



Renderings of proposed bikeway at Wellington Street and Portland Street

Portland – Dan Leckie Cycling Connections

Welcome!

Public Drop-in Event

Bentway Studio at Canoe Landing Community Centre

October 16, 2023 6- 8 p.m.

Once you've reviewed the project details,
**please take a few moments to
take a short survey to provide
your feedback on the
proposed changes.**

**Survey is open until
October 27, 2023**



The survey is also available at:
toronto.ca/PortlandDanLeckie



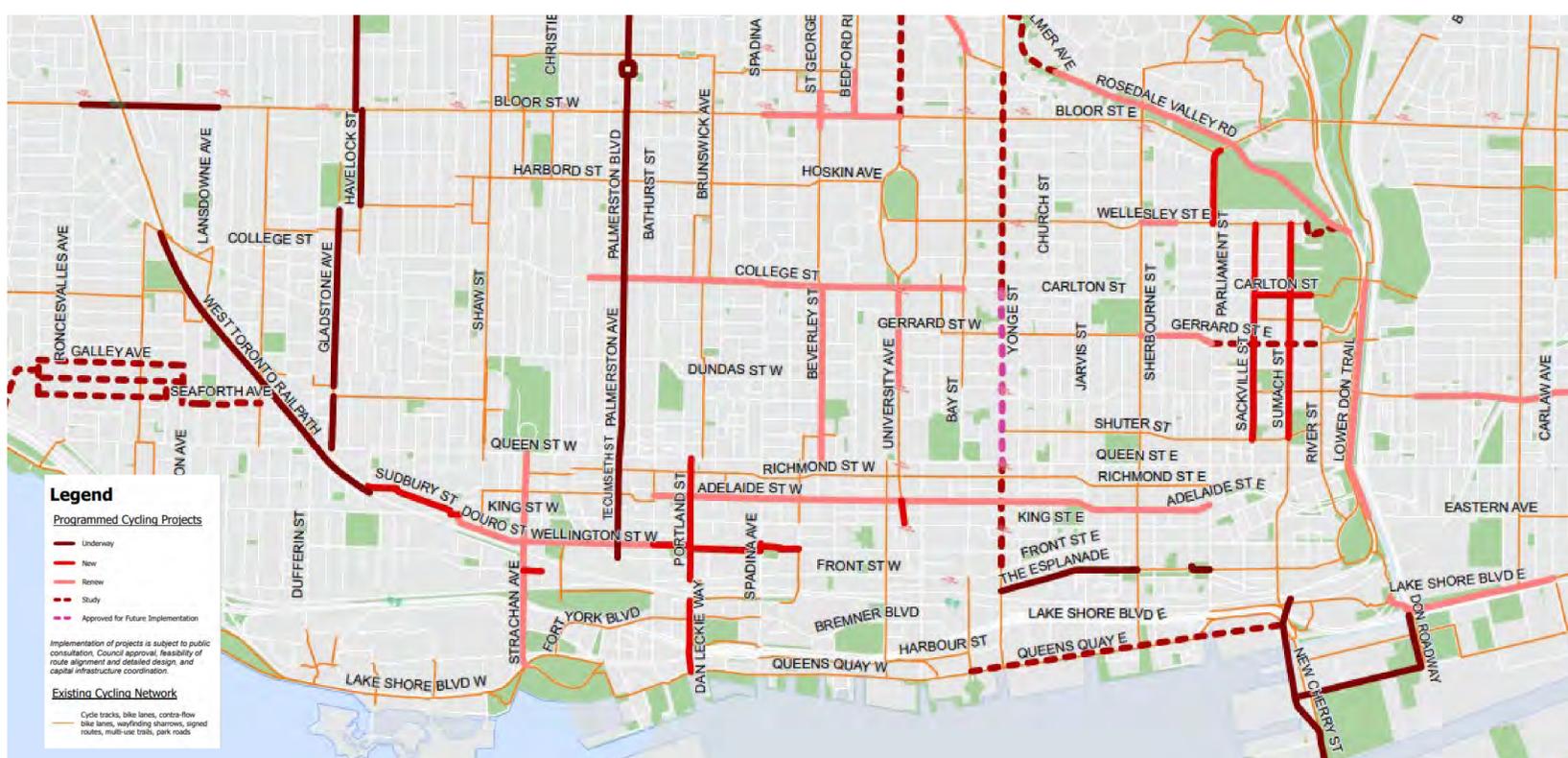
The City of Toronto is seeking public feedback on the proposed changes to Portland Street and Dan Leckie Way between Queen Street and Queens Quay.

As part of the Council-approved Cycling Network Plan, the Portland – Dan Leckie Cycling Connections project aims to improve safety, prioritize pedestrians and people cycling, and reduce local traffic infiltration.

Why put a bikeway on Portland Street and Dan Leckie Way?

Portland Street and Dan Leckie Way were selected as an integral link in the cycling network because:

- This route provides a safe and comfortable **alternative to cycling on Spadina Ave and Bathurst Ave** which are key motor vehicle arteries in and out of downtown
- It **connects major east-west cycling routes** from Queen Street to Queens Quay W including Richmond Street, Adelaide Street, Wellington Street, Fort York Boulevard and the Martin Goodman Trail
- It provides opportunities **to improve safety, reduce congestion and neighbourhood traffic infiltration**, as well as improve the public realm and pedestrian experience in a densifying neighbourhood



The Portland - Dan Leckie Cycling Connections project is part of the Council-approved Cycling Network Plan



Cycling is one of the fastest growing transportation modes in Toronto, helping ease traffic on the streets and on transit as the city continues to grow.



Demand for safe, connected cycling routes throughout the city is rising, and recent polls demonstrate the majority of residents support protected bike lanes.



Recent year-round cycling counts on major bikeways in Toronto show that between **25-30% of people cycling in September continue to do so throughout the winter**

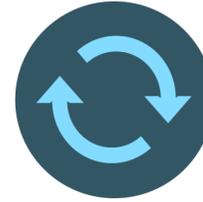
The Portland Dan Leckie Cycling Connections project is part of the Council-approved Cycling Network Plan which seeks to build on the existing network of cycling routes with the following goals:



Connect gaps in the network, and people to places



Grow the cycling network into new parts of the city



Renew the existing cycling network routes where there are opportunities to improve quality



Policy and Rationale for Road Safety Projects



The City has several guiding **policy documents and objectives** that inform bikeway projects.



Official Plan: Bring all Toronto residents within 1km of a designated cycling route



Road to Health: Healthy Toronto by Design: Increased physical activity is associated with better health outcomes



Vision Zero Road Safety Plan: Prioritize the safety of our most vulnerable road users



TransformTO: Climate Action Strategy: Targets 75% of trips under 5 km are walked or cycled by 2030



Complete Streets Guidelines: Streets are for people, placemaking and prosperity



Encouraging all Ages and Abilities to Cycle: The majority of people rate themselves as “interested but concerned”



Reduce Reliance on Motor Vehicles: Providing alternatives to driving allows for roadways to be used more efficiently



Recover and Rebuild from COVID-19



How will the Portland – Dan Leckie Cycling Connections change the street?



Example of a two-way protected bikeway on The Esplanade.
Photo credit: jnyyz

The project proposes to add a **bi-directional (two-way) protected bike lane** to one side of the street. This cycle track is proposed to run on the west side of the street on Portland Street and on the east side of the street on Dan Leckie Way.



The majority of on-street parking will be maintained

Most of the on-street parking spaces as well as essential loading zones will be maintained, with opportunities to increase parking depending on options selected.



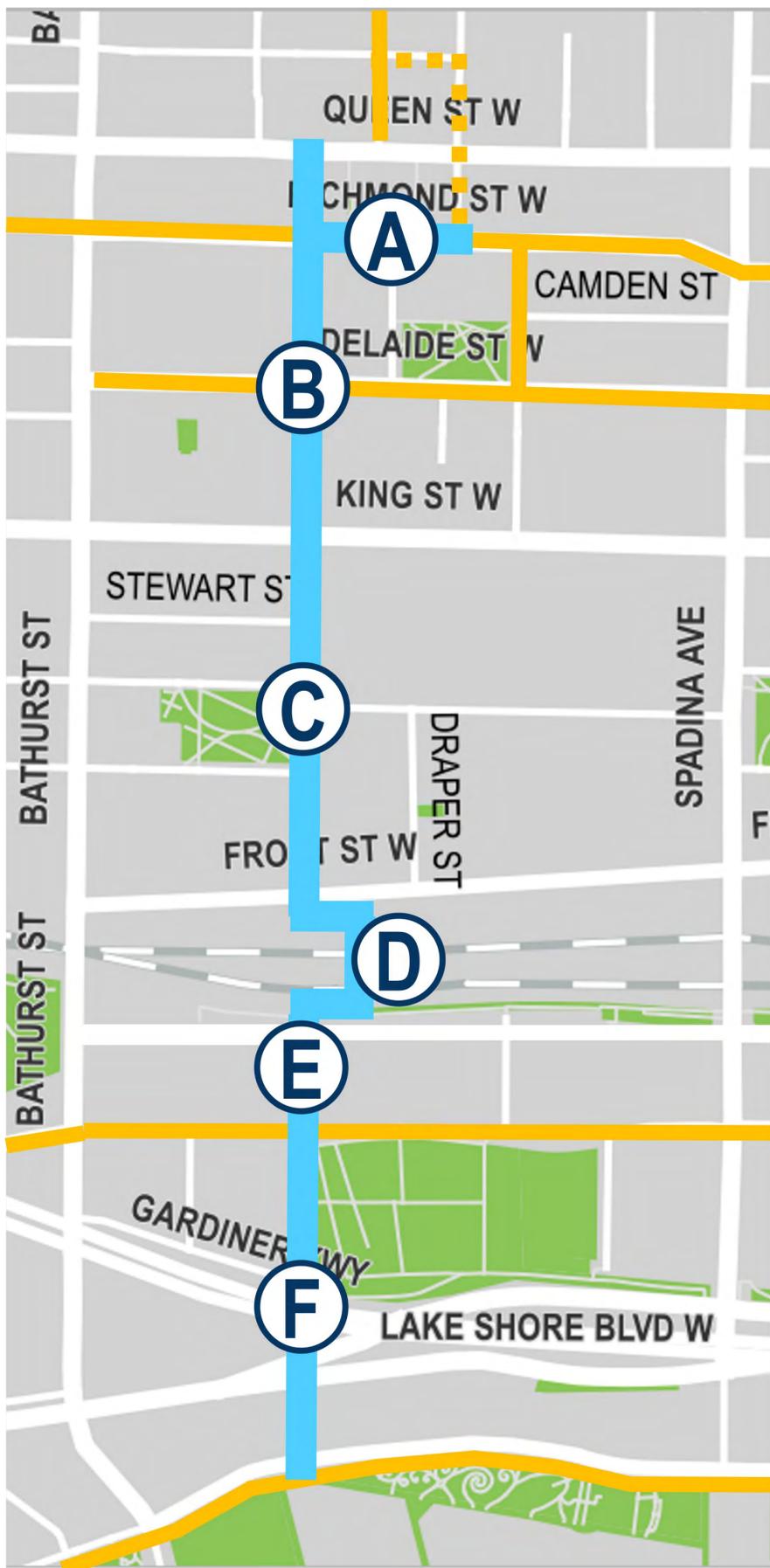
Rendering of north block of Dan Leckie Way converted to one-way

It is proposed to convert most of Portland Street as well as the northern-most block of Dan Leckie Way from a two-way street to a **one-way street for motor vehicle traffic**.



Renderings of proposed diverter at Wellington St and Portland St

A **directional diverter** is proposed at Wellington Street and Portland Street to improve safety and minimize congestion by minimizing the directions of motor vehicle crossings at this offset intersection.



- Proposed Portland – Dan Leckie bikeway
- Existing bikeways
- Existing sharrows (shared roadways)

A RICHMOND ST PORTLAND ST TO AUGUSTA AVE

The existing westbound bike lane on the north side of Richmond Street is proposed to become a bi-directional bike lane to provide access to safe crossing of Queen Street at the Augusta Avenue traffic signal.

- Four Green P paid parking spaces on the South side of Richmond St. west of Maud St. are proposed to be removed.

B PORTLAND ST QUEEN ST TO KING ST

A protected bi-directional bike lane is proposed to be installed on the west side of the street.

- Portland Street is proposed to be converted from a two-way street to a one-way street northbound from King Street to Queen Street.
- No parking reduction.

C PORTLAND ST KING ST TO FRONT ST

A protected bi-directional bike lane is proposed to be installed on the west side of the street.

- This segment of Portland Street is proposed to be converted from a two-way street into a one-way street southbound from King Street W. to Front Street W.
- It is proposed to introduce a traffic diverter at Wellington Street and Portland Street to minimize neighbourhood traffic infiltration and conflicts at this off-set intersection.
- The block of Portland Street from Niagara Street to Front Street is under consideration for conversion to a one-way street southbound. This option would have no impact on on-street parking spaces. Maintaining two-way motor vehicle traffic on this block would impact existing on-street parking.

D PUENTE DE LUZ BRIDGE

The bridge will connect the north and south segments of the Portland - Dan Leckie bikeway. Cyclists must yield to pedestrians while crossing the bridge.

E DAN LECKIE WAY ICEBOAT TCE TO FORT YORK BLVD

A bi-directional bike lane is proposed to be installed on the east side of the street, between the parking and the sidewalk.

- This block would be converted to a one-way street. Both northbound and southbound directions for this one-way block are still under consideration
- Parking spaces currently in the east curb lane would be moved to the curb of the protected bike lane.
- No change to parking and loading on the west side of street.

F DAN LECKIE WAY FORT YORK BLVD TO QUEENS QUAY

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

- The bikeway can share the existing Multi-Use Path along the west edge of Canoe Landing Park. Pavement markings would help manage people cycling and pedestrians traveling at different speeds.
- The City is also exploring the feasibility of maintaining the bi-directional bikeway on the east side of the roadway on Dan Leckie Way. This option would involve a reduction of 4 existing pay-and-display parking spots.

From Lakeshore Blvd to Queens Quay, the protected bi-directional bike lane would continue on the east side of the road and connect with the Martin Goodman Trail.

- The small traffic island at the south end of this block would be narrowed to accommodate the bikeway.
- No change to parking or traffic flow.

Existing Conditions



The neighbourhoods surrounding Portland Street and Dan Leckie Way are home to nearly 900 houses, 17,000 apartments and nearly 1000 businesses.



Construction vehicles mix with traffic on Portland Street

Portland Street is a vibrant residential neighbourhood with a lively commercial nature including patios, deliveries, pick up-drop-off, and pedestrian and cycling traffic.



On-street parking and traffic on Dan Leckie Way, north of Fort York Blvd

Dan Leckie Way connects many multi-residential buildings, with Canoe Landing Park, CityPlace Fort York BIA and the bustling waterfront.



Vibrant nightlife at King Street and Portland Street

Ongoing development and construction in the area and popular nightlife destinations add to the mix of uses of the street.



Recent traffic calming efforts on Dan Leckie Way

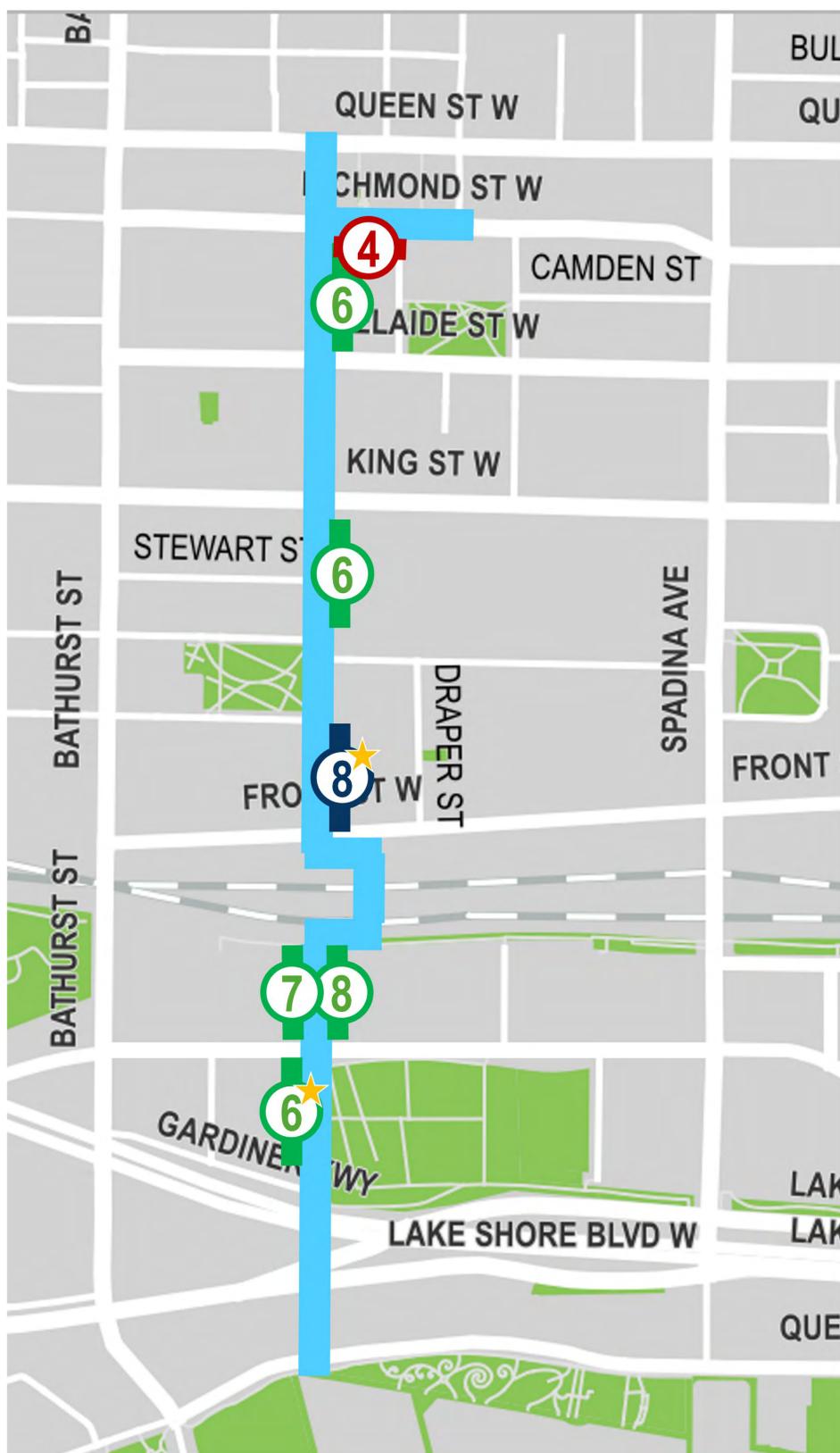
On-street parking is highly valued and recent traffic calming efforts are working to transition nearby expressway traffic to a neighbourhood context.

Safety Statistics

- Local street motor vehicle traffic volumes average between 3,000-4,000 vehicles per day.
- There have been over 1500 traffic collisions tracked on Portland Street and Dan Leckie Way in the City's collision tracking data since 2013, including 6 people that were walking or cycling being killed or seriously injured.



On-street parking, both permitted and paid, are recognized as key to supporting local business and residents and have been considered in the bikeway design.



-  Number of parking spots maintained
-  Number of parking spots to be removed
-  Number of potential added parking spots
-  Depends on design option

RICHMOND STREET

There are currently 4 on-street paid parking spots on the south side of Richmond between Maud Street and Portland Street that are proposed to be removed.

PORTLAND STREET

Portland Street currently has 12 parking spots on the east side of the street which would be maintained.

- ★ There is potential to add additional street parking with a one-way conversion of the southern-most block between Niagara Street and Front Street.

DAN LECKIE WAY

Dan Leckie Way, between Iceboat Terrace and Fort York Boulevard would maintain all 15 parking spots as well as the existing school bus and accessible loading zones.

The 6 on-street paid parking spots on the east side of Dan Leckie Way between Fort York Boulevard and Housey Street would be maintained with the Multi-Use Trail option for the bikeway for this block.

If the on-street option was selected, these 6 on-street paid parking spots would be removed.



Pick-up / drop-off and loading

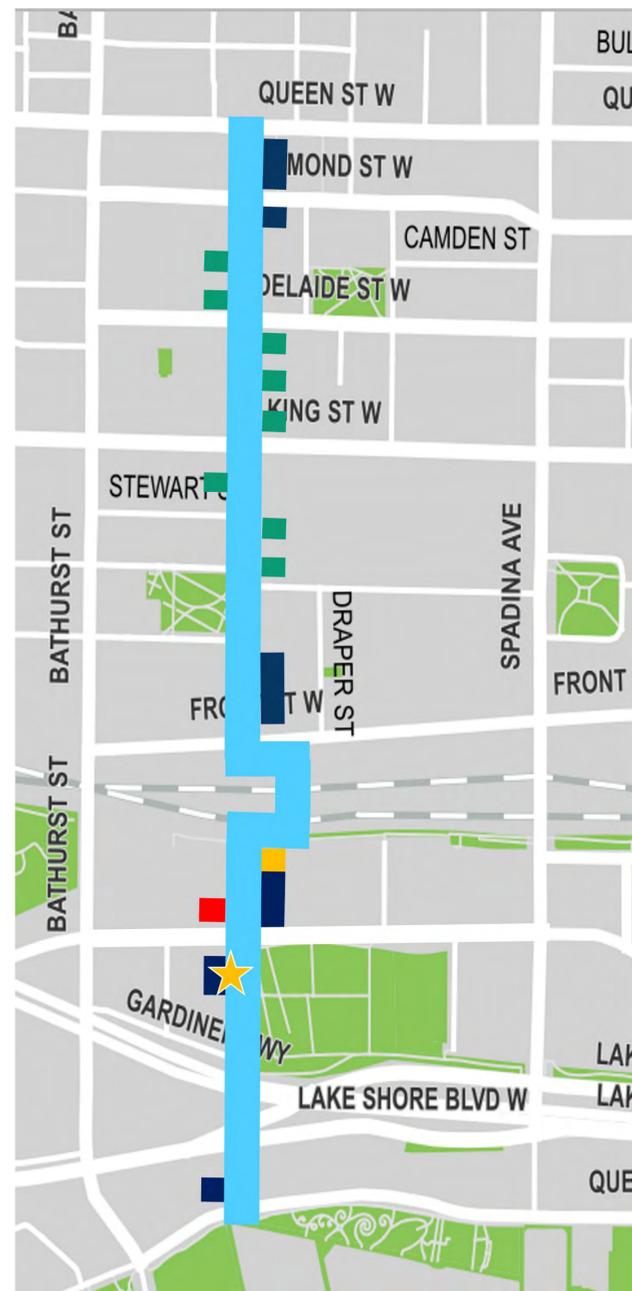
Multiple designated and informal loading zones have been accounted for throughout the bikeway design to support business operations, and resident and customer access.

Gaps would be made in the protective bikeway curb to facilitate access for deliveries, accessible pick-up / drop-off, and solid waste collection.

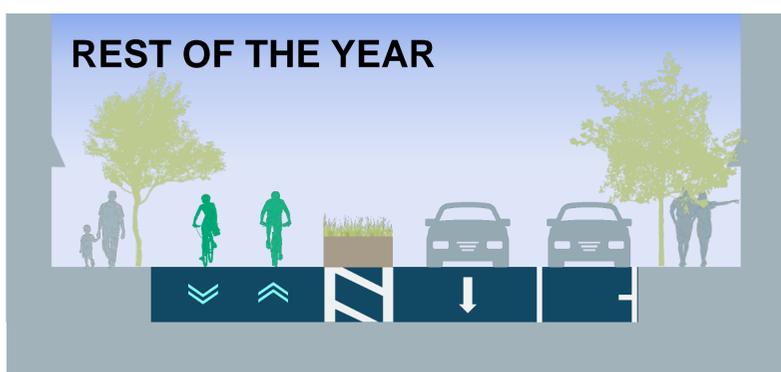
CaféTO

The existing CaféTO operations will be accommodated through a café season configuration.

To accommodate this, parking on the adjacent side will not be permitted during the café season, but will resume in the off-season.



- Informal loading
- Designated loading
- Accessible loading
- School bus loading
- Depends on design option



Recognizing the importance of existing on-street parking and loading areas along the proposed Portland – Dan Leckie bikeway, one-way street conversions are being considered to accommodate the bikeway.

Why convert to one-way streets?



One-way streets are a way to maintain space for on-street parking, loading and pick-up / drop-off while introducing cycle tracks

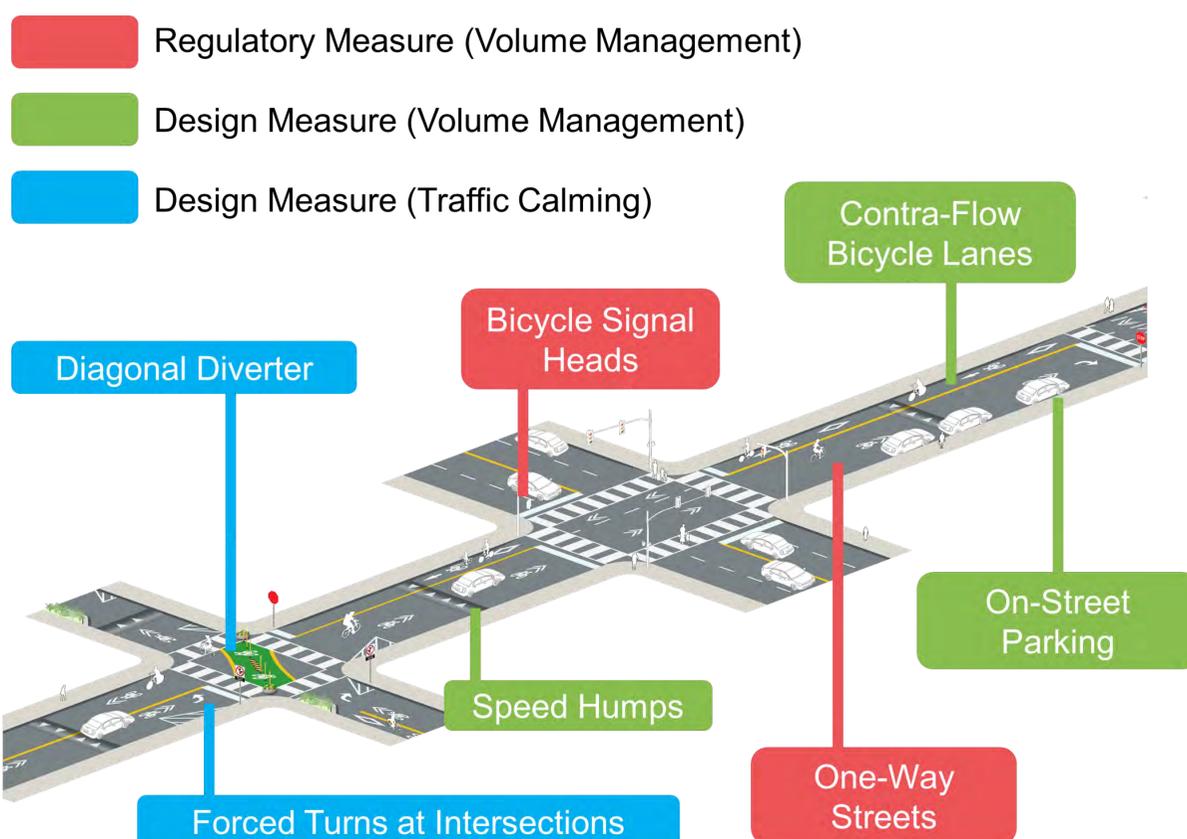


One-way streets can slow motor vehicle traffic by simplifying traffic circulation routes and minimizing traffic infiltration



One-way streets are a tool in the Neighbourhood Greenway toolkit that can help improve safety for pedestrians and people cycling of all ages and abilities

Features of Neighbourhood Greenways





Two way travel for motor vehicles is currently permitted on Portland Street and Dan Leckie Way. The proposed design would change some segments to one-way and change traffic circulation.

CURRENT CIRCULATION



-  Proposed bi-directional bikeway
-  Existing motor vehicle circulation
-  Existing bikeways
-  Existing sharrows (shared roadways)

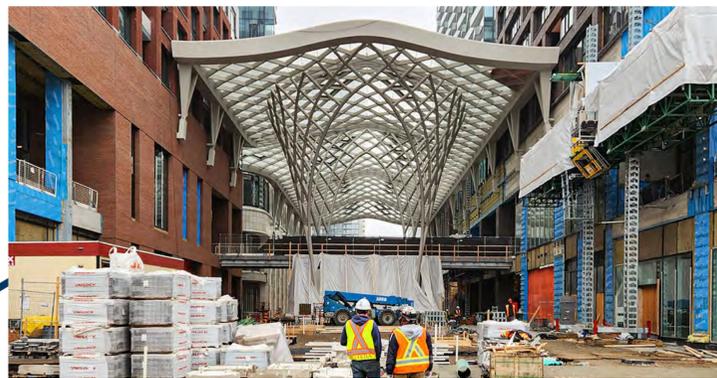
PROPOSED CIRCULATION



-  Proposed bi-directional bikeway
-  Proposed new one-way circulation for motor vehicles
-  Existing bikeways
-  Existing sharrows (shared roadways)



We are in connection with several nearby city-building projects that the Portland – Dan Leckie bikeway will connect, to ensure project coordination.



New developments on Wellington, Portland, Front



Revitalization of Victoria Memorial Square



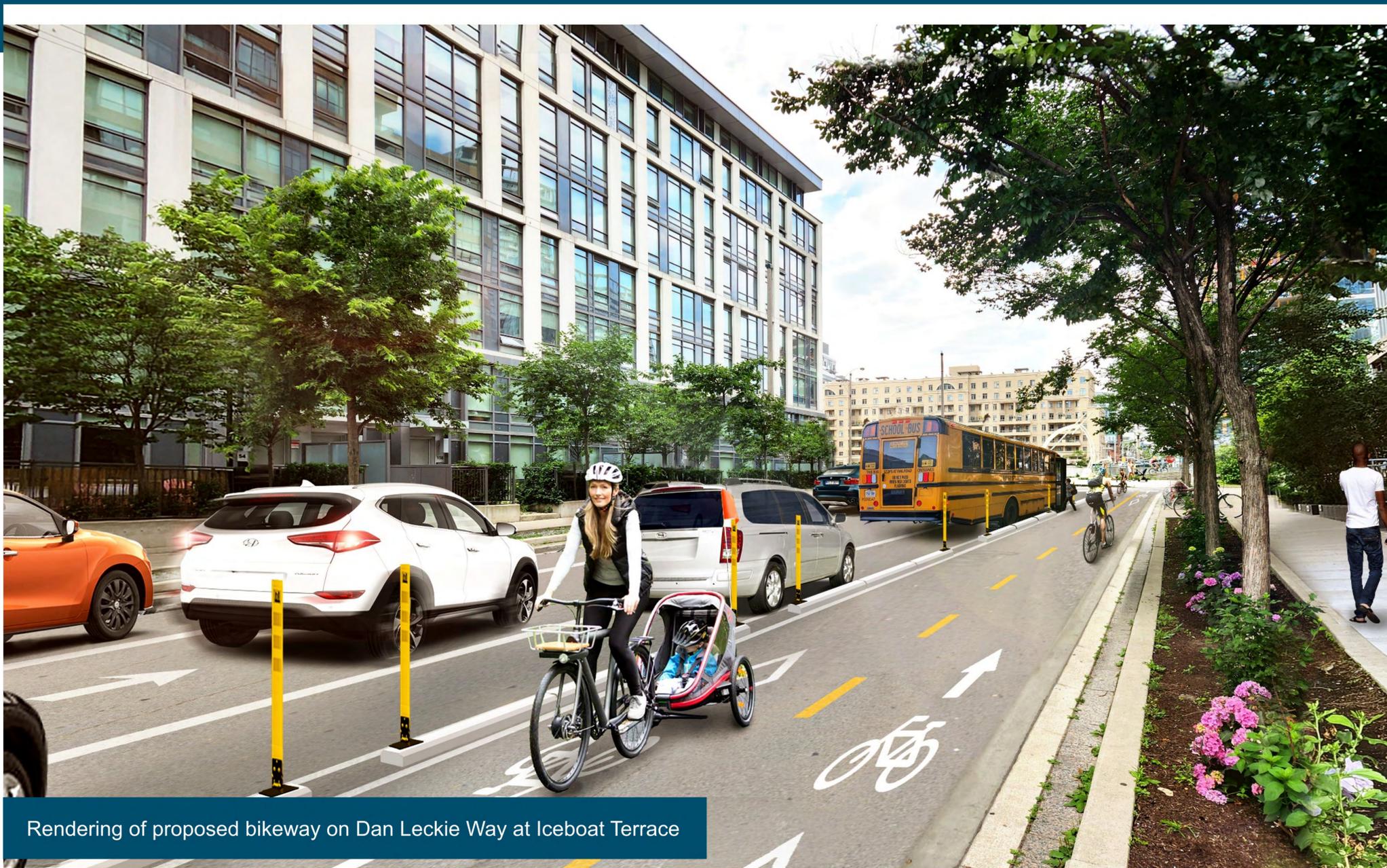
Rail Deck District



Ontario Line Stations



Bathurst Quay Park



Rendering of proposed bikeway on Dan Leckie Way at Iceboat Terrace

CONTACT US

If you have any questions or concerns, please contact:

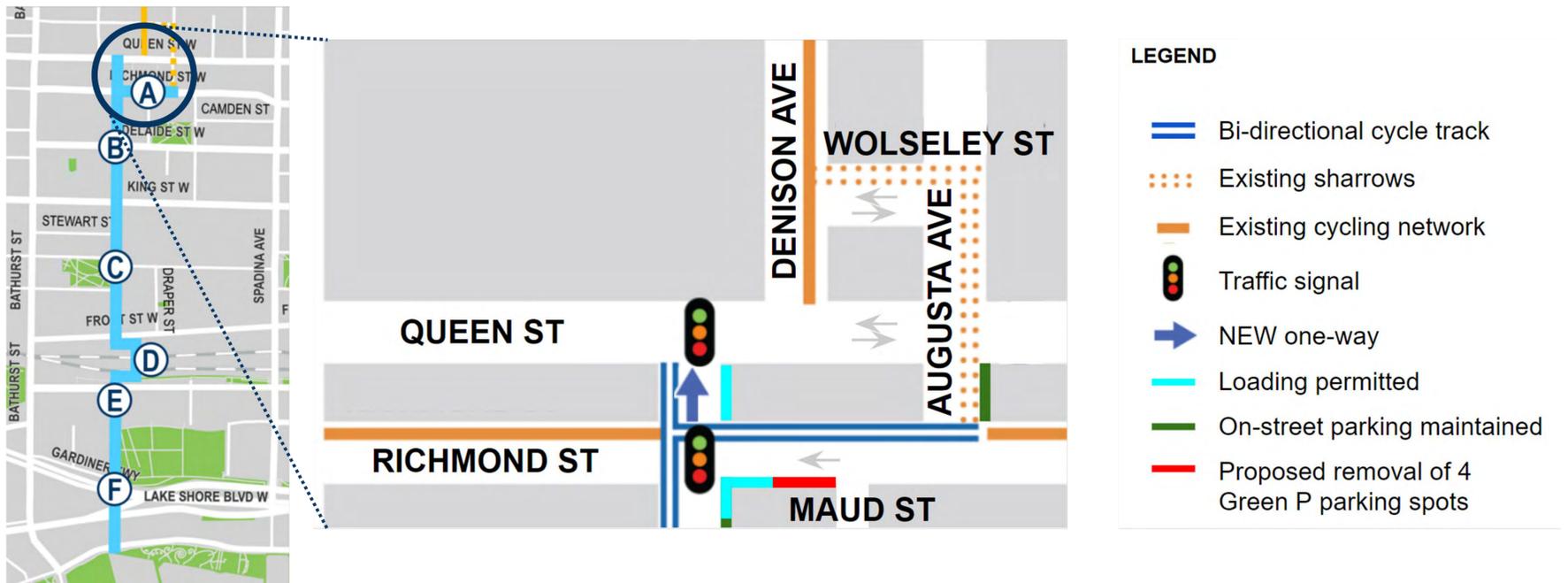
Pablo Muñoz,
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416-397-0202

Sign up for updates on the project website:
toronto.ca/PortlandDanLeckie



Portland Street

Bikeway Design

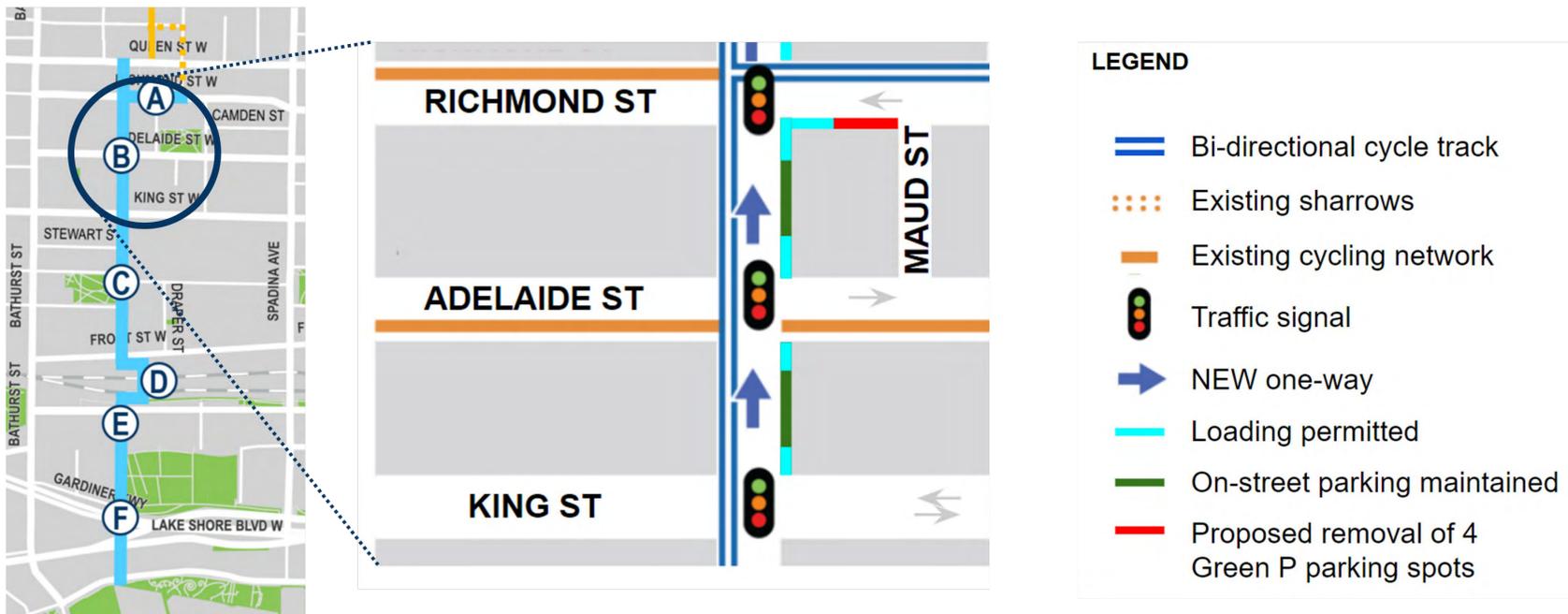


The north block of Portland Street between Queen Street and Richmond Street is proposed to run one-way north for motor vehicles with pick-up, drop-off and loading permitted on the east side of the street as it is currently.

Safely Crossing Queen Street

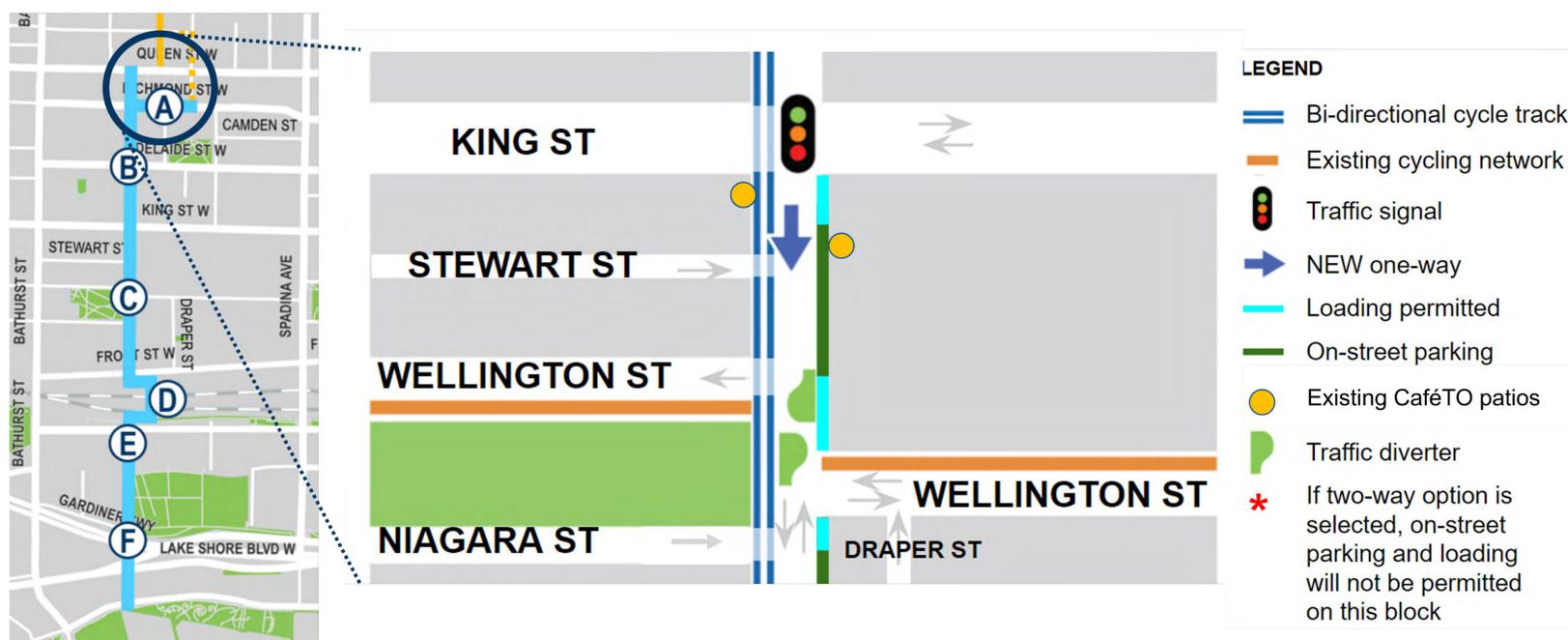
For people cycling on Portland Street to safely cross Queen Street and connect to Denison Avenue and the cycling network north of Queen Street, the project proposes to convert the existing west-bound cycle track on the north side of Richmond Street to a two-way cycle track. This will allow people cycling to use the signalized crossing at Queen Street and Augusta Avenue.

This would require the **removal of the 4 existing on-street paid parking spots** on the south side of Richmond, but active loading will continue to be permitted.



Between Richmond Street and King Street the bikeway is proposed to continue on the west side of Portland Street with motor vehicle traffic running one-way north.

Loading and parking would be maintained on the east side of the street.



Portland Street between King Street and Wellington Street is proposed to run one-way south for motor vehicles with parking, pick-up / drop-off and loading permitted on the east side of the street. Current CaféTO patios will be accommodated with a seasonal configuration.

Motor Vehicle Circulation

Resident, customer, and delivery vehicles accessing Portland Street between King Street and Wellington Street would enter from King Street or Stewart Street and exit via Wellington Street to Bathurst Street.

Motor vehicles accessing Wellington Street between Portland Street and Spadina Avenue could enter either from Spadina Avenue or Niagara Street via Bathurst Street and exit via Spadina Avenue or Portland Street south to Front Street.

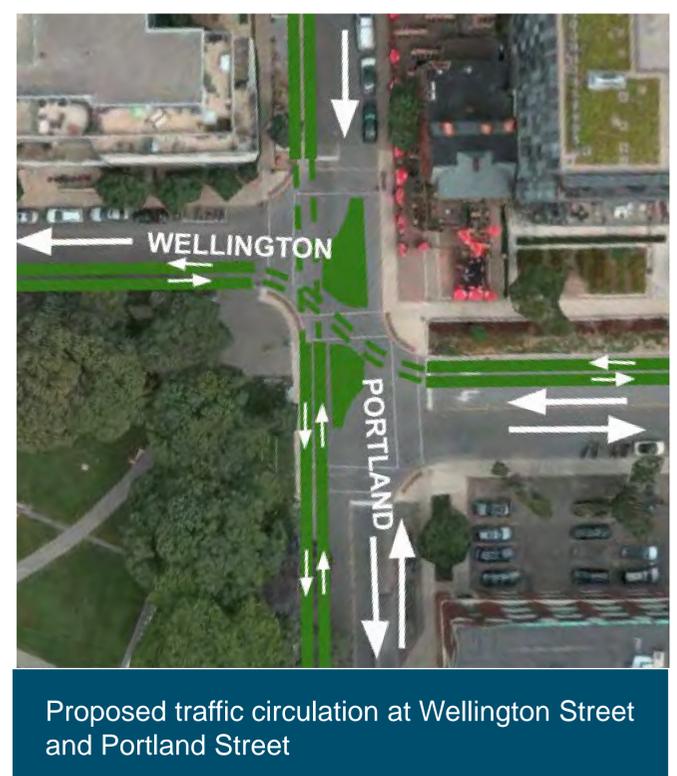
Why use a directional diverter?

At Wellington Street and Portland Street, a directional diverter is recommended to improve safety outcomes at this off-set intersection.



This diverter would ensure that local traffic, deliveries, customers and residents can all access their destinations, but eliminate cut-through motor vehicle traffic.

A preliminary directional diverter design would be installed using planters and other removable furnishings with the potential to replace these in the future with permanent features including planted areas.



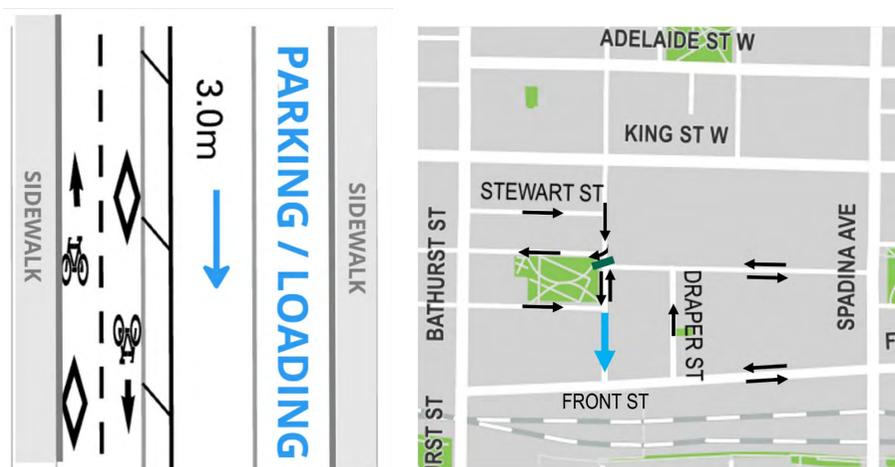


The short block of Portland Street between Niagara Street and Wellington Street would remain two-way as it is today to allow access between Bathurst Street and Spadina Avenue.

Options for Circulation on Portland Street from Niagara Street to Front Street

There are two options for the southern-most block of Portland Street between Niagara Street and Front Street:

ONE-WAY OPTION



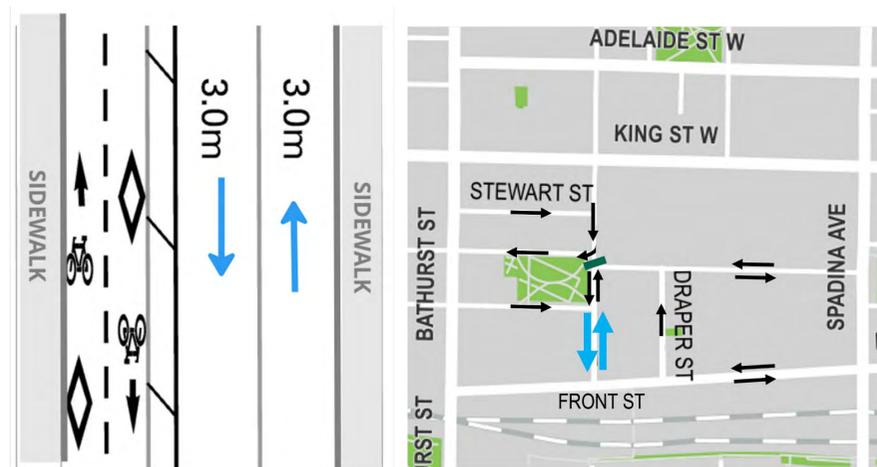
Converting Portland Street from Niagara Street to Front Street to a one-way south would allow on street parking and loading.

Wellington Street between Portland Street and Spadina Avenue would be accessed:

- via Bathurst and Niagara from the northwest or south west
- via Front Street and Portland Street from the southeast
- via Spadina Avenue from the north

Portland Street between Wellington and Front Street would be accessed via Bathurst Street and Niagara Street.

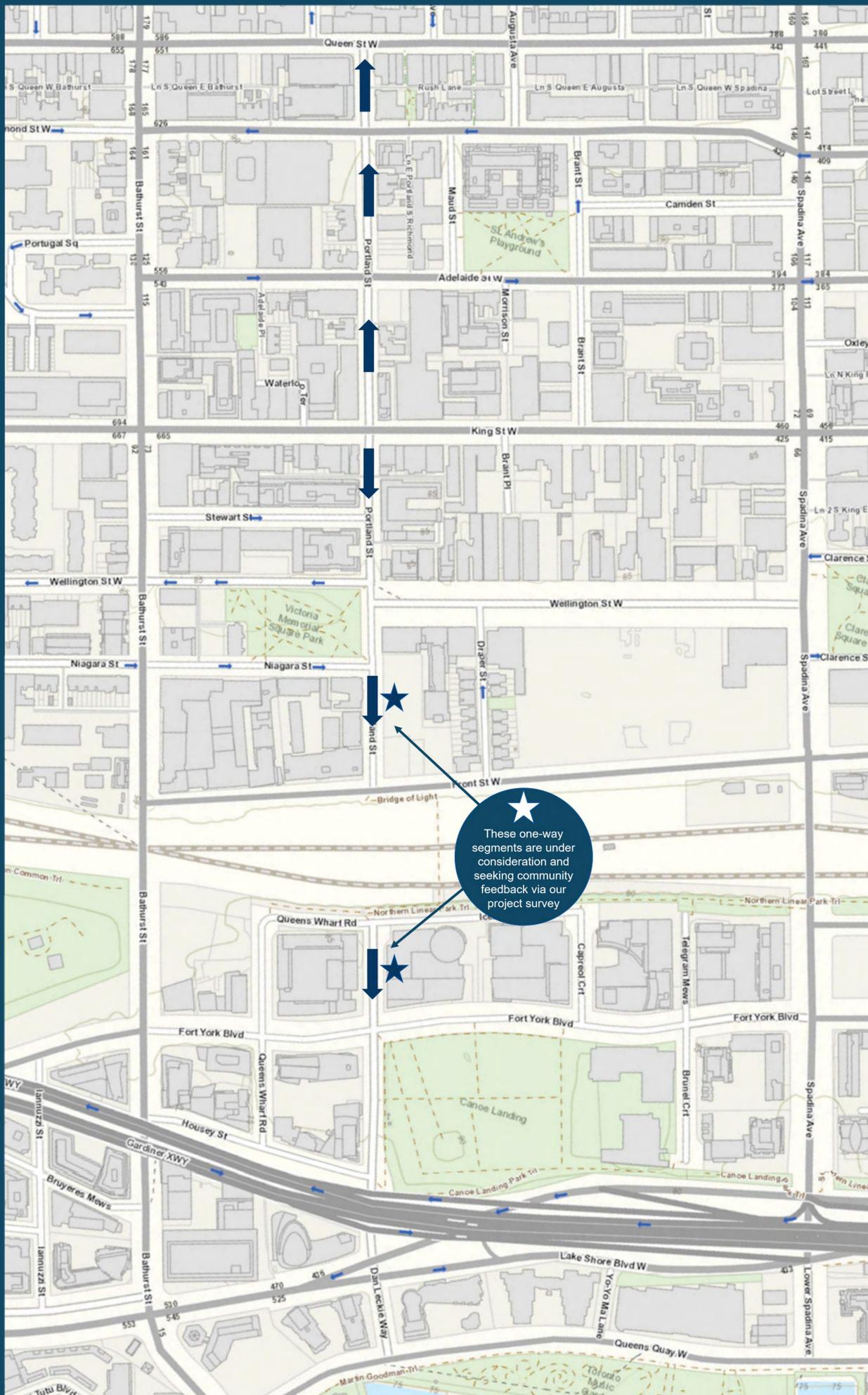
TWO-WAY OPTION



Maintaining Portland Street from Niagara Street to Front Street to as a two-way street would eliminate the possibility for on-street parking or loading areas.

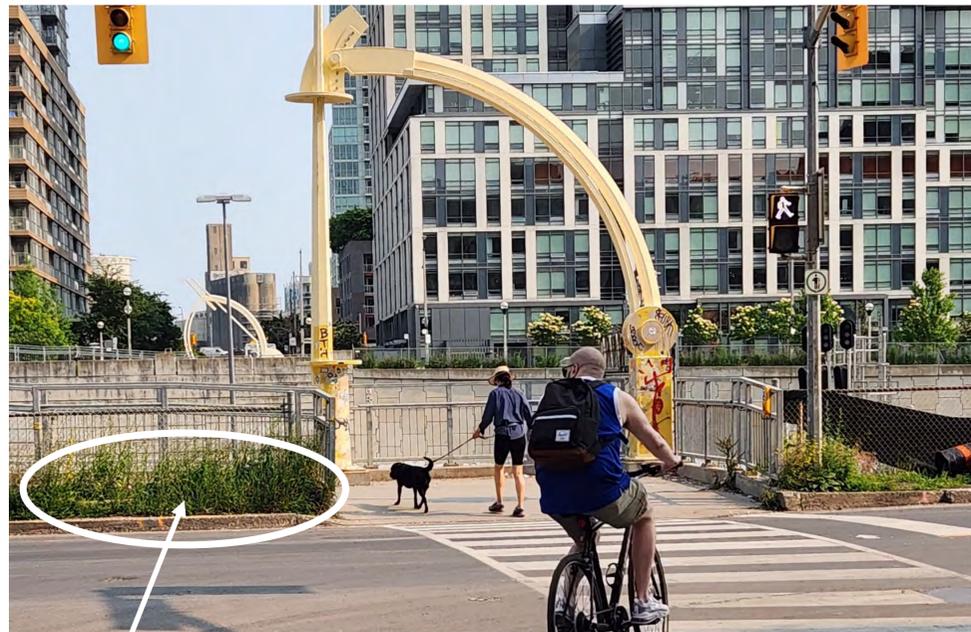
Journey Mapping

Navigate your route with the proposed new circulation





The Puente de Luz Bridge would continue to function as a multi-use path



A landing zone would allow a place for people cycling to dismount

The Puente de Luz Bridge would act as a multi-use path as it does currently, with pedestrians and people cycling sharing the path.

A landing zone on the north approach to the Puente de Luz Bridge is proposed for people cycling to dismount when the bridge is busy.

Additional signage and design features will help reinforce etiquette in sharing the multi-use path.

What messaging and design features would most effectively encourage sharing the path?

Add your ideas here:
(be polite!)



Dan Leckie Way

Bikeway Design



The north-most block of Dan Leckie Way from Iceboat Terrace and Queen's Warf Road to Fort York Boulevard is proposed to be converted to from a two-way street to a one-way street for motor vehicles.

Parking and loading, including existing school bus and accessible loading zones would be maintained on both sides of the street.

The direction of the one-way traffic is still under consideration. Community feedback is sought via the project survey.

NORTHBOUND OPTION



Current traffic counts suggest that there is greater demand for north-bound access to this block of Dan Leckie Way

SOUTHBOUND OPTION



A southbound direction would provide a signalized entrance to Fort York Boulevard or to continue South down Dan Leckie Way



There are **two options** for the bikeway for the block of Dan Leckie Way that runs along the western edge of Canoe Landing Park:

MULTI-USE PATH OPTION



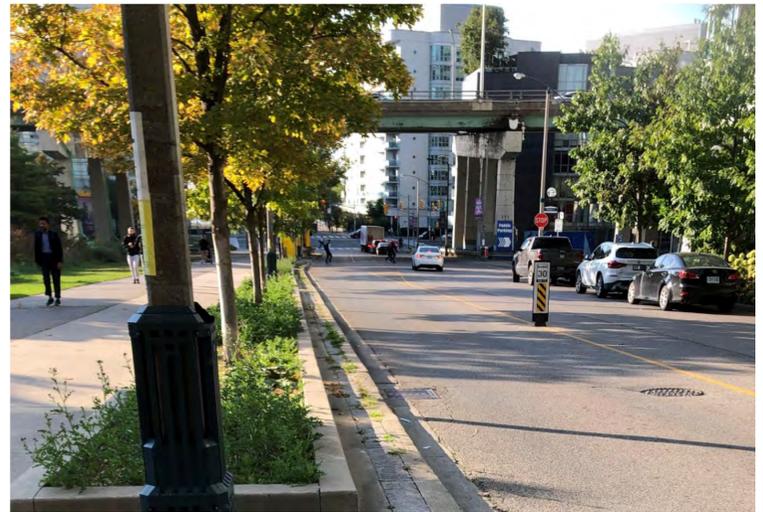
With this option, people cycling would share the multi-use path as they currently do with people walking and running

The multi-use path option would maintain the 6 on-street paid parking spots on the west side of Dan Leckie Way

This option would provide ample separation for people cycling from motor vehicle traffic

It would require education and design efforts to reinforce etiquette of people travelling at different speeds and sharing a pathway

ON-STREET OPTION



The on-street option will provide a protected bi-directional cycle track on the east side of Dan Leckie Way

Would require removal of the 6 on-street paid parking spots on the west side of Dan Leckie Way

Would require the removal of the current northbound turn lane onto Housey Street

Would involve introducing a protected curb on the north-east corner of Dan Leckie Way and Lake Shore Blvd to slow westbound vehicles turning north onto Dan Leckie Way



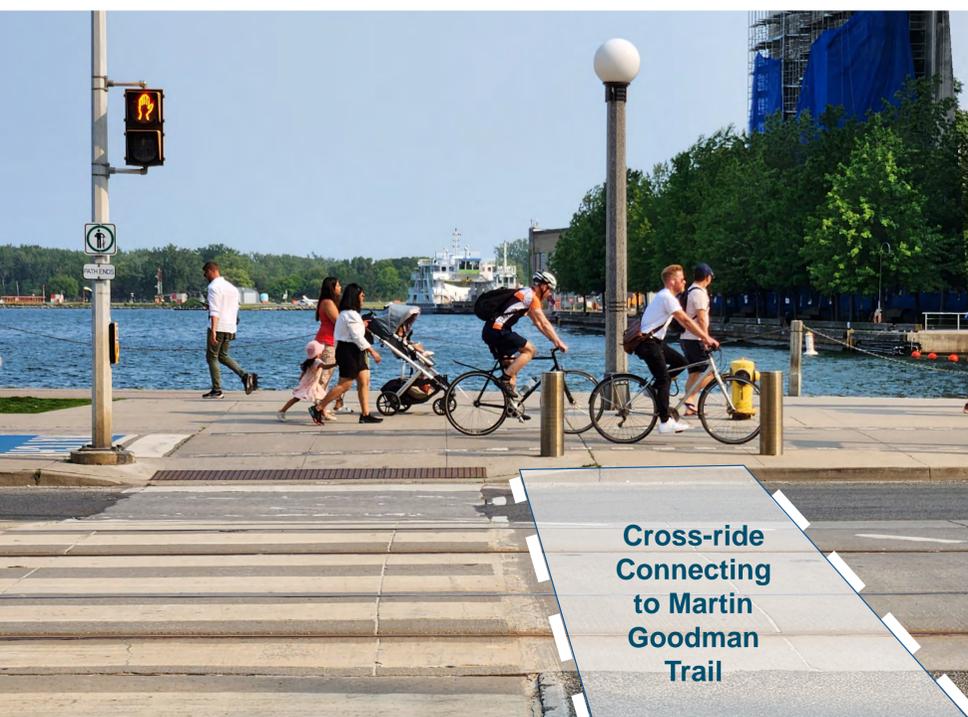
The southern-most block of Dan Leckie Way south of Lakeshore Boulevard will connect to Queens Quay and the Martin Goodman Trail.

Alignment of the centre traffic island will be adjusted to accommodate both the bi-directional bikeway and motor vehicle traffic in both directions.

This presents an opportunity for additional greening and / or public art components to be added to the street.

If you live nearby and are interested in contributing to community greening opportunities, let City staff know.

**Pablo Muñoz,
Senior Public Consultation Coordinator
Pablo.Munoz@Toronto.ca
416-397-0202**





WINTER /
SPRING
2023

Data Collection, Analysis, Design Development

Parking surveys, collision report review, analysis, and design options creation

SUMMER /
FALL
2023

Public Consultation

Local business and stakeholder outreach, public meeting, project survey, consideration of design options

FALL /
WINTER
2023

Design Refinement

Finalize bikeway design based on consultation feedback and feasibility

WINTER /
SPRING
2024

Report to Council

Final design presented to Infrastructure and Environment Committee for approval

SPRING /
SUMMER
2024

Installation and Monitoring

Bikeway installed with ongoing monitoring and adjustments as needed





Once installation is finished, the project is not yet complete.

It takes time for people to adjust to change.

In the 12-18 months following installation, the City will:

- Observe the new behaviour
- Conduct new traffic counts on affected streets
- Evaluate before and after conditions

If there are still operational challenges, the City will consider:

- Reviewing parking and loading regulations and restrictions
- Adjusting turn or through-restrictions
- Adding additional safety improvements



- Fill out the public feedback survey (QR code at left).
Deadline October 27, 2023.
- Sign up for updates on the project website:
toronto.ca/PortlandDanLeckie

- **OCTOBER 27** – Comment period closes
- **NOVEMBER 2023** – Feedback considered and design finalized
- **DECEMBER 2023** – Project report and consultation report posted online and shared via email to all that signed up for project updates
- **JANUARY 2024** – Report presented to Infrastructure and Environment Committee of City Council for approval
- **SUMMER 2024** – Subject to Council approval, project is planned for installation
- **POST-INSTALLATION** – Ongoing monitoring and evaluation

CONTACT US

For more information about the project, please contact:

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416-397-0202