes	I have a grandson who uses Carol Road to access Allandale Public School and has to walk on the street along Carol to get to school which presents a danger to young children.	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;	There is an existing sidewalk on the east side of Carol Road from Little Avenue in front of some townhouses. It seems reasonable to me that the proposed sidewalk should also be on the east side of Carol Road. This would also provide direct access to the crosswalk on Little Avenue where Carol Road meets Little Avenue.
38	Yes	Yes	Yes	There is currently no sidewalks on the majority of the street. Many people, young children walking to/from Allendale Heights, teens walking to/from Innisdale, people walking dogs and for fitness, as well as people walking to/from work have to walk on the streets to get to where they are going. With the on street parking in the warmer months, and snow or slush accumulation at the sides of the street in winter, it forces us to walk out in the live lanes which can be quite dangerous. I think the infill of the sidewalk will be very beneficial for the neighbourhood.	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;	There are 2 walk-thru connections from Carol Rd to the park/school. A few years ago these had cross-walk signs installed, and lines painted at them, however they really go nowhere. There is no sidewalk on the opposite side of the road for people to be crossing to, as this project is well aware of, nor is there even a concrete 'landing' area that would have people that are crossing not just still standing on the street. They have seemed ridiculous since they were installed. We refer to them as 'the cross walk to nowhere'. Further, and more annoying, if you park on the opposite side of the street within the lines of these cross walks to nowhere, you get a ticket for parking in a cross walk, even though you are not really obstructing any access to a sidewalk or landing area that would be safer. I know this is not project related, but it is an irking thing.
39	Yes	Yes	No	Considering a lot of the houses are turning into rental properties. A lot more people will have vehicles and there will be no where for anyone to park. Also the people that do drop there children off and pick up will still drive over and there will be very congested it is already congested at that time. To make it safer people need to slow down when driving. Putting permanent speed bumps could be the solution to make the people driving the cars to slow down. We don't need to be speeding up or down the hill. I don't think a side walk will slow down traffic	Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;	Cameras to check speed and ticketed or built in speed bumps
40	Yes	Yes	No	I have lived on Carol Road for 30 years and the no sidewalks have never been an issue. No pedestrian or cyclist has ever been hit by a motorized vehicle. By putting a sidewalk, that cuts into the width of the street, thus narrowing the road, will cause major unnecessary traffic issues. Not to mention the problems that will arise when you only allow people to park on one side of the street. What are people supposed to do when there is no parking available for family or visitors? Or the bigger issue of what to do when the street is lined with parked cars and there isn't enough room for traffic to get by when it is coming from both directions? I know a lot of people on this street who are opposed to this sidewalk - other people who have lived here for around the same amount of time. By going through with this sidewalk project on Carol Road, you would be causing a lot of unnecessary traffic and congestion on what is supposed to be a quiet street. I am beyond opposed to this project and I hope and pray that it never happens on Carol Road.	Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;	I am begging you to please not put these sidewalks in on Carol Road. I'm ok with the sidewalk on Innisfil St, but please leave Carol Road alone!
41	No	Yes	Yes	There are many children attending 2 elementary schools & 1 secondary school in this area & it is becoming increasingly more dangerous for them to be walking along Innisfil St., Peacock Lane & Carol Road, with no sidewalks in place. As well, there are a number of residents, many of whom are seniors who walk along these streets & sidewalks will be a welcome addition to the neighbourhood. Many motorists travel too fast in this area.	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;	Hopefully this sidewalk project will be addressed once the data is collected, rather than having to wait for numerous community input reports, as so often happens in this city
42	No	Yes	Yes	Currently it is unsafe to walk on Innisfil Street which leads people to drive children to school. As a driver I often encounter walkers being unsafe	Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;	
43	Yes	Yes	Yes	My children and I walk to school every day with no sidewalk. It is dangerous and we've been asking for sidewalks for years.	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;	Thank you for doing this. It will be so much safer for our Allandale Heights students.
44	No	Yes	Yes	I live kitty corner to the proposed side walk with three (3) children who walk to school at Allendale Heights and Innisdale, respectively. The sidewalk would make that walk for them and all other children much safer. This would also create an alternate pedestrian walkway from Innisfil St. To Little Ave. There are also two (2) "catwalks" on Carroll St. That currently exits directly onto the street which is much less safe for children who are walking/riding bikes to and from Allendale Heights School.	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;	This is a great idea. I shudder to think what possible response the city could make if a child was hurt because of the lack of a sidewalk. Thank you for bringing this forward.
45	Yes	Yes	Yes	I would be because most of the people don't work and are constantly crossing my yard	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;	I do not want to lose any parking in my driveway as I have a short driveway and I bought the house because it would park 4 car's and we all work and I pay taxes to Barrie

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46	Yes	No	No	I have lived here for 24 years and there has never been an issue without sidewalks. We are surrounded by seniors who also do not want sidewalks. To take any of the property away would prevent the ability to park our cars on our property and since there is no winter street parking this is an issue.	Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.; Removing on-street parking; this provides the most flexibility to mitigate tree impacts.; Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;	Is this is truly for the safety of the children headed to school close the Carol Road entrance walkways since there is one just around the corner and the city doesn't maintain them during the winter anyway. No one who pays property taxes in this area wants the sidewalks. This has come up several times in the past and has always been opposed. Don't waste more tax payers money on unwanted projects.
47	Yes	Yes	Yes	Innisfil st once past Marshall has lots of pedestrians and no sidewalk. Always better to walk off of the road	Removing on-street parking; this provides the most flexibility to mitigate tree impacts.; Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.; Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;	
48	Yes	No	No	We've lived on Carol Road since 1994. Our children walked to St John Vianney School for many years. Do you realize that there is a significant hill on a curve that is a blind spot to cars travelling up and down it? By narrowing the street to install an unprotected sidewalk from cars and parking on one side you are providing the real possibility for pedestrian and bike rider injuries and fatalities. People already speed up and down our street. The addition of sidewalk, narrowing the street and allowing parking only on one side WILL NOT SLOW DOWN TRAFFIC. Why is this even an issue for the city? Has there been a complaint because this should be a MAJORITY RULES decision and I can guarantee you that the majority of residents on Carol Road OPPOSE THIS MAJOR RESTRUCTURE TO OUR NEIGHBOURHOOD. Put the speed bumps back in. Make them bigger. Do anything but DO NOT NARROW OUR STREET BY PUTTING IN A SIDEWALK.	Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.; Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.; Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;	So in other words, you people have already made up your minds about Carol Road and this is just lip-service. This is unfair. Why have there not been public meetings about this? I agree that Innisfil Street section should have sidewalks but NOT CAROL ROAD. WE STRONGLY OPPOSE THIS CITY PLANNING AND I WILL BE CONTACTING COUNCILLOR HARRIS AND MICHELLE BANFIELD.
49	Yes	If on school side of street	Yes	If on school side of street. If on hilly side of Carol Rd you would need retaining wall.	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.; Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.; Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;	I have other concerns not sidewalk related like lack of water pressure.
50	Yes	Unknown	No	My property is a legal duplex where tenants currently are able to park 4 cars. This will eliminate 2 spots. Increases the risk of people being hit given that the property sits up higher.	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.; Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.; Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;	The other side has less properties. May be a better fit.
51	No	Yes	Yes	safety	Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.; Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.; Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;	
52	No	No	No	1. has a traffic study been conducted to assess need? 2. I walk daily and the number of children using the street is not high. 3. Snow removal: road plow places on sidewalk, sidewalk plow places on road. 4. I don't think it would be used enough to offset the cost of installation. 5. Have there been any pedestrians hit on this route to date?		no other streets come to mind
53	Yes	Some not all. As it is people walk on the road where there are sidewalks on both sides	No	The reasons provided for putting them in are not entirely factual...the only potential exception is the pedestrian safety however the plan also includes cyclists which aren't permitted on sidewalks legally. Traffic calming might be achieved at the risk of many losing the ability to park on the street at the same time provincial gov is encouraging people to build and live multi generational in the home the need for parking will be greater...reducing the lane sizes makes the neighborhood cluttered and ugly. Accessibility concerns aren't applicable as the park has walkways already designed with the curb to permit such entry...creating sidewalks doesn't make that any different...community connectivity is not achieved with sidewalks but with community activities creating sidewalks won't change the fact that people meet at the park. Instead it artificially crams people into a space versus allowing people to make their own way...climate change, won't be affected locally however the construction will add a lot of added emissions and chemicals into the environment.....use the money and pay police to be active in the area and respond to calls. We have drug dealing in the neighborhood bringing criminals into the area creating an unsafe environment.	Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.; Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.; Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;	Don't disrupt the community...there are enough infrastructure issues that need attention before creating something that will cost hundreds of thousands. Be smart with tax money don't spend it where it doesn't need to be spent.
54	Yes	No	No	Lived here for 25 years w kids going to both schools and never had an issue. In the 50 years my house has been standing it's never been an issue. The intersection of Marshall & innisfil st just needs a 4 way stop sign. I also have 4 cars in my driveway as all of my family requires a car for work, if you take away my driveway and put a sidewalk in the middle you will be screwing us. It's overall a waste of money. Just put in stop signs.	Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.; Removing on-street parking; this provides the most flexibility to mitigate tree impacts.; Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;	Poor use of money for a 2 year project. Nothing but huge inconvenience and unnecessary.
55	No	Yes	Yes	We walk in the neighbourhood all of the time with dogs. It isn't safe especially at Peacock and Innisfil		Sidewalk on Huronia Road
56	No	Yes	Yes	I am in support of sections of the infill. As a dog walker and in the past when my children were small (youngest is 17) I have found the section of Innisfil between Marshall and Peacock feeling uncomfortable. One side has a sloped grassy area(south side - as on the map) which makes it hard to walk on and it seems to be a transition area from where cars coming from Essa move from wider roads to a residential area. I have always felt the need to step onto the grass whenever a car was coming along this section either with my dog or my children (even as young adults). so definitely here. I would be in favour of any method that calms traffic. I just walked the roads last night and the extension of Innisfil to Glenridge, although I walk this infrequently, feels unsafe as well and should probably have a sidewalk. On Carol from innisfil, including the small section of Peacock to the alleyway is inclined and I feel the need to be mindful of vehicles and when I am in my car to mindful of pedestrians especially with children. From Little Ave, Carol St an extension of the present sidewalk would be a good idea, to at least the first street which is Fitzroy Terrace and perhaps to the alleyway on the south side of the school. The only section that could be left might be on Carol between the two alleyways: fewer cars are parked on the road, a bit less traffic, and flat ground.	Removing on-street parking; this provides the most flexibility to mitigate tree impacts.; Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.; Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;	

ID	Do you live on a street where the infill sidewalks are being proposed (refer to map included with letter)?	Do you feel the proposed segments will be used by the local community?	Are you supportive of the proposed sidewalk infill project?	Please explain your rationale to your answer above.	What should be prioritized by the designers when developing a sidewalk retrofit plan to mitigate impacts to boulevard trees (note this would apply only where sidewalks are being proposed). Place in order of preference.	Do you have any other comments, suggestions or other routes that you feel are a higher priority in this area?
57	Yes	No	No	Not necessary, waste of tax payer dollars, harms the ability to park on the street, sponsor community events with the \$100,00	Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;	Be better. Figure out a better use for the money
58	Yes	No	No	I drove up Rodney street and there's no comparison to the Carol Road project. Rodney is a short, straight street where Carol Road has an extended curve on a hill which can be a hazard in itself. Now you want to make our Road narrow, add an unnecessary sidewalk and prohibit parking to one side. This will create more problems for pedestrians and bike riders. A big problem that I foresee is in the winter people will still walk in the street because the street gets plowed before the sidewalk would be cleared. Who's idea was this? The Carol Road residents should have a majority rule in this decision as it adversely affects all of us. We've lived here for 47 years and never felt the need for a sidewalk let alone narrowing our street. I STRONGLY OPPOSE YOUR IDEA.	Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;	Stop this entire Carol Road project immediately. I really hope you're taking my comments seriously but I have a feeling you've already made up your minds on this which is completely UNFAIR!
59	No	Yes	Yes	There are many children in the neighbourhood who walk to and from school everyday. Separating pedestrian traffic is a much safer option in my opinion.	Maintaining on-street parking on both sides; this provides the least flexibility to mitigate tree impacts.;Maintaining on-street parking on one side; this provides moderate flexibility to mitigate tree impacts.;Removing on-street parking; this provides the most flexibility to mitigate tree impacts.;	Not at this time
60	Yes	Yes	Yes	better safety for pedestrians		no