



Portland - Dan Leckie Way Cycling Connections

PROJECT UPDATE - JANUARY 2023



toronto.ca/PortlandDanLeckie

Project Update Overview



This document provides an overview of the community feedback received regarding the Portland-Dan Leckie Cycling Connections project and the design changes proposed to address concerns. The full consultation report can be found [here](#).

These updates will be shared at a **virtual public meeting** to be held: **Tuesday, January 23, 2024 at 6pm**

Please register following [this link](#) - also available on the project webpage: toronto.ca/PortlandDanLeckie

Public Feedback



Summary of public outreach and feedback activities:

Activity	Date	Participation
Business loading and Delivery Survey	August 2 – 16, 2023	30 Businesses 6 Condo Management Companies
Stakeholder Meetings	September 16, 2023	15 attendees (50 invited total)
Public Drop-In Event	October 16, 2023	90 attendees
Online Survey	October 2 - 27, 2023	1,300 responses
Email/Phone Call	July – October 2023	60 comments received



Stakeholder Outreach



Meetings or outreach efforts have been specifically conducted with the following stakeholders.

- Toronto Downtown West BIA
- CityPlace-Fort York BIA
- Queen West BIA
- Wellington Place Neighbourhood Association
- Garment District Residents Association
- Waterfront BIA
- The Well
- Portland Commons
- Police, Fire and Emergency Services
- City Planning



What We Heard



- Excitement about and **support for this key all-ages and abilities north-south cycling connection route**
- Concern that conversions to one-way traffic will **exacerbate congestion** in the area and **extend resident commute times**
- Concern about the introduction of a traffic diverter and **access to local businesses and residential buildings** including loading, deliveries and service vehicles
- Concerns about the **interaction between people cycling and pedestrians** at busy intersections, on the Puente de Luz bridge and on the multi-use path alongside Canoe Landing Park
- Some people expressed concerns regarding **passenger pick up and drop off** along the corridor
- Desire for an area-wide **transportation study** to justify the addition of a bikeway

Proposed Route - Key Changes



The proposed route will connect important existing east-west bikeways, and enhance the public realm, particularly via a directional diverter at the north-east corner of Victoria Memorial Square.

Key changes from the original proposal:

- Portland Street between Adelaide and King Streets would run **one-way Southbound** (previously proposed northbound) with the west-bound through restriction lifted at King and Portland to ensure convenient access to all businesses on King Street
- Portland Street is proposed to **remain two-way** for motor vehicles from Wellington Street to Front Street
- All of Dan Leckie Way is proposed to **remain two-way** for motor vehicle traffic with parking and loading maintained on the West side of Dan Leckie Way on the blocks north and south of Fort York Blvd.

Why make changes to the street?



The majority of on street parking and loading will be maintained. On Portland Street between Queen Street and Wellington, this will be accomplished by converting Portland Street to one way traffic for motor vehicles and simplifying traffic circulation.



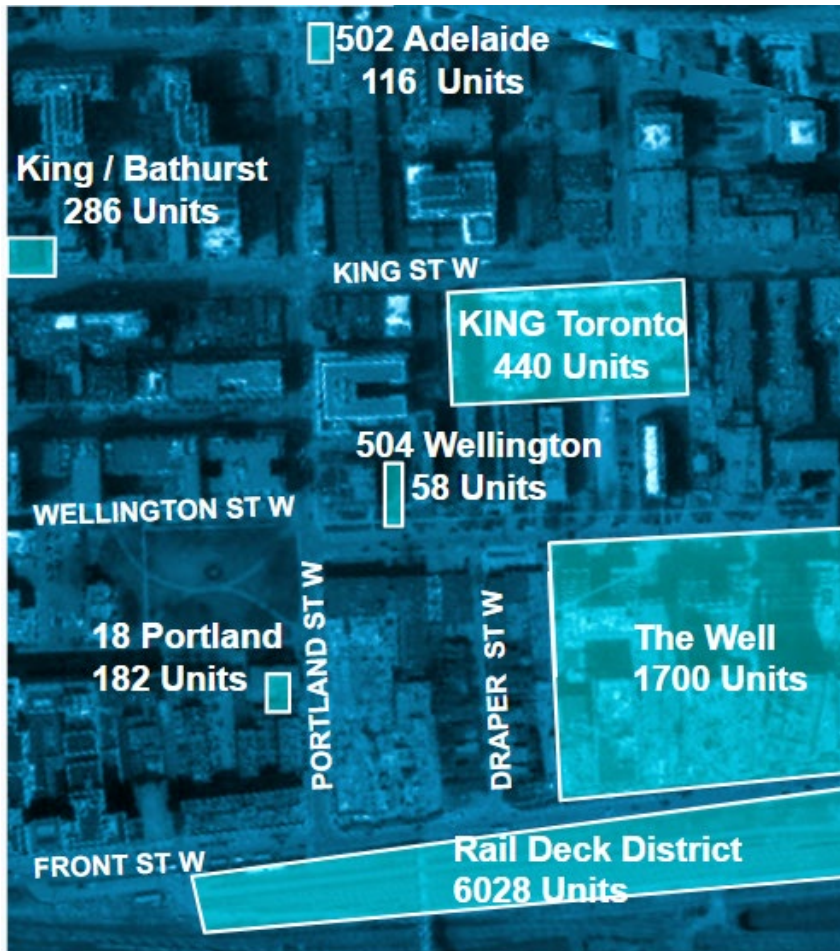
Rendering of proposed bi directional bikeway and traffic diverter at Wellington Street and Portland Street



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

- Portland Street and Dan Leckie Way provide an important link in the Council-approved city-wide Cycling Network Plan connecting north-south from Queen Street to the waterfront and provide an all ages and abilities cycling option
- The **one-way conversion** will maintain the majority of on-street parking and loading uses as well as CaféTO patios and **calm congestion by simplifying motor vehicle circulation** in a busy mixed-use neighbourhood

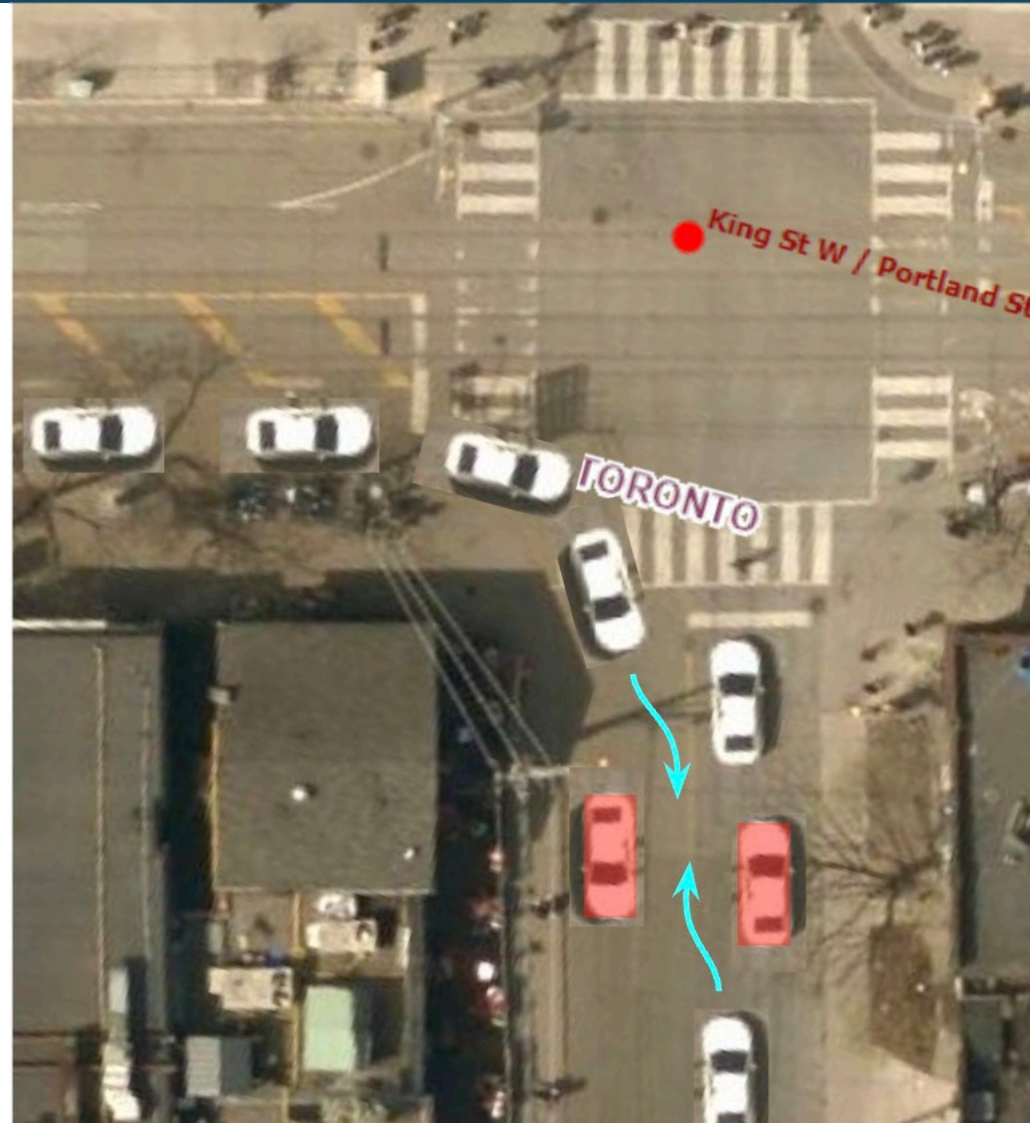
Rapid development in the area



- Several new developments in the Portland-Dan Leckie area will bring in an anticipated 9000 new residences to the area as well as increased commercial, hotel and service activities
- Pedestrian and cycling infrastructure improvements like the Portland-Dan Leckie Cycling Connections and transit investments like the Ontario Line are key elements of City-wide planning strategies to help manage growth and congestion in our growing city

Existing Conditions | Congestion Causes

- Current two-way motor vehicle traffic causes back-ups when loading occurs on both sides of the street, then two-way motor vehicle traffic cannot pass
- Through observation and feedback, this causes confusion, congestion and reports of late-night honking in the residential area

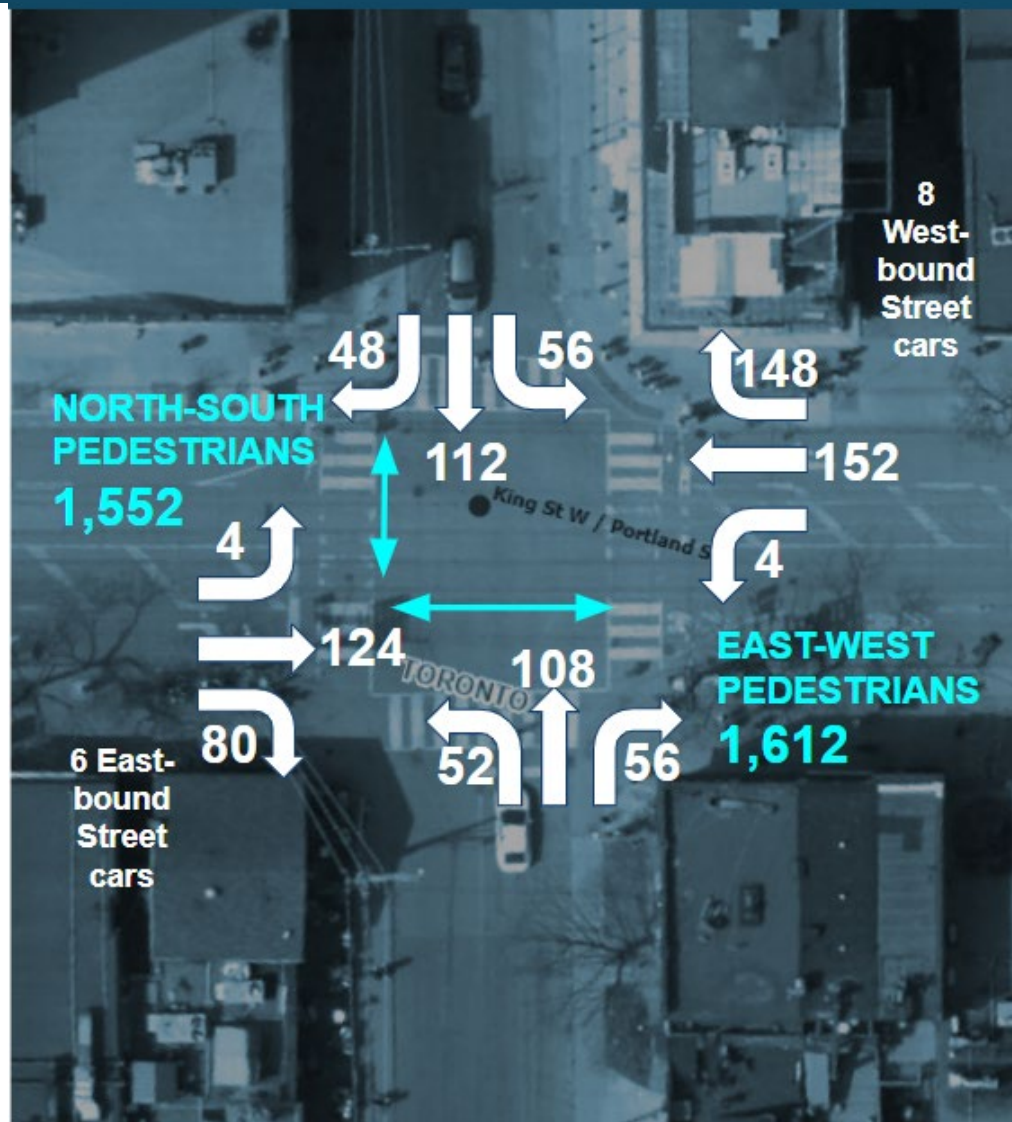


Portland + King | Saturday 11pm



Recent in-person traffic counts illustrate:

- In addition, large pedestrian volumes make it near impossible for motor-vehicle drivers to make the many movements at King Street and Portland Street
- Regularly, no more than 3 motor vehicles manage to make a turning movement in a single signal cycle



One-way eases congestion + loading



With a single direction of traffic on Portland Street, three congestion-causing issues are resolved:

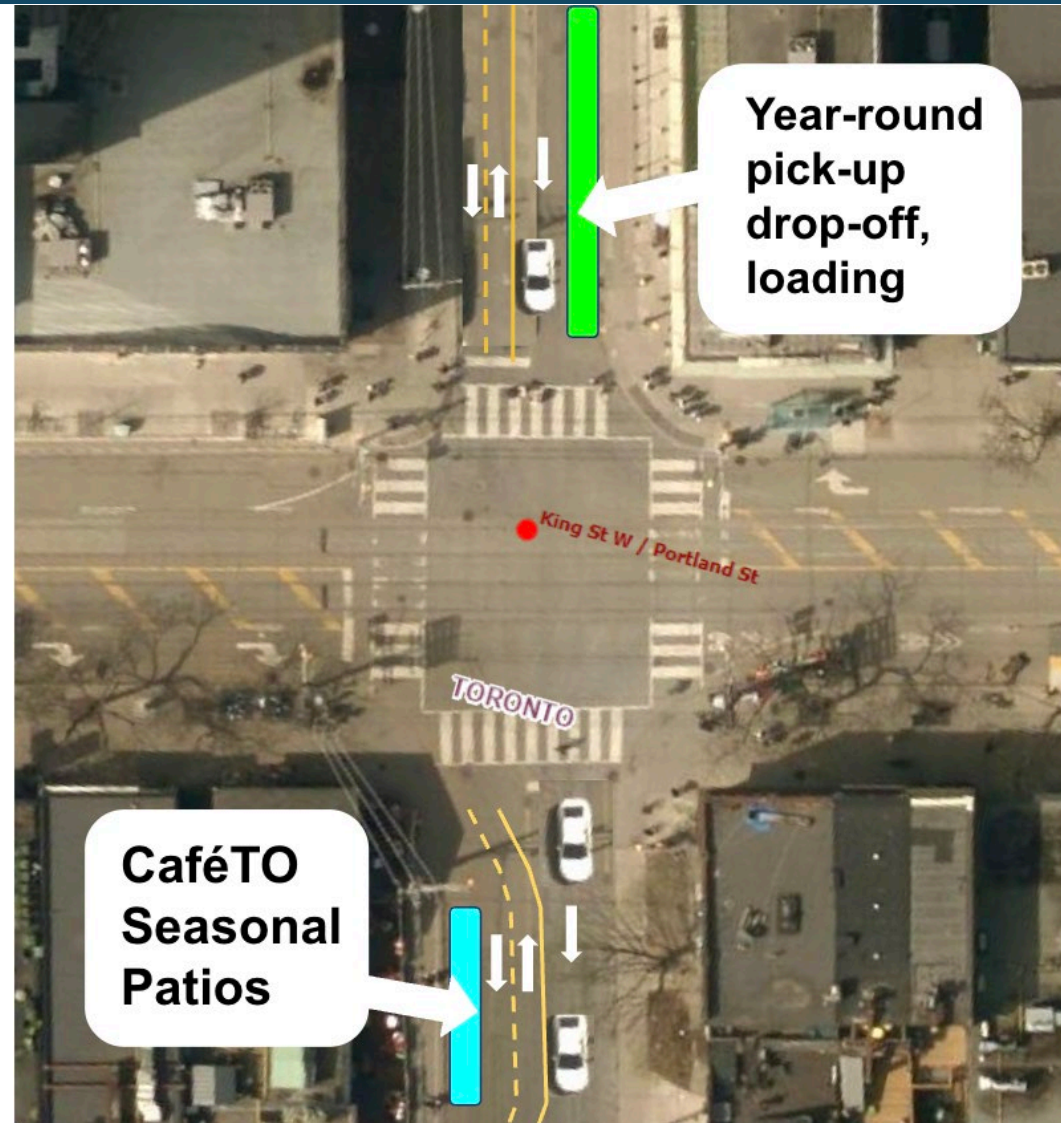
- Fewer motor vehicle movements at intersections
- Full lane of curb-side passenger loading
- Through lane of traffic unimpeded



CaféTO Patio Season



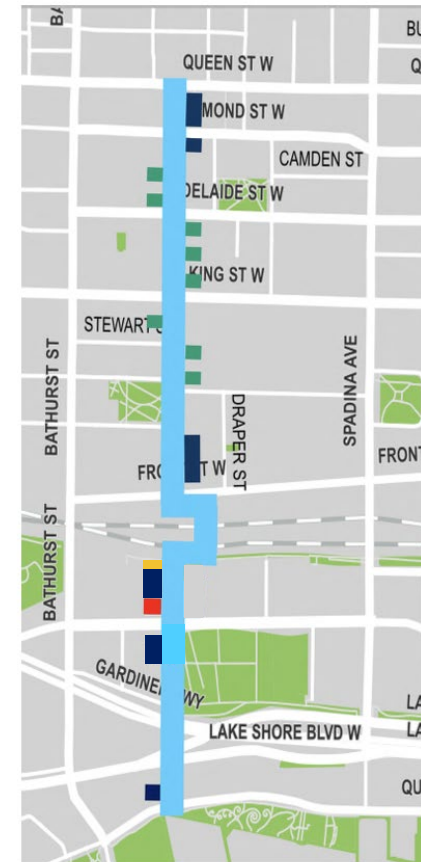
- During CaféTO patio season, existing patios at Ruby Soho, Chica and Maxime's will be incorporated into the street
- Convenient passenger loading will be clearly designated throughout the year



Loading and deliveries



- 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 maintain access to all driveways to facilitate access for deliveries, services and solid waste collection.

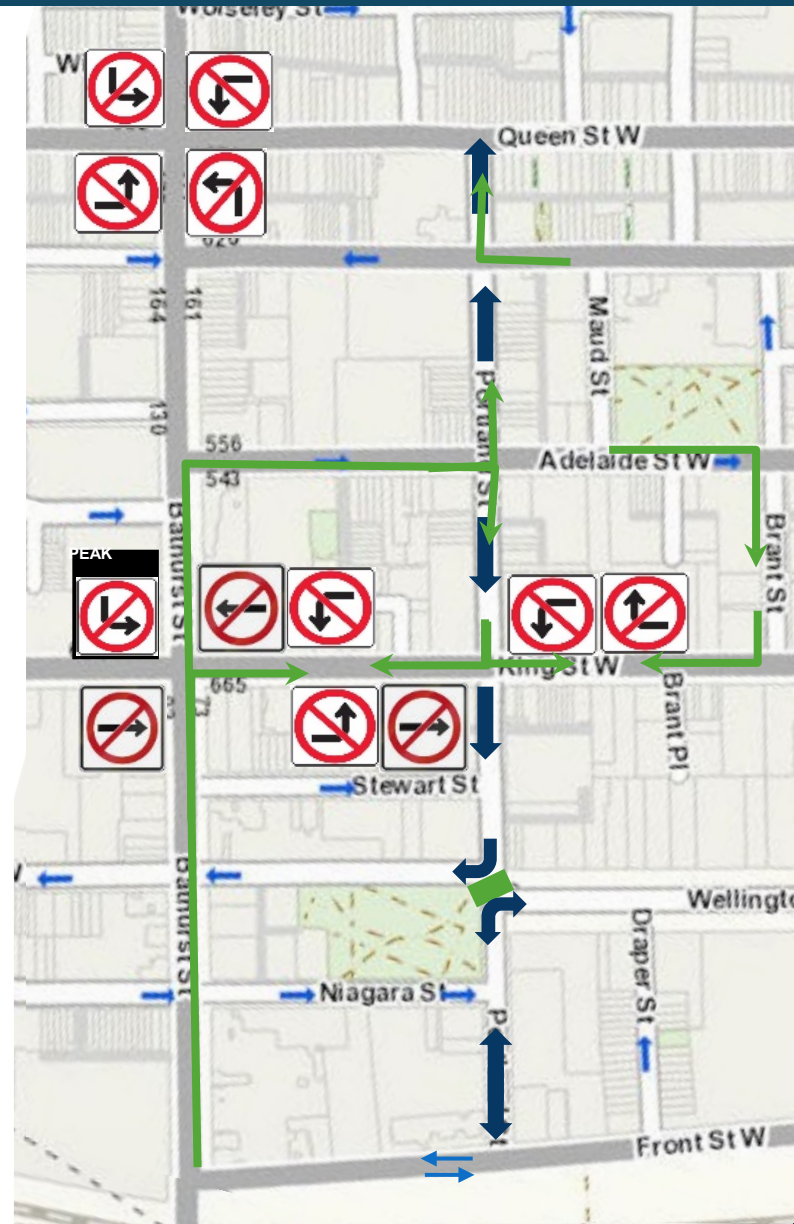


Access to all businesses on King



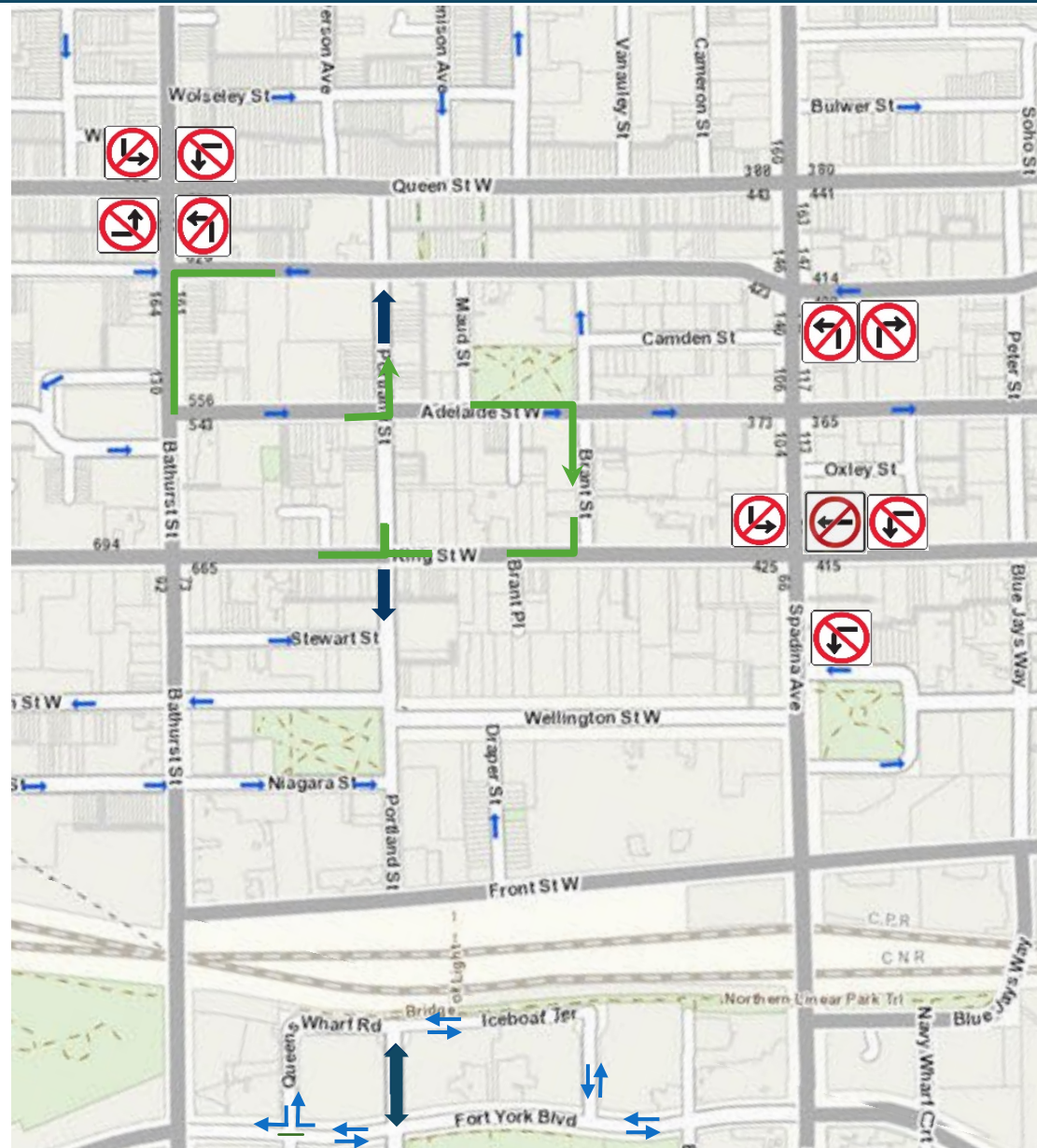
- The initial bikeway proposal was focused on maintaining King Street transit priority turn restrictions which complicated access to some blocks of King Street
- Circulation on Portland Street **southbound*** from Adelaide Street maintains all access with the lifting of the current west-bound through restriction on King Street
- Careful monitoring in partnership with TTC will determine the need for any contingency measures

**Original proposal was one-way north from Adelaide Street to King Street*



Portland Street Proposed Circulation

- From Bathurst Street, Adelaide Street would act as the main access to Portland Street
- Portland Street south of Wellington Street can be accessed from Niagara Street, Spadina Avenue or Front Street
- By maintaining two-way motor vehicle traffic south of Niagara Street, no traffic is anticipated to be diverted to Draper Street



Motor Vehicle Volumes on Portland

Motor vehicle volumes on and around Portland Street are typically less than 240/hr (4 per minute) even at peak times.

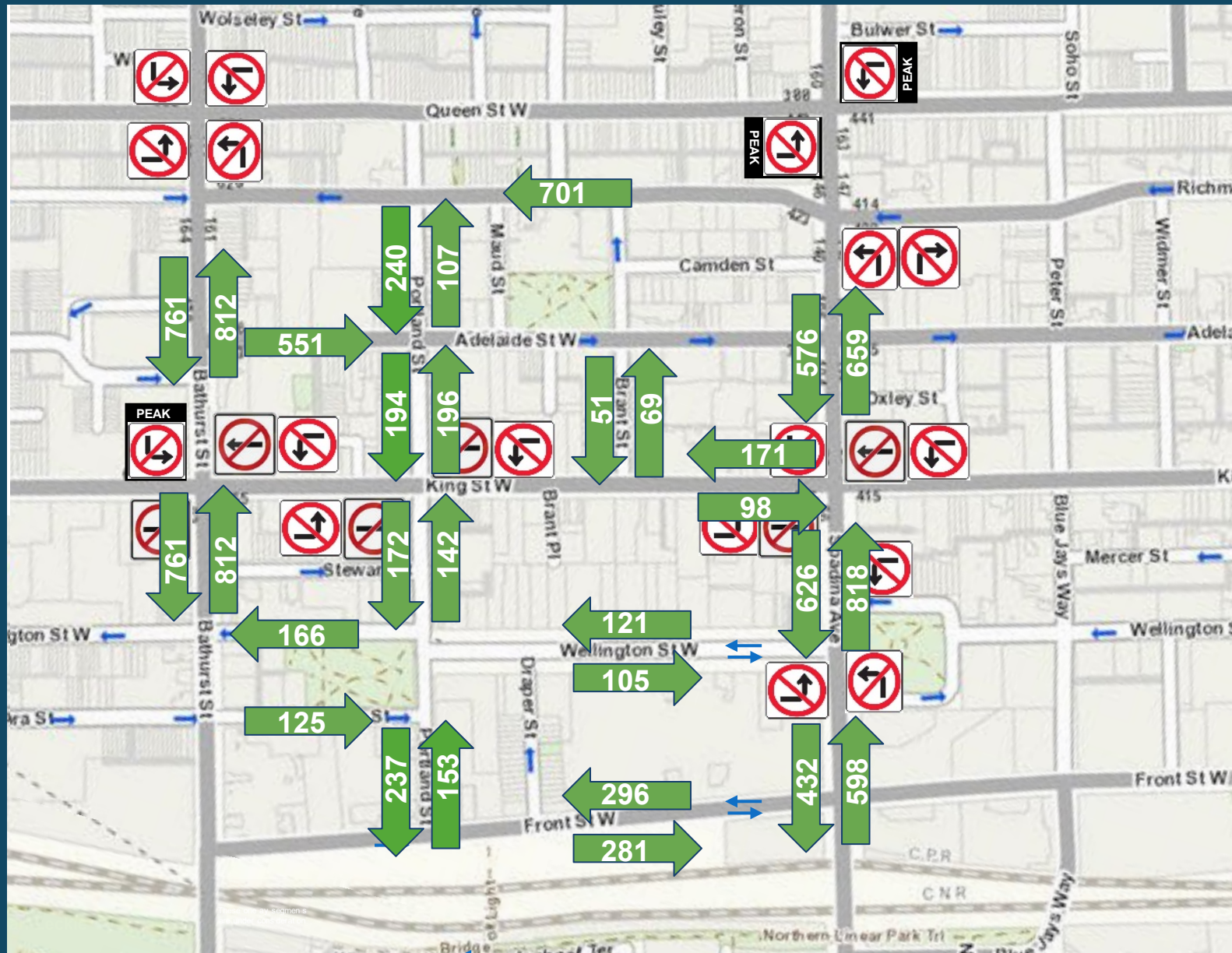
It is anticipated that the one-way conversions on Portland Street will:

- Generally reduce or have minimal impact on traffic within the neighbourhood by reducing cut-through traffic and simplifying traffic flows
- Have nominal impact on volumes at Bathurst Street and Wellington Street
- Increase traffic slightly on the block of Adelaide Street between Bathurst Street and Portland Street. Adelaide has dedicated turn lanes and three eastbound lanes able to accommodate anticipated volumes

CURRENT Motor Vehicle Volumes



CURRENT
AVERAGE
PM PEAK
VOLUMES
 (motor
 vehicles/hr)



ANTICIPATED Motor Vehicle Volumes

ANTICIPATED

AVERAGE

PM PEAK

VOLUMES

(motor
vehicles/hr)

Anticipated increase
precise numbers unavailable



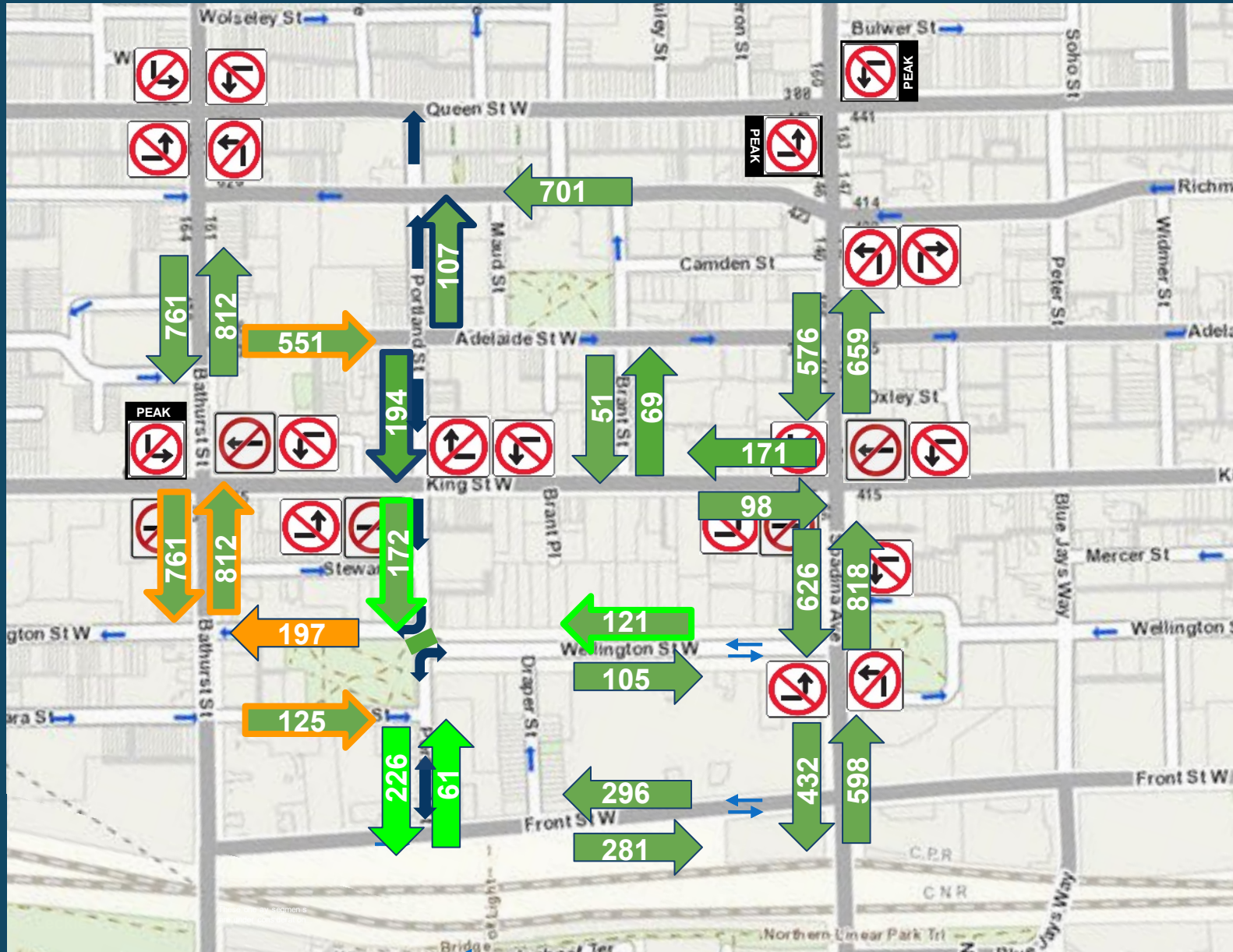
Calculated increase in
motor vehicle volumes



Anticipated decrease
precise numbers unavailable



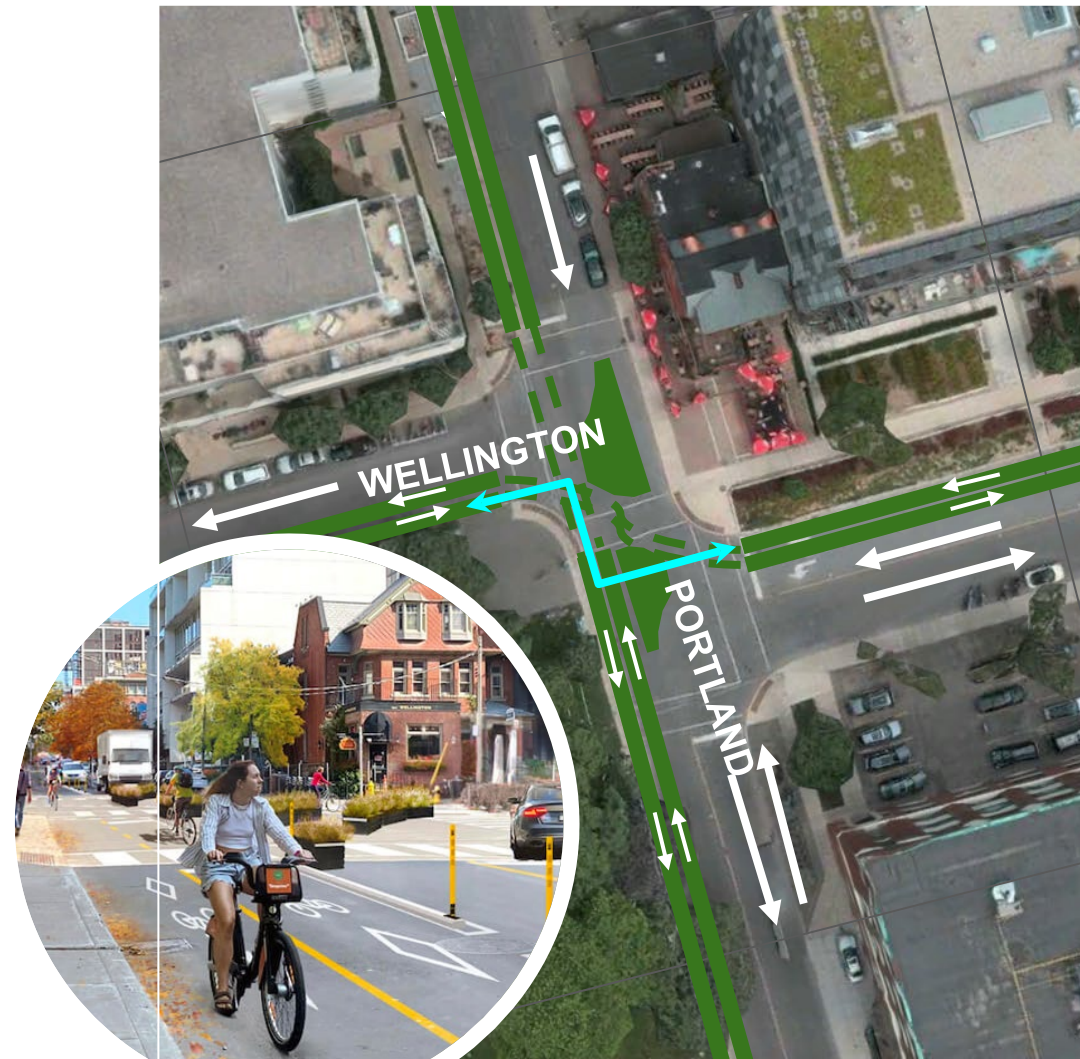
Calculated decrease in
motor vehicle volumes



Portland and Wellington Diverter



- The traffic diverter at Portland Street and Wellington Street is a critical component of the project to **simplify motor vehicle movements** and **prioritize pedestrian safety**
- **People cycling will be slowed** with a bend in their turning path
- **Emergency vehicles** can use the bikeway space to navigate the intersection, when necessary

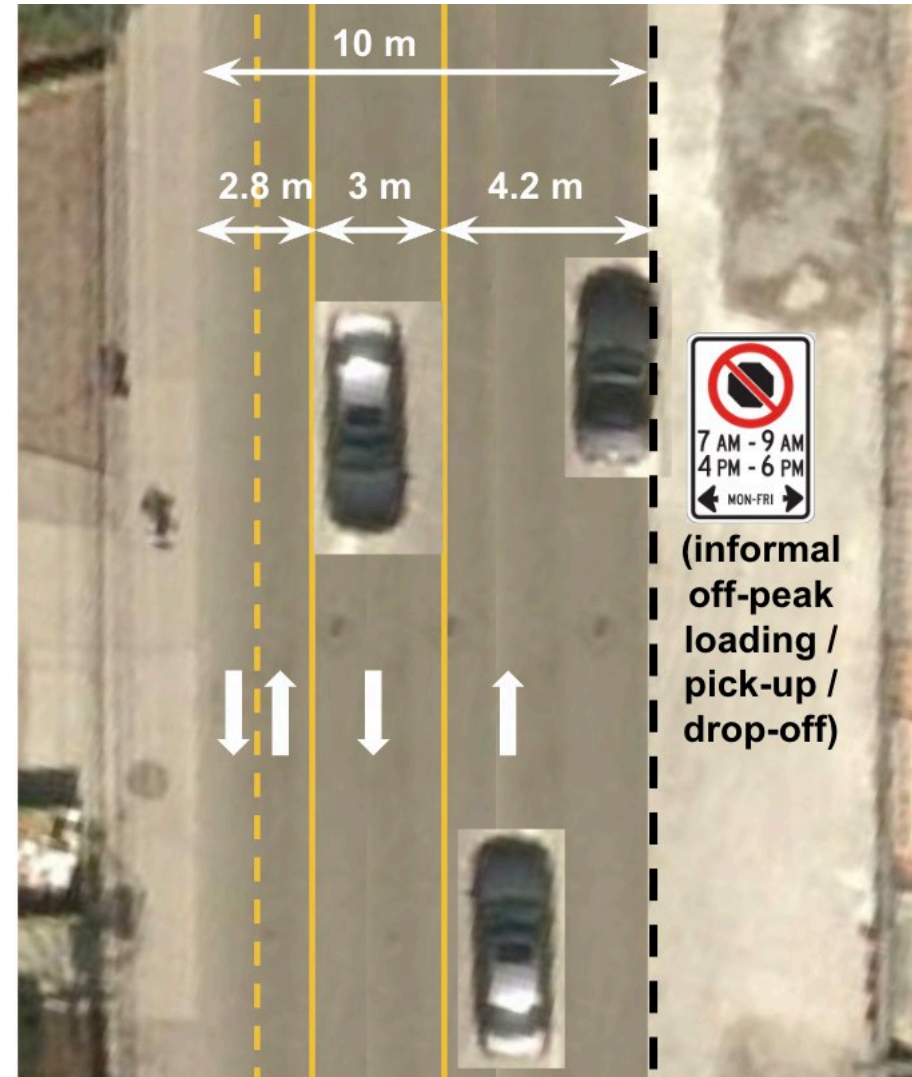


Portland Street | Wellington to Front



In response to community input, the updated design on Portland Street from Wellington Street to Front Street will include:

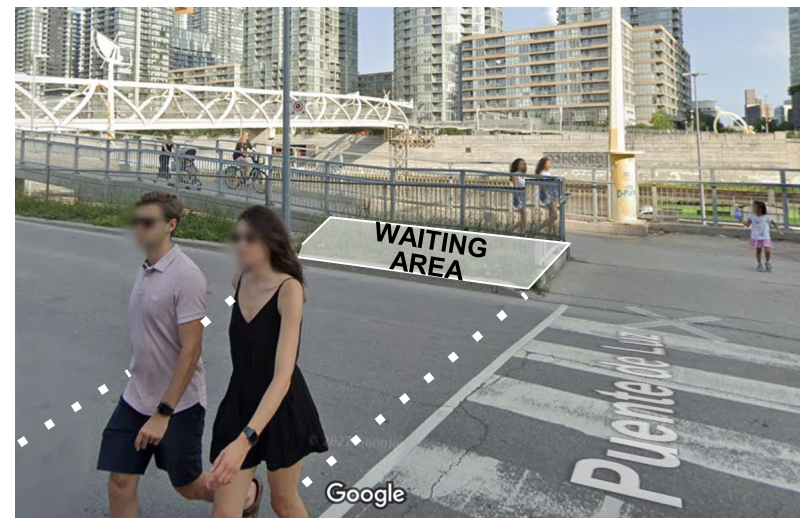
- Motor vehicle travel lanes in both directions
- No stopping on west side
- Informal off-peak loading on the east side of Portland Street to permit deliveries or passenger pick-up/drop-off without impeding traffic flow



Puente de Luz Bridge



- Cycling is permitted across the Puente de Luz bridge. Pavement markings will reinforce passing in the centre and reserving the railing sides for pedestrians
- A waiting area will accommodate safe merging of bicycle and pedestrian traffic
- “Yield” and “Cyclists SLOW” Signage will reinforce the requirement for **people cycling to yield to pedestrians**



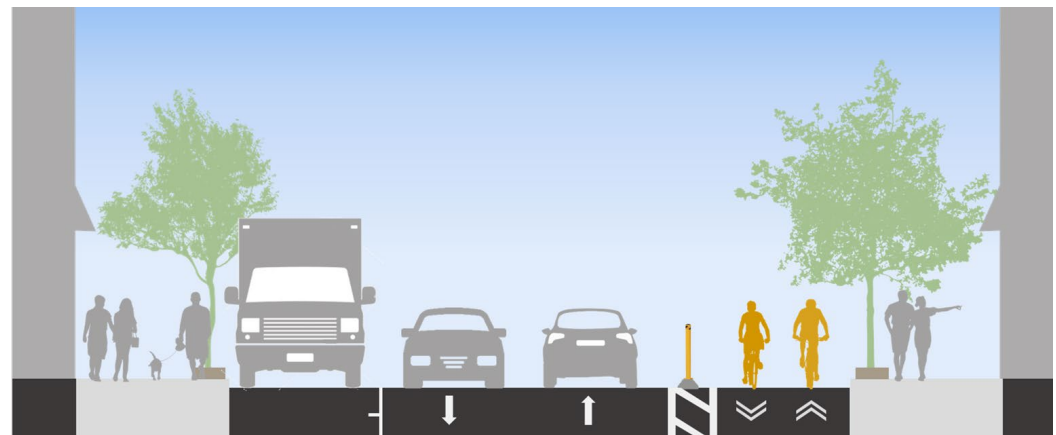
Dan Leckie Way (North of Fort York Blvd)



Based on neighbourhood feedback, the updated design will:

- **Maintain two-way motor vehicle traffic** along all of Dan Leckie Way
- **Maintain the 7 on-street parking spaces** and accessible loading on the west side
- School bus loading on the west side to ensure safe access to the sidewalk

Dan Leckie Way | Queen's Wharf Rd to Fort York Boulevard



- **8 on-street parking spaces on the east side will be removed**
- **6 on-street parking spaces will be maintained** south of Fort York Blvd.

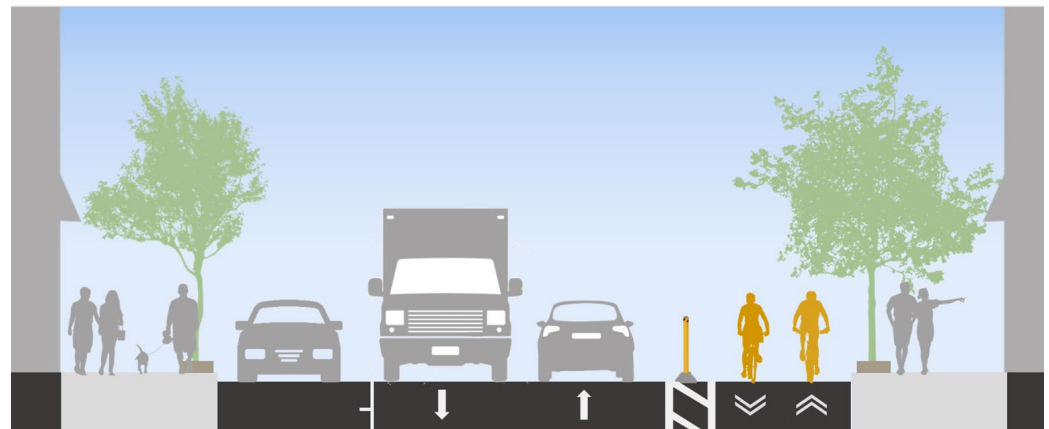
Dan Leckie Way (South of Fort York Blvd)



Based on feedback, the roadway design has been updated to:

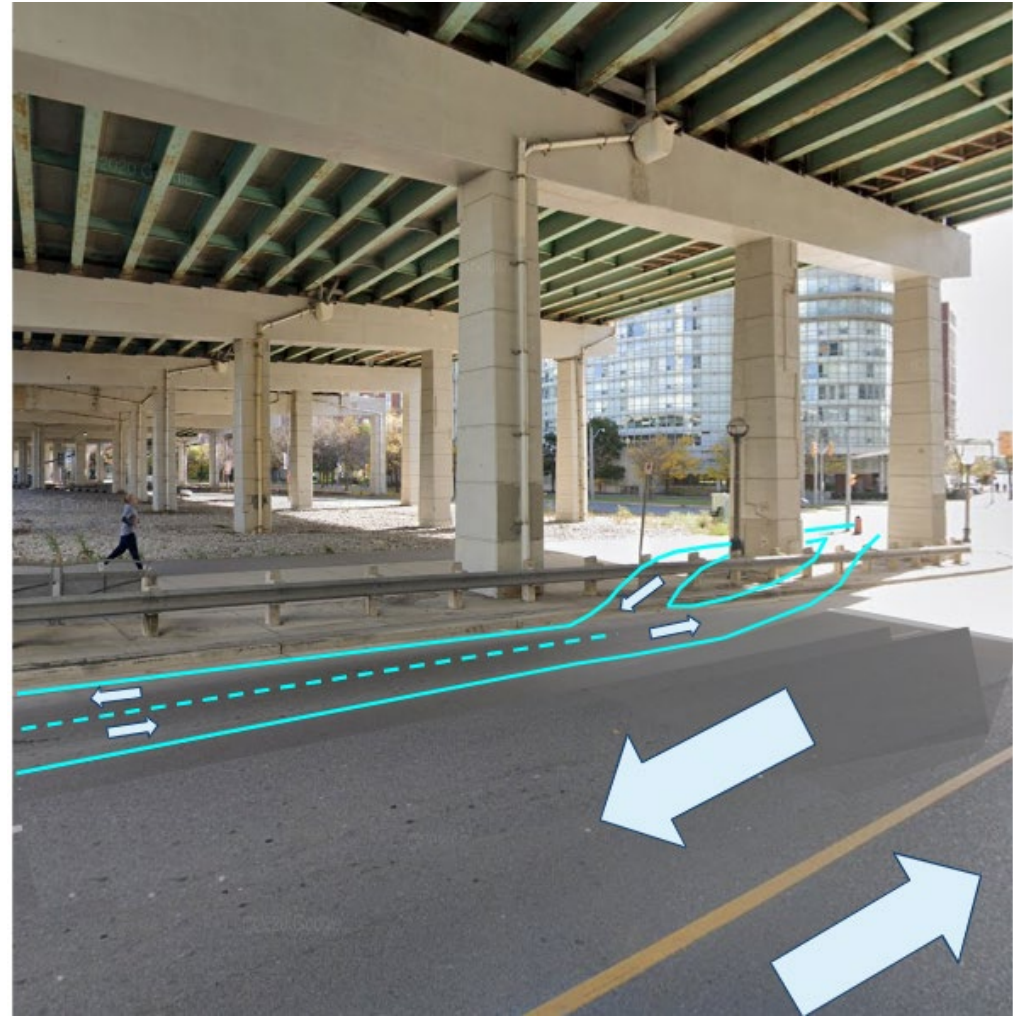
- **Maintain 6 on-street parking spaces** on the west side of Dan Leckie Way
- Locate the protected **bi-directional bikeway on the roadway**, maintaining the sidewalk/trail beside Canoe Landing Park for pedestrians

Dan Leckie Way | Fort York Boulevard to Housey Street



Dan Leckie Way at Lake Shore Blvd

- At the intersection of Lake Shore Boulevard, the on-street bikeway is proposed to transition to sidewalk level, while maintaining separation between people cycling and pedestrians.
- This allows to have better sight lines and a protected corner for people cycling at the intersection for the heavy motor vehicle turning movements.





- Virtual Public Update Meeting and Q+A - **Tuesday January 23, 6pm.**
- Infrastructure and Environment Committee and City Council Report planned in March 2024.
- Installation summer 2024
- Reach out with any questions:

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