



# Portland Dan Leckie Cycling Connections

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**Public Consultation Report**  
November 2023



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# Consultation Summary

Public consultation for the Portland-Dan Leckie Cycling Connections Project was conducted from July 2023 to October 2023. Activities encompassed a comprehensive approach, including door-to-door engagement with every business directly situated on Portland Street and Dan Leckie Way, a business loading and delivery survey, two virtual stakeholder meetings, a public drop-in event, and a public survey that garnered 1300 responses, in addition to 69 emails and 3 phone calls providing feedback.

Various communication tools were used to inform the public and stakeholders about the project and engage them in the consultation process. These tools included a dedicated project [web page](#), targeted emails to stakeholders, distribution of nearly 19,000 flyers through Canada Post across the project area, signage in the project area, posts on Toronto's cycling consultation board, and content on the Cycling and Pedestrian projects' social media channels.

Overall, there is support for the introduction of a bike lane along Portland Street and Dan Leckie Way. Some of the reasons for supporting a bike way included a safer connection to the waterfront and a safer crossing of Portland Street and Wellington Street for cyclists and pedestrians.

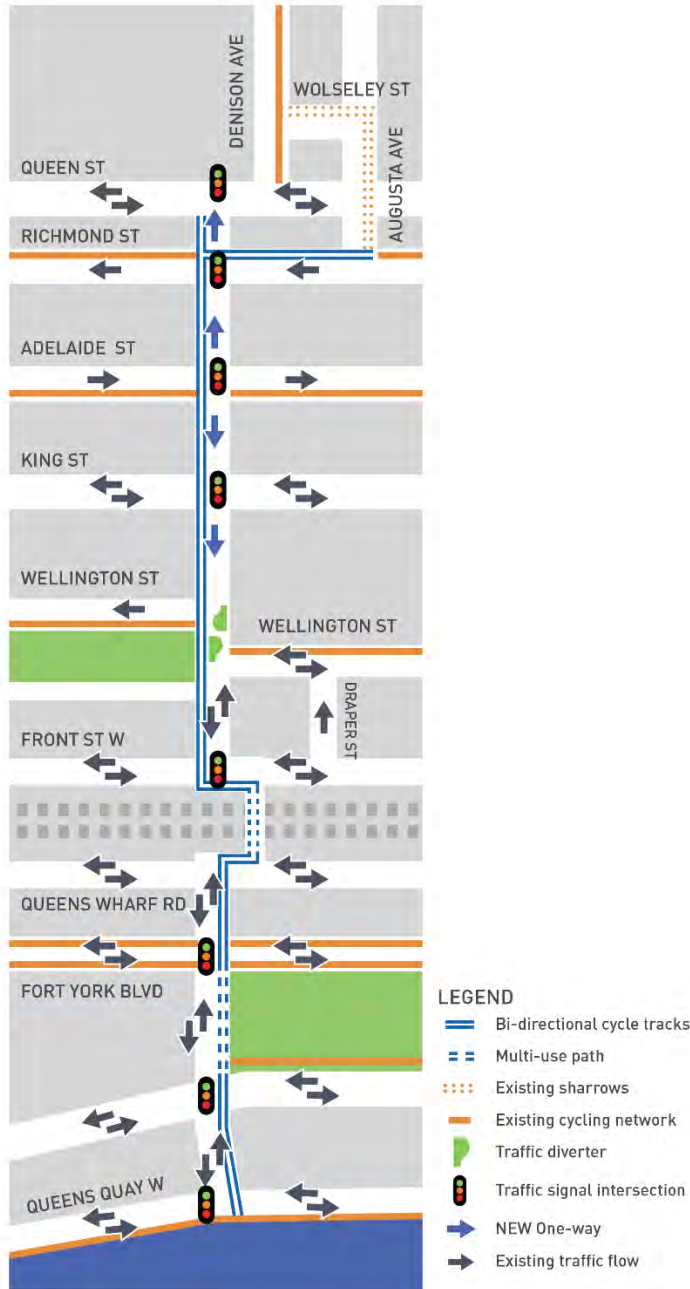
However, it's important to note that local residents are opposed to certain design elements proposed that could impede the movement of motorized vehicles in the neighborhood. Specifically, the one-way traffic conversions and the traffic diverter at Wellington and Portland have raised concerns. The local community expressed that there is already significant traffic congestion, and any measures hindering the movement of motorized vehicles would increase travel times.

Among the top priorities heard is the desire to maintain a two-way configuration at the southernmost block of Portland Street. In contrast, there was no clear consensus regarding whether the northernmost block of Dan Leckie Way should be one-way north or one-way south. Similarly, there was no definitive agreement on whether the segment of the proposed bike lane on Dan Leckie Way between Fort York Boulevard and Lakeshore Boulevard should be located adjacent on the existing multi-use trail next to Canoe Landing Park or on the street, however local stakeholders have recommended that the multi-use trail would be better for traffic and would keep parking which is a priority for businesses.

Several comments were received via email that were outside of the scope of the project. There were also recommendations for the City to conduct a comprehensive traffic study of the entire neighbourhood. There was a misconception that the entire length of Dan Leckie Way was proposed to be turned into a one way. The project team clarified that it is only the northmost block of the street being considered for a one-way. In response to the feedback gathered during this consultation, the proposed design has been revised. For additional information about the project, please visit [toronto.ca/PortlandDanLeckie](https://toronto.ca/PortlandDanLeckie)

# Project Overview

The City of Toronto is proposing a new bikeway that will connect Queen Street West to Queens Quay West. This new cycling route will run along Portland Street – across the Punte De Luz pedestrian/cycling bridge – and down Dan Leckie Way. This project is part of the Council-approved Cycling Network Plan for 2024 and will provide a safe cycling route connecting our City’s waterfront with the bustling and rapidly growing fashion district. It will also provide traffic calming measures and reduce neighbourhood traffic infiltration.



# Overview of Communications and Consultation Activities



## Communication Activities

A variety of methods were used to notify the public of the project and communicate opportunities to participate including:

- Door-to-door business flyers and stakeholder workshop invitations
- Project web page [toronto.ca/PortlandDanLeckie](https://toronto.ca/PortlandDanLeckie) (2029 unique visits)
- Notice delivered through Canada Post - 18,905 addresses (appendix B)
- Signage installed along the project corridor.
- E-notification to project subscribers (86 contacts)
- Email to stakeholders including residents' associations, community groups, organizations, institutions and elected officials (6 contacts)
- 2 Social media posts @TO\_Cycling (1 on X and 1 on Instagram)

## Consultation Activities

Public and stakeholder comment for the project was received through the following consultation and engagement activities:

Activity	Date	Participation
Business loading and Delivery Survey	August 2 – 16, 2023	30 Businesses 6 Condo Management Companies
Stakeholder Meeting One Stakeholder Meeting Two	September 16, 2023	13 attendees 2 attendees (50 invited total)
Public Drop-In Event	October 16, 2023	90 attendees
Online Survey	October 2 - 27, 2023	1,300 responses
Downtown West Business Improvement Area Meeting	October 12, 2023	4 attendees
Fort York Business Improvement Area Meeting	October 23, 2023	3 attendees
Email/Phone Call	July – October 2023	60 comments received

## What We Heard

The following provides a high-level summary of comments through all consultation activities. A detailed breakdown of comments heard by stakeholders and the public can be found in subsequent sections.

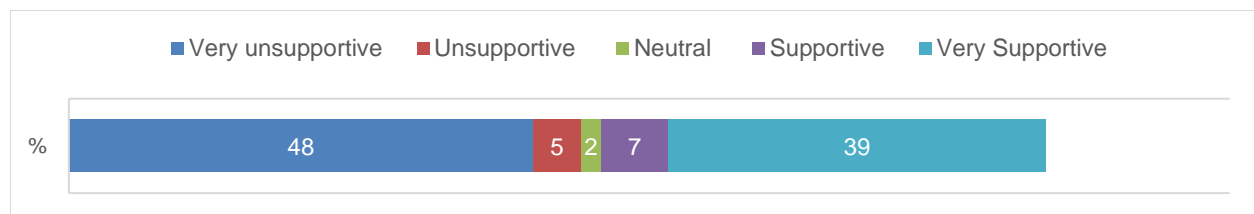
- The predominant concern expressed pertained to the project's impact on motorized vehicular traffic, particularly the one-way conversions and the traffic diverter at Portland Street and Wellington Street.
- Business owners and local residents expressed concerns regarding loading and deliveries as well as service vehicles accessing their properties with the proposed changes to the street.
- Some people expressed concerns about the interaction between cyclists and pedestrians on the Puente de Luz bridge.
- Some people expressed concerns regarding passenger pick up and drop off along the corridor.
- A total of 59% of survey participants who bike reported feeling unsafe or very unsafe biking on Portland Street.
- Some people expressed excitement for the project and noted the importance of a bikeway connecting the city to the waterfront.

### Survey

The survey was available online and in print format and included background information on the project. The questions included multi-choice or multi-select responses, in addition to open ended comment boxes and optional demographic questions. Participation in the survey was anonymous. (See Appendix for survey participant profile).

Responses received to each question are presented in this section.

### Are you supportive of the proposed changes on Portland Street between Queen Street and King Street?

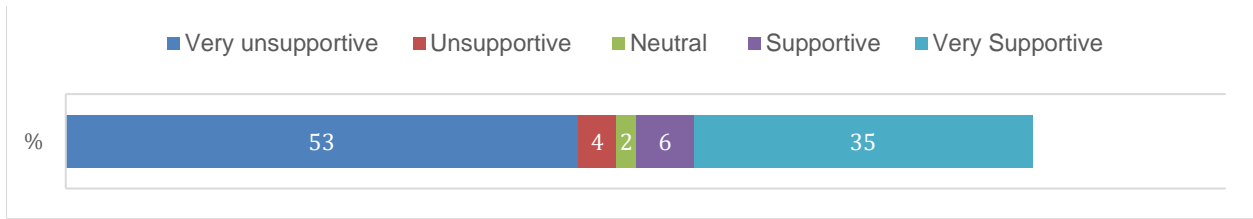


There were 700 respondents to this question. There was a marginal difference between those very unsupportive/unsupportive and supportive/very supportive

When asked to provide additional comments the primary concerns raised included:

- Concerns regarding increased motorized vehicle traffic.
- Suggestion to maintain two-way traffic.
- Concerns regarding businesses loading, unloading, deliveries and passenger pick up and drop off.

**Are you supportive of the proposed changes on Portland Street between King Street and Front Street?**



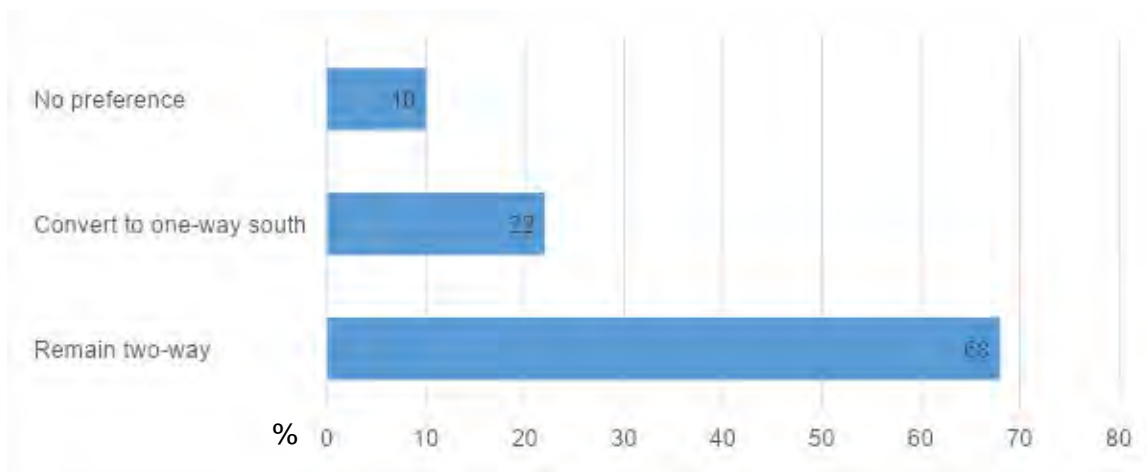
There were 821 respondents to this question, 57% of which were unsupportive or very unsupportive of the proposed changes.

When asked to provide additional comments, the primary concerns raised included:

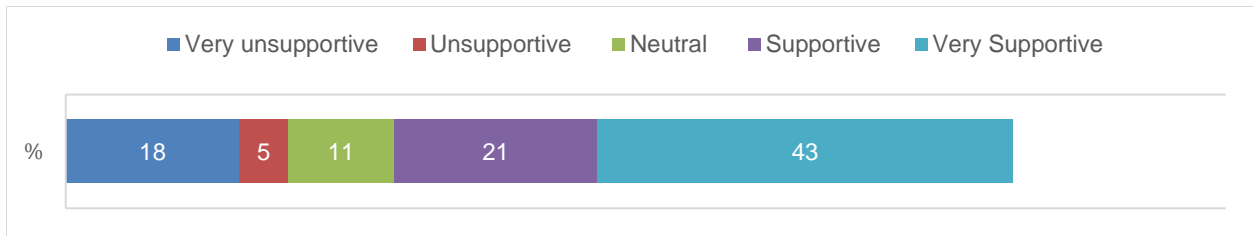
- Concerns regarding increased motorized vehicle traffic and increased travel times for local residents.
- Opposing views regarding the traffic diverter, while some respondents expressed concerns about the impact on traffic, others thought that it would be a good tool for making the intersection safer for cyclists and pedestrians.
- Several respondents commented that parking wasn't particularly needed here suggested that maintaining two-way traffic would be preferred.

**The City is studying options for the southern-most block of Portland Street, from Niagara Street to Front Street. Do you have a preference for this section of Portland Street?**

- Two-way motor vehicle travel would result in potential loss of on-street parking and loading spaces but would also help minimize additional north-bound traffic on Draper Street.
- One-way southbound travel would allow on-street permit and paid parking and loading to be maintained.



## Are you supportive of the proposed changes across the Puente de Luz Bridge?



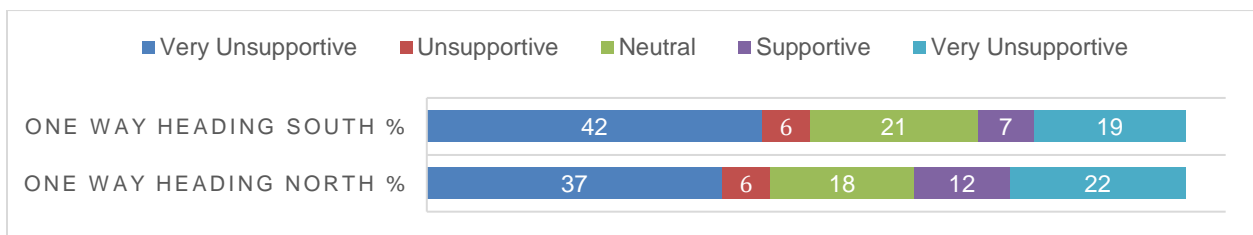
There were 402 respondents to this question, 65% of which were *supportive/very supportive* of the changes proposed for the Puente de Luz Bridge.

When asked to provide additional comments, respondents shared the following:

- Several respondents suggested that cyclists dismounting shouldn't be required.
- Some respondents suggested that there should be dedicated and separated lanes for cyclists and pedestrians.
- There were some suggestions to include design elements to slow down cyclists and electric vehicles.

**To maintain parking and loading on both sides of the street, the section of Dan Leckie Way between Iceboat Terrace and Fort York Boulevard, would be converted to one way. Traffic counts suggest that there is more demand for motor vehicle travel in the northbound direction. Converting to one-way southbound would allow vehicles to use the traffic signal at Fort York Boulevard to exit and allow vehicles to continue south on Dan Leckie Way.**

Are you supportive of converting this section of Dan Leckie Way to a one-way street, northbound or southbound?



492 respondents answered this question, and there was only a marginal difference between both options.

When asked to provide additional comments, respondents shared the following:

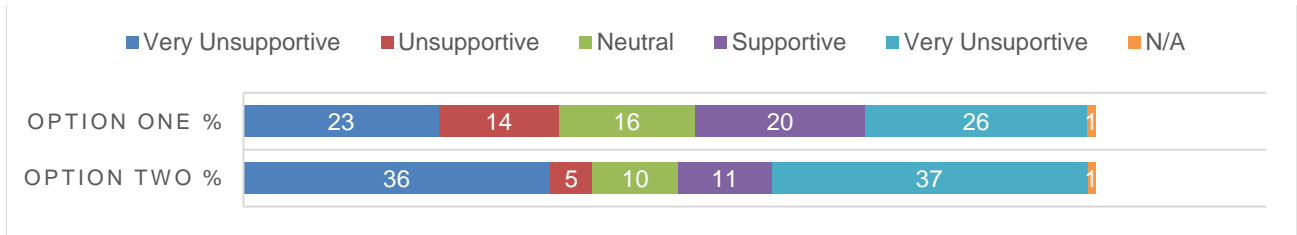
- Concerns with overall traffic in the area and increased congestion caused by the introduction of bike lanes.
- Requests to maintain two-way traffic.
- Concerns regarding losing accessible parking in the area.

**There are two options under consideration for the bikeway from Fort York Boulevard to Lake Shore Boulevard:**

- **Option One:** The bikeway can share the existing multi-use path along the west side of Canoe Landing Park using lane markings to direct people cycling and pedestrians traveling at different speeds.



- **Option Two:** A protected two-way bikeway could be installed along the west side of the roadway on Dan Leckie Way. This option would involve the loss of approximately 6 existing pay-and-display parking spots.



**Do you have a preference for this section of Dan Leckie Way?**

Out of 569 respondents to this question, there was only a slight distinction in the level of support for the two options presented.

When asked to provide additional comments, respondents shared the following:

- Concerns regarding losing parking.
- Concerns regarding cyclists and pedestrians sharing the multi-use trail.
- Concerns with increased traffic congestion if cycle track is place on the street.

## Public Drop-in Event

At the October 16<sup>th</sup>, 2023, public drop-in event, attendees were able to view information panels about the project and speak with members of the project team. Participant comments are summarized below. Themes are organized in alphabetical order.

Topic	Comment Summary	Project team comments
<b>Access and Congestion Concerns</b>	<ul style="list-style-type: none"> <li>● Concerns that the new traffic flow configuration will make it hard for motorized vehicles to come in and out of the neighbourhood.</li> <li>● Concerns with rush hour congestion.</li> <li>● Concerns that the project will increase overall motorized vehicle congestion in the area.</li> <li>● There are various construction projects in the Fashion District that will increase congestion.</li> <li>● There are a lot of new developments opening in the area that will bring more residents and visitors who drive motorized vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>● The City recognizes current congestion issues downtown. Improvements to transit and transportation alternatives like cycling are a key strategy to address congestion in our growing City.</li> <li>● Particular to congestion in project area, traffic analysis reveals that the existing two-way conditions with pick-up/drop-off and loading on both sides of the street are a key contributor to congestion on Portland Street. The one-way condition is anticipated to improve local traffic flow and provide clear loading zones</li> </ul>
<b>Bike Lane Design</b>	<ul style="list-style-type: none"> <li>● It is important that the bike lane is protected.</li> <li>● Consider that some low-profile concrete barriers are hard to see for motorized vehicles.</li> <li>● Place the bike lanes on either side of the street instead of together.</li> <li>● Portland/Dan Leckie is a great alternative to biking on Bathurst Street or Spadina Street which do not feel safe.</li> <li>● Fully build the cycle track, rather than using precast materials as it is currently proposed.</li> <li>● Concern with the amount of service and construction vehicles parking on bike lanes.</li> </ul>	<ul style="list-style-type: none"> <li>● All protective curbs will be designated with upright flexible reflective bollards.</li> <li>● The two-way bikeway design was selected as two one-way cycle tracks do not fit on the narrow roadway.</li> <li>● Precast curbs protect bikeways from being parked in and are a timely and affordable way to designate a bikeway and permanent construction can be considered in the future if major roadwork is required</li> </ul>

Topic	Comment Summary	Project team comments
<b>Consultation</b>	<ul style="list-style-type: none"> <li>● Promote engagement tools with condo boards.</li> <li>● Public drop-in event was well organized.</li> <li>● The public notice wasn't clear.</li> <li>● Concerns with the community not being consulted enough.</li> </ul>	<ul style="list-style-type: none"> <li>● The project team is conducting ongoing outreach with all business and resident associations and stakeholders.</li> <li>● A public project update meeting is set for winter/spring 2024 to share design changes as a result of community feedback</li> </ul>
<b>Impacts on businesses</b>	<ul style="list-style-type: none"> <li>● Removing any parking will be bad for business.</li> <li>● Businesses need loading areas for deliveries.</li> <li>● People visiting restaurants along Portland Street don't bike to get there.</li> <li>● People who bought property in the area expect it to remain the way it is.</li> </ul>	The two-way bikeway design and one-way conversation design was selected as this option maintains parking and/or loading zones throughout the corridor
<b>People biking</b>	<ul style="list-style-type: none"> <li>● Concern that there are people biking on sidewalks.</li> </ul>	Providing safe, designate bikeways gets people cycling off the sidewalk
<b>Pick up and Drop Off Areas</b>	<ul style="list-style-type: none"> <li>● Make sure to account to passenger pick up and drop offs in the area.</li> <li>● Install designated passenger pick up and drop off areas away from Portland (on King Street, Adelaide, Richmond etc.) to avoid congestion.</li> </ul>	Very clear loading and pick-up/drop-off zones are included in the design to maintain a clear motor vehicle travel lane at all times
<b>Pedestrians</b>	<ul style="list-style-type: none"> <li>● Pedestrianize all of Portland Street.</li> </ul>	Pedestrianization of Portland Street is not being considered at this time, but the simplification of traffic flow at King Street and Portland Street and the introduction of the traffic diverter at Portland Street and Wellington Street will enhance the pedestrian experience at these busy pedestrian nodes

Topic	Comment Summary	Project team comments
<b>Portland One-way conversions</b>	<ul style="list-style-type: none"> <li>● Concerns that it will increase congestion in the street.</li> <li>● Concern that it will displace traffic to Draper Street, a very small neighbourhood street.</li> <li>● Suggestion to remove all parking and maintain two-way traffic.</li> <li>● Support for one-way conversion to make the street feel safer for people walking and biking.</li> <li>● Suggestion to make all of Portland Street one-way in the same direction.</li> </ul>	<ul style="list-style-type: none"> <li>● Based on public feedback, the southern block of Portland Street will be maintained two-way, so no traffic is anticipated to be displaced to Draper Street</li> <li>● The one-way direction on Portland Street will be oriented one-way north from Adelaide Street north, and one-way south from Adelaide Street south.</li> </ul>
<b>Proposed Diverter</b>	<ul style="list-style-type: none"> <li>● The proposed diverter will increase commute times for local residents.</li> <li>● The proposed diverter will create a bottle neck for motorized vehicles in the area.</li> <li>● The proposed diverter will make the intersection feel safer for cyclists and pedestrians.</li> <li>● Ensure that the diverter is made with high-quality materials.</li> <li>● Concern with how emergency vehicles will navigate the diverter.</li> <li>● Concern that the diverter will be filled with garbage by people who attend bars in the neighbourhood.</li> <li>● Suggestion to install a signal light instead.</li> </ul>	<ul style="list-style-type: none"> <li>● For destinations south of Wellington Street and Portland Street, traffic circulation will remain as it is today.</li> <li>● The simplification of motor vehicle movements at the off-set intersection of Portland Street and Wellington Street is anticipated to increase pedestrian and cyclist safety and reduce congestion.</li> <li>● The two-way bikeway is wide enough for emergency vehicles to use to navigate the diverter.</li> <li>● A diverter is considered preferable to a traffic signal for its respect for the high pedestrian volumes as a park entrance and opportunity to enhance the public realm.</li> </ul>
<b>Traffic Study</b>	<ul style="list-style-type: none"> <li>● Local residents would like the City to conduct a comprehensive traffic study of the entire neighbourhood.</li> <li>● There needs to be data on the impact to travel times.</li> </ul>	<ul style="list-style-type: none"> <li>● Analysis of current traffic conditions and proposed changes do not demonstrate anticipate major impacts on motor-vehicle traffic volume due to the bikeway, as illustrated in the Project Update slide deck available on the <b>Project Webpage</b>.</li> <li>● An area-wide traffic study can be considered in the context of on-going growth and development in the area</li> </ul>

Topic	Comment Summary	Project team comments
<b>Winter biking</b>	<ul style="list-style-type: none"> <li>• Concern that the cycle tracks will not be used in the winter.</li> <li>• Concern with winter maintenance and snow clearing for the cycle track.</li> </ul>	<ul style="list-style-type: none"> <li>• City-wide winter cycling is increasing and winter maintenance is improving from previous years with dedicated bikeway plows and maintenance plans</li> </ul>
<b>Additional feedback</b>	<ul style="list-style-type: none"> <li>• Opposed to the entire project.</li> <li>• Driving restrictions prevent people from driving downtown.</li> <li>• The project is a waste of money.</li> <li>• There are too many bike lanes in the city.</li> <li>• Excited about the proposed changes.</li> <li>• Concern with e-bikes going too fast on bike lanes.</li> </ul>	<ul style="list-style-type: none"> <li>• The project is part of the Council-approved Cycling Network Plan which is committed to providing transportation options to meet our growing City's urban planning, Vision Zero and climate change goals.</li> </ul>

### Site specific feedback

Location	Comment Summary	Project team comments
<b>Richmond Street and Portland Street</b>	<ul style="list-style-type: none"> <li>• Suggestion to implement northbound and westbound left turn signals.</li> <li>• Suggestion to extend bidirectional to Bathurst Street.</li> </ul>	<ul style="list-style-type: none"> <li>• Intersections will include bike boxes to facilitate safe and intuitive turning movements in all directions for people cycling.</li> <li>• On Richmond Street the Westbound bikeway will continue to Bathurst as currently. East-bound cyclists are encouraged to use Adelaide Street.</li> </ul>
<b>Portland Street and Adelaide Street</b>	<ul style="list-style-type: none"> <li>• Suggestion to implement eastbound turn signals to eliminate conflicts between cyclists and motorized vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>• Lead Pedestrian and Cycling Intervals will give people walking and cycling lead time to begin their safe crossings.</li> </ul>
<b>Portland Street and King Street</b>	<ul style="list-style-type: none"> <li>• It is currently hard to access condos on Portland Street while driving, proposed changes will make it harder.</li> <li>• Allow cars to go straight (north &amp; southbound) on Portland.</li> <li>• Suggestion to remove CafeTO and prioritize street space for the bike lane and motorized vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed changes mean that the direct route for motor vehicle traffic to some destinations will be different from today, but access to all properties and businesses is maintained.</li> <li>• Existing patios will be respected as part of the City's CafeTO program</li> </ul>

Location	Comment Summary	Project team comments
<p><b>Portland Street and Stewart Street</b></p>	<ul style="list-style-type: none"> <li>● This is a key access point to condos for service vehicles.</li> <li>● Concerns with how a one way will affect access.</li> <li>● Concerns with the amount of passenger pick-up and drop-offs in this area.</li> </ul>	<ul style="list-style-type: none"> <li>● All condo, resident and business access is maintained.</li> <li>● Existing issues with congestion caused by pick-up/drop-off particularly related to nightlife and the subsequent honking is anticipated to be minimized by the simplification of motor vehicle traffic flow, and designated pick-up/drop-off locations</li> </ul>
<p><b>Portland Street and Wellington Street</b></p>	<ul style="list-style-type: none"> <li>● Concerns regarding safety for pedestrians and cyclists in this area.</li> <li>● Consider park-goers including dog owners and children.</li> <li>● Currently 1Hotel passenger pick-up and drop-offs block Wellington Street heading west. <ul style="list-style-type: none"> <li>○ Concerns that the proposed changes will create a bottle neck on Wellington Street between Bathurst Street and Portland Street.</li> </ul> </li> <li>● Concerns with condos on Wellington Street only being able to exit in one direction.</li> <li>● Concerns with service laneways being accessed only from one direction.</li> </ul>	<ul style="list-style-type: none"> <li>● Pedestrians will be prioritized at this busy off-set intersection and motor-vehicle traffic diverted.</li> <li>● The diversion will minimize traffic passing through this busy intersection rather than bottleneck it.</li> <li>● 1Hotel has their loading and valet zone on Bathurst Street. No changes are proposed to Wellington Street between Portland Street and Bathurst Street</li> </ul>
<p><b>Portland Street and Front Street</b></p>	<ul style="list-style-type: none"> <li>● Suggestion to implement southbound left and right turn signaled phasing to eliminate conflicts with pedestrians.</li> <li>● Suggestion to remove the pedestrian head start signal to improve motorized vehicle travel time.</li> </ul>	<p>Traffic signal work will be analysed with consultant support to ensure safety and appropriate operations</p>

Location	Comment Summary	Project team comments
<b>Puente de Luz Bridge</b>	<ul style="list-style-type: none"> <li>● Suggestion to include design elements that slow down bicycles and electric vehicles.</li> <li>● Suggestion to force people biking to dismount.</li> <li>● Concerns with interactions between cyclists and pedestrians.</li> <li>● Currently there is a gap in the bridge where bike tires get stuck.</li> <li>● Add a staircase for pedestrians.</li> <li>● Concern regarding ice build up in winter.</li> <li>● Suggestion to physically separate cyclists and pedestrians.</li> </ul>	<p>Design elements to reinforce pedestrian and cycling safety include:</p> <ul style="list-style-type: none"> <li>● pavement markings to keep cyclists to the centre and pedestrians to the sides of the bridge.</li> <li>● a landing pad for cyclists to dismount when the bridge is busy.</li> <li>● Commitment to winter maintenance</li> </ul> <p>Plans are in the works for a future Rail Deck District which will replace the existing bridge, so a staircase is not being considered at this time.</p>
<b>Dan Leckie Way and Ice Boat Terrace</b>	<ul style="list-style-type: none"> <li>● There was support for both one way north and south.</li> <li>● Account for the school bus stop, ensure that it is safe for children.</li> <li>● One-way conversion in the northmost block of Dan Leckie Way will be bad for local traffic.</li> <li>● The north block of Dan Leckie Way needs space for emergency vehicles who often stop there.</li> </ul>	<ul style="list-style-type: none"> <li>● In response to community feedback, it was determined to maintain both directions of motor vehicle traffic on the block of Dan Leckie Way between Ice Boat Terrace and Fort York Blvd.</li> <li>● Parking, accessible loading and school bus loading will be maintained on the west side of the street where there is no need to cross the bikeway. Parking is maintained south of Fort York Blvd as well.</li> </ul>
<b>Dan Leckie Way and Fort York Boulevard</b>	<ul style="list-style-type: none"> <li>● Suggestion to install a northbound right-turn lane and right turn signal to eliminate conflicts between people biking and motorized vehicles.</li> <li>● Support for bike lane on multi-use trail. <ul style="list-style-type: none"> <li>○ Losing parking in the area would be bad for business.</li> </ul> </li> <li>● Support for bike lane on the street (not on the multi use trail). <ul style="list-style-type: none"> <li>○ It would reduce conflicts between pedestrians and people cycling.</li> </ul> </li> </ul>	<p>The project team has refined the design to both maintain paid street parking on the west side of Dan Leckie Blvd and provide an on-street bikeway, keeping the existing Multi-Use Path for pedestrian use.</p>

Location	Comment Summary	Project team comments
<b>Dan Leckie Way and Lakeshore Boulevard</b>	<ul style="list-style-type: none"> <li>• The current intersection at Lakeshore Boulevard and Dan Leckie Way is very dangerous for pedestrians and cyclists.</li> <li>• Suggestion to install northbound right turn signal to eliminate conflicts with pedestrians and people biking.</li> <li>• Suggestion to narrow the road to make it safer for pedestrians.</li> <li>• Consider better timed signals. <ul style="list-style-type: none"> <li>○ Current light is too long.</li> </ul> </li> </ul>	Signal timing including leading pedestrian and bike intervals to give people walking and cycling dedicated time to initiate their crossings will be determined with the support of traffic signal consultants.
<b>Dan Leckie Way and Queens Quay</b>	<ul style="list-style-type: none"> <li>• Suggestion to implement phased left and right turn signals.</li> <li>• Suggestion to include lean rails for people biking.</li> <li>• Include a curb cut and clear entrance and exit from Martin Goodman Trail.</li> </ul>	The connection to the Martin Goodman trail will include smooth ramp from the roadway and dedicated waiting spaces for southbound cyclists to merge with cycling traffic on the Martin Goodman Trail and for northbound cyclists to await their traffic signal.
<b>Out of Scope</b>	<ul style="list-style-type: none"> <li>• Suggestion to extend the two-way protected bike-lane to Denison Ave.</li> <li>• Suggestion to remove street parking on Queen Street.</li> </ul>	These suggestions are beyond the scope of this project but noted.

### Stakeholder Feedback

The comments received through meetings with stakeholders and affected property owners are summarized below. Themes are organized in alphabetical order.

Topic	Comment Summary
<b>Bike lanes</b>	<ul style="list-style-type: none"> <li>• Concern with the amount of cars parking on bike lanes.</li> </ul>
<b>Businesses</b>	<ul style="list-style-type: none"> <li>• Whichever design keeps the most amount of parking will be preferred for Dan Leckie Way. <ul style="list-style-type: none"> <li>○ Businesses need parking.</li> </ul> </li> <li>• Concerns with how the traffic configuration will impact caféTO.</li> <li>• Suggestion to remove CaféTO and prioritize vehicular traffic.</li> <li>• Consider loading and unloading areas for businesses.</li> </ul>
<b>Construction</b>	<ul style="list-style-type: none"> <li>• Concerns that projects like the Ontario Line and condos being built in the neighbourhood will increase traffic.</li> </ul>



<b>Topic</b>	<b>Comment Summary</b>
<b>Cut-through traffic</b>	<ul style="list-style-type: none"> <li>• People driving often use local roads to get around because of the turn restrictions on King Street and the congestion on Bathurst and Spadina.</li> <li>• Concerns that the new configuration will make people wonder even more through the neighbourhood.</li> <li>• The turn restrictions at King Street and Portland Street need to be reconsidered if it is going to work.</li> </ul>
<b>Diverter</b>	<ul style="list-style-type: none"> <li>• The intersection at Portland Street and Wellington Street is already unsafe. Adding more restrictions will create more complications.</li> <li>• Concern that the diverter will send local traffic onto commuter traffic on Spadina and Bathurst.</li> <li>• Suggestion to add a traffic light instead.</li> </ul>
<b>Emergency Vehicles</b>	<ul style="list-style-type: none"> <li>• Concern with how emergency vehicles will navigate the neighbourhood and if it will increase response times.</li> </ul>
<b>Location specific feedback</b>	<ul style="list-style-type: none"> <li>• Wellington and Portland Street – This corner has an issue with snow clearing.</li> <li>• Concern with the segment of the cycle track on Dan Leckie way between Fort York Boulevard and Lakeshore Avenue. <ul style="list-style-type: none"> <li>○ It is a steep incline and people biking can catch a lot of speed.</li> <li>○ The interaction between pedestrians and people biking needs to be considered, there is potential for conflict.</li> <li>○ Make sure that the bikeway is physically separated.</li> </ul> </li> <li>• Traffic is particularly bad on Dan Leckie Way when there are games.</li> <li>• Concern with displacing traffic from Dan Leckie Way onto Ice Boat Terrace.</li> </ul>
<b>One-way conversions</b>	<ul style="list-style-type: none"> <li>• Concern that businesses will be negatively impacted by one-way conversions. <ul style="list-style-type: none"> <li>○ There are a lot of deliveries in the area servicing restaurants that will be impacted by the one-way conversions.</li> </ul> </li> <li>• Concerns with increased travel times for local traffic.</li> <li>• Concern that one-way conversion will displace traffic onto Draper Street, a small local road.</li> </ul>
<b>Sidewalks</b>	<ul style="list-style-type: none"> <li>• Sidewalks on Portland Street are too narrow and very congested.</li> <li>• Suggestion to expand sidewalks instead of installing a bikeway.</li> </ul>
<b>Traffic Study</b>	<ul style="list-style-type: none"> <li>• Request that the city conducts a broader traffic study.</li> <li>• Note that the community has been requesting a traffic study for the area for several years.</li> </ul>
<b>Winter</b>	<ul style="list-style-type: none"> <li>• Concern that bike lanes are not used in the winter.</li> <li>• Concern with snow clearing of bike lanes.</li> </ul>

### **Additional Feedback**

The comments received through phone and email are summarized by theme below:

Theme	Comments
<b>Access</b>	<ul style="list-style-type: none"> <li>• Concerns that the bikeway won't allow people to access their garages, lanes.</li> <li>• Concerns that the proposed traffic configurations will limit access points for local residents.</li> </ul>
<b>Congestion</b>	<ul style="list-style-type: none"> <li>• Concerns that the project will create more congestion in the area.</li> <li>• Concerns that the area is already quite congested due to construction.</li> <li>• Concerns that the area is already congested due to nightlife.</li> <li>• Concerns that big projects like The Well and Portland Commons are going to bring large amounts of traffic to the area and increase congestion.</li> <li>• Concerns that the new traffic configuration will force local traffic into commuter traffic.</li> <li>• Suggestion to coordinate construction of the cycle track with other construction projects in the area, the Ontario Line, to avoid further congestion.</li> <li>• Consider the high volume of passenger pick ups and drop offs on Portland Street.</li> <li>• Consider the amount of service vehicles and deliveries that happen in the area.</li> </ul>
<b>CafeTO</b>	<ul style="list-style-type: none"> <li>• Suggestion to remove CaféTO and keep two-way traffic.</li> </ul>
<b>Cycle track</b>	<ul style="list-style-type: none"> <li>• Support the creation of a bikeway connecting the city to the waterfront.</li> <li>• Suggestion to move the Portland Street segment of the bike way to the east side of the street. <ul style="list-style-type: none"> <li>○ Concern about pedestrians on Portland spilling over onto the cycle track if it is placed on the west side.</li> </ul> </li> <li>• Suggestion that a separated cycle track on Portland Street is not needed and that people biking can bike on the road with motorized vehicles.</li> <li>• Support for the cycle track to continue on the multi-use trail next to canoe landing park. <ul style="list-style-type: none"> <li>○ It will ensure cars can still get around.</li> </ul> </li> <li>• Suggestion to install the cycle track on Spadina Avenue or Bathurst Street.</li> </ul>
<b>Electric vehicles</b>	<ul style="list-style-type: none"> <li>• Concern about e-bikes and scooters speeding through existing bikeways and creating unsafe conditions.</li> </ul>
<b>Emergency vehicles</b>	<ul style="list-style-type: none"> <li>• Concern that emergency vehicles won't be able to navigate the neighbourhood.</li> <li>• Concern that if there is an emergency the entire neighbourhood will get immobilized.</li> </ul>
<b>One-Way Conversion</b>	<ul style="list-style-type: none"> <li>• Opposition to converting Portland Street to a one-way south of King Street. <ul style="list-style-type: none"> <li>○ Concern that it will prevent people from accessing laneways, residences and garages efficiently and/or that it will increase travel times.</li> <li>○ Concern that it will displace traffic onto Draper Street.</li> </ul> </li> <li>• Concern about turning all of Dan Leckie into a one-way street.</li> </ul>

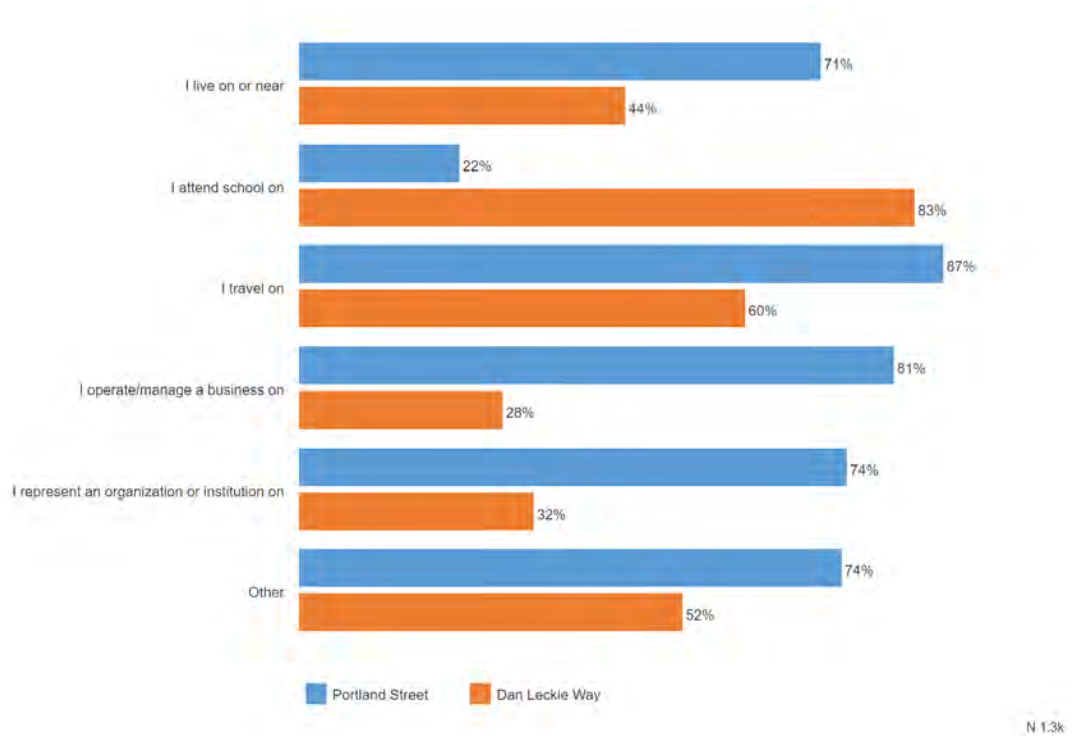
Theme	Comments
<b>Parking</b>	<ul style="list-style-type: none"> <li>• Concern with losing any parking in the area.</li> </ul>
<b>Puente de Luz Bridge</b>	<ul style="list-style-type: none"> <li>• Concern with the number of pedestrians, children and older adults using the bridge and how people cycling will interact with them. <ul style="list-style-type: none"> <li>○ This bridge is used by a lot of children that catch the school bus on Fort York Boulevard.</li> </ul> </li> <li>• The bridge is not built for bikes, there are two 90-degree angles to enter and exit the bridge which might create bottlenecks and conflicts.</li> </ul>
<b>Queens Quay</b>	<ul style="list-style-type: none"> <li>• Safety concerns about how the bikeway will meet the Martin Goodman Trail.</li> </ul>
<b>Traffic Diverter</b>	<ul style="list-style-type: none"> <li>• Getting across Portland Street on Wellington Street is important for local traffic. The alternative is to go onto commuter traffic which increases travel times.</li> <li>• Install a traffic light at wellington instead.</li> <li>• It is important to maintain motorized vehicle access from Queen Street to Front Street on Portland Street.</li> </ul>
<b>Traffic Study</b>	<ul style="list-style-type: none"> <li>• Suggestion to conduct a traffic study of the entire neighbourhood to better understand traffic patterns.</li> <li>• Suggestion that traffic needs to be optimized and reconfigure in the entire neighbourhood to account for the growing population.</li> </ul>

# Appendices

## Appendix A: Survey Participant Profile

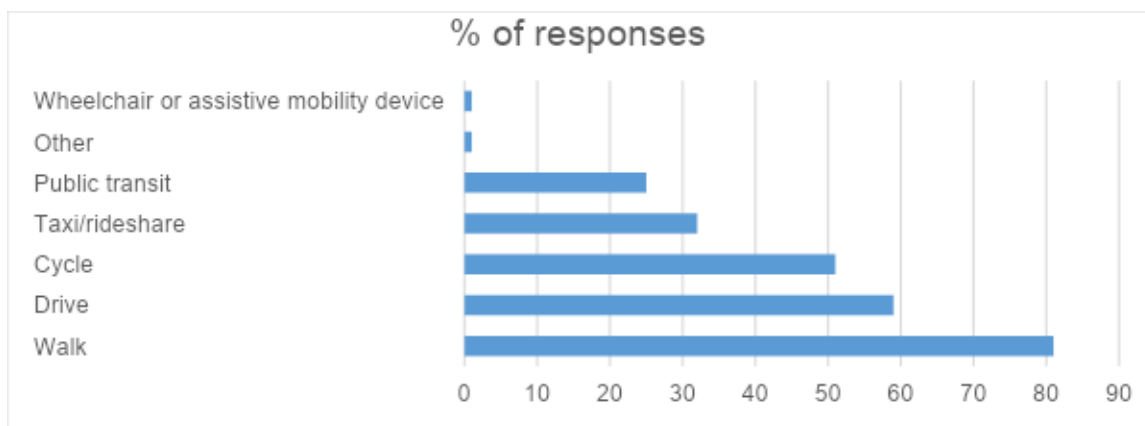
### Which statements describe your relationship to Portland Street and Dan Leckie Way? Select all that apply.

The majority of respondents (87%) travel on Portland Street, followed by attend a school on Dan Leckie Way (83%)



### How do you typically travel on or around Portland Street and Dan Leckie Way? Select all that apply.

The majority of survey respondents walk when traveling on Portland Street.



### What best describes your gender? Please select one.

The majority of survey respondents replied "men" (55%) when asked to describe their gender.

	Count	% of responses	%
Woman	456	<div style="width: 40%;"></div>	40%
Man	633	<div style="width: 55%;"></div>	55%
Trans Woman	8	<div style="width: 1%;"></div>	1%
Trans Man	4	<div style="width: 0%;"></div>	0%
Gender Non-Binary (including gender fluid, gender queer, androgynous)	19	<div style="width: 2%;"></div>	2%
Two-Spirit	2	<div style="width: 0%;"></div>	0%
Not listed (please describe)	21	<div style="width: 2%;"></div>	2%

**What is your age? Please select one.**

The majority of survey respondents replied “30 – 54 years old” when asked to identify their age.

**What is your age? Please select one.**

	Count	% of responses	%
0-4	2	<div style="width: 0%;"></div>	0%
5-9	1	<div style="width: 0%;"></div>	0%
10-19	8	<div style="width: 1%;"></div>	1%
20-29	259	<div style="width: 23%;"></div>	23%
30-54	712	<div style="width: 62%;"></div>	62%
55-64	100	<div style="width: 9%;"></div>	9%
65-74	44	<div style="width: 4%;"></div>	4%
75+	17	<div style="width: 1%;"></div>	1%

**Appendix B: Canada Post Catchment Area**

Notices were mailed to addresses to 18,905 addresses through Canada post. The mailing routes went generally from Bathurst to Spadina and from the Martin Goodman Trail to Carr Street.

