

Post-Installation Update: Portland Street Bikeway & Road Safety Changes



Post installation photo of the Portland Street & Wellington Street intersection.

The City has now completed installation of road safety improvements and changes to traffic patterns on Portland Street. City staff have been on-site for several weeks closely monitoring changes to travel patterns and impacts for drivers, cyclists and pedestrians and this update contains preliminary data regarding the impacts of the project.

Following the installation of the bikeway and other road safety changes on Portland Street, travel data collected by the City pedestrian trips have increased +11%, cycling trips have increased +16%, and vehicle trips have decreased -60% through the corridor overall as shown in Figure 1.

Figure 1: Changes to Travel on Portland Street Before & After Project Installation

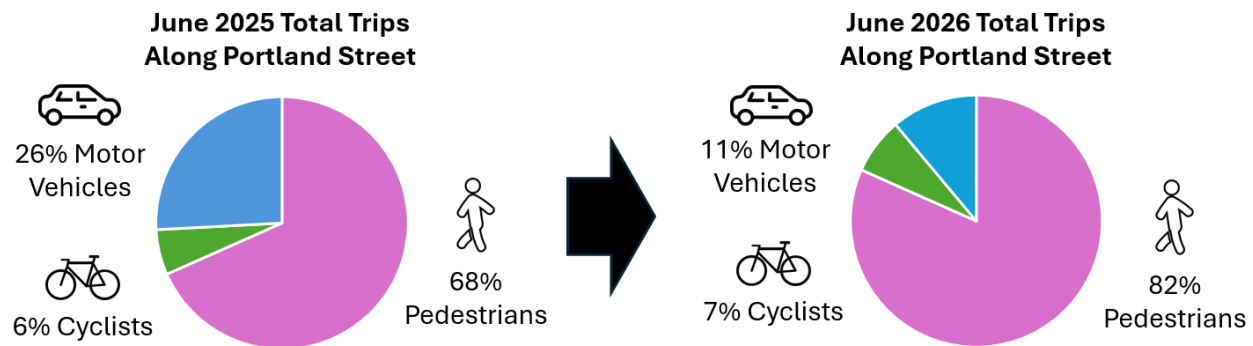
Data collected on Tuesday June 24, 2025 & Tuesday June 30, 2026 (6:00am – 8:00pm)



In addition, data collected by the City shows that pedestrians and cyclists represented 74% of all north-south travel along Portland Street in June 2025, this increased to 89% in June 2026.

Figure 2: Travel on Portland Street Before & After Project Installation

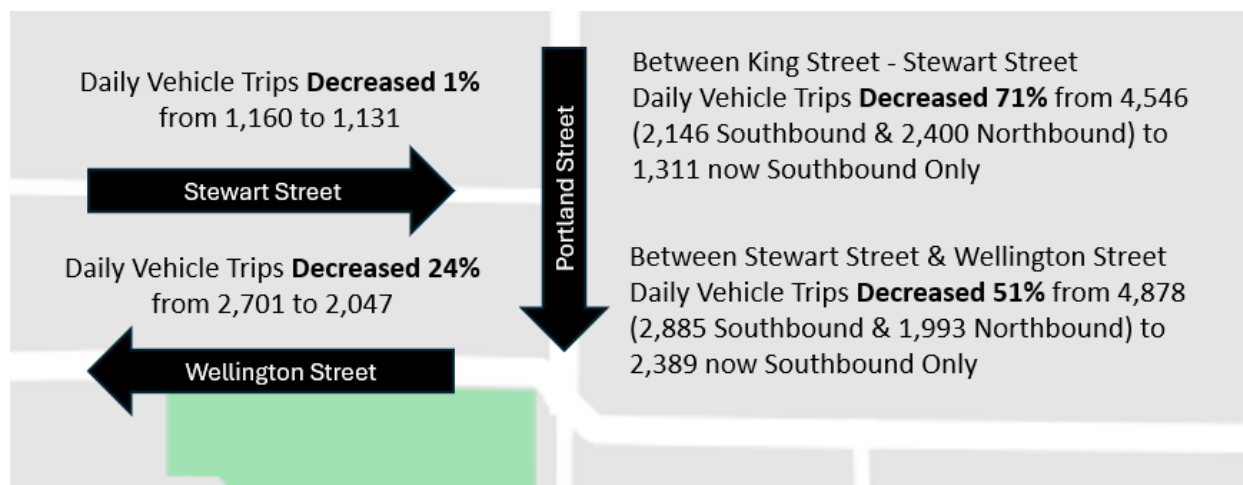
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Daily motor vehicle trips are significantly lower overall. As shown in Figure 3, On Wellington Street westbound from Portland Street, trips have decreased 24% from 2,701 to 2,047. Similarly, on Portland Street, between King Street and Stewart Street trips decreased 71% from 4,546 (2,146 Southbound & 2,400 Northbound) to only 1,311 with the new one-way southbound travel pattern. Based on these data and field observations, there is now significantly less cut-through traffic, and as a result there is less air pollution, less honking noise, and fewer safety risks for all road users.

Figure 3: Changes to Motor Vehicle Volumes in Before & After Project Installation

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Transportation Services acknowledges that there have been some significant traffic back-ups, westbound on Wellington Street approaching Bathurst Street, predominantly in the first weeks after installation. The delays were largely caused by a traffic signal hardware glitch at Wellington Street and Bathurst Street, unrelated to changes on Portland Street, that resulted in unnecessarily extended red-lights for people traveling westbound along Wellington Street. We heard from many residents about the impact of these back-ups, and apologize for added delays while staff worked to identify the root cause of this issue and rectify it as quickly as possible.

Although the actual volume of vehicles is lower now than in 2025, the City understands that there are still occasional back-ups being experienced westbound on Wellington approaching Bathurst as heavy volumes of east-west bike and pedestrian traffic crossing at Bathurst can make it difficult for exiting vehicles to find a space to turn off Wellington onto Bathurst.



View Westbound on Wellington Street at the Bathurst Traffic Signal

To help alleviate some of the delays, additional traffic signal timing adjustments were implemented at Bathurst and Wellington on Monday July 6th. Only modest changes were possible, due to the many travel demands at this intersection; however, preliminary data suggests that now about 6-8 cars typically clear per light cycle, instead of only 4-6 vehicles before the recent update.

Close monitoring suggests that drivers are typically experiencing a 2-8 minute delay travelling westbound on Wellington Street approaching Bathurst Street, during peak evening travel times. These impacts have also been exacerbated on World Cup game days when pedestrian and cycling volumes surge – while at most other times of the day there is virtually no delay westbound. Overall, this level of congestion is in line with the typical congestion experienced in the downtown core during peak travel times.

Transportation Services is continuing to monitor the area and is preparing a comprehensive assessment of the traffic impacts of recent transportation projects in the area including RapidTO, the King Street Transit Priority project and the Portland traffic pattern changes including impacts on Bathurst, Spadina, King and Front Streets.

More information about the project, history and consultation can be found on the project web page: toronto.ca/PortlandDanLeckie. Please direct any questions or concerns to: cycling@toronto.ca

Post-Installation Travel Snapshot: Portland Street Bikeway and Road Safety Changes

The table below provides a breakdown of travel along each block, in June 2025 and 2025.

Changes to the Number of Trips by Travel Mode Along Each Block

Data collected on Tuesday June 30, 2026 & Tuesday June 24, 2025 (6:00am – 8:00pm)

PEDESTRIAN TRIPS

Segment	June 2025	June 2026	Change	% Change
Queen St - Richmond St	9,530	10,455	925	10%
Richmond St - Adelaide St	12,171	13,806	1,635	13%
Adelaide St - King St	15,099	17,172	2,073	14%
King St - Stewart St	16,172	17,267	1,095	7%
Stewart St - Wellington	12,717	14,187	1,470	12%
Wellington - Niagara	7,568	8,868	1,300	17%
Niagara - Front	4,562	4,613	51	1%
All Segments (avg)	11,117	12,338	1,221	11%

CYCLING TRIPS

Segment	June 2025	June 2026	Change	% Change
Queen St - Richmond St	882	796 -	86	-10%
Richmond St - Adelaide St	940	998	58	6%
Adelaide St - King St	938	1,080	142	15%
King St - Stewart St	1,138	1,114 -	24	-2%
Stewart St - Wellington	1,055	1,326	271	26%
Wellington - Niagara	922	1,428	506	55%
Niagara - Front	732	903	171	23%
All Segments (avg)	944	1,092	148	16%

MOTOR VEHICLE TRIPS

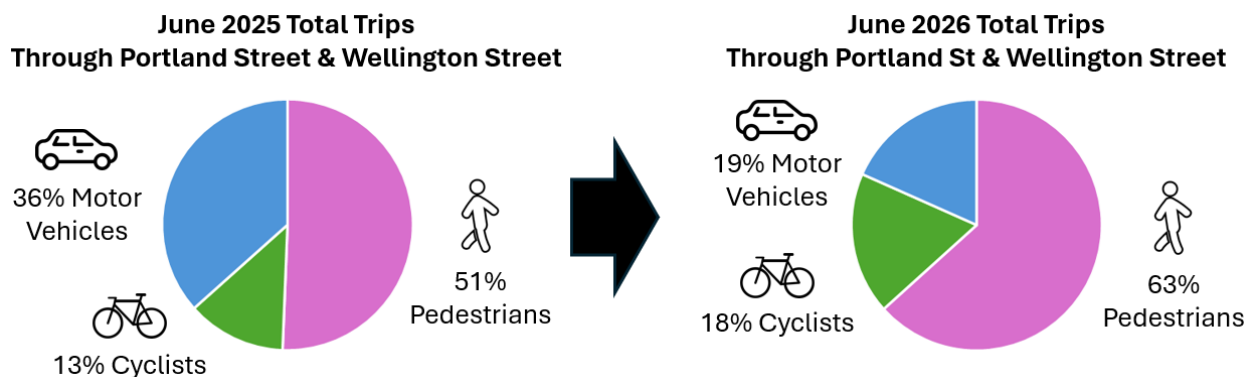
Segment	June 2025	June 2026	Change	% Change
Queen St - Richmond St	2,755	1,196 -	1,559	-57%
Richmond St - Adelaide St	3,265	807 -	2,458	-75%
Adelaide St - King St	4,475	1,415 -	3,060	-68%
King St - Stewart St	4,530	1,490 -	3,040	-67%
Stewart St - Wellington	4,887	2,264 -	2,623	-54%
Wellington - Niagara	4,986	1,923 -	3,063	-61%
Niagara - Front	4,520	2,645 -	1,875	-41%
All Segments (avg)	4,203	1,677 -	2,525	-60%

Post-Installation Travel Snapshot: Portland Street Bikeway and Road Safety Changes

At the specific intersection of Portland Street and Wellington Street, where the new traffic-diverter has been installed, there were 13,419 pedestrian crossings and 3,881 cycling trips in all directions, compared to 3,890 motor vehicle trips per day in June 2026. Compared to June 2025, pedestrian crossings increased +20%, cycling trips increased +38%, and motor vehicle trips decreased -52%.

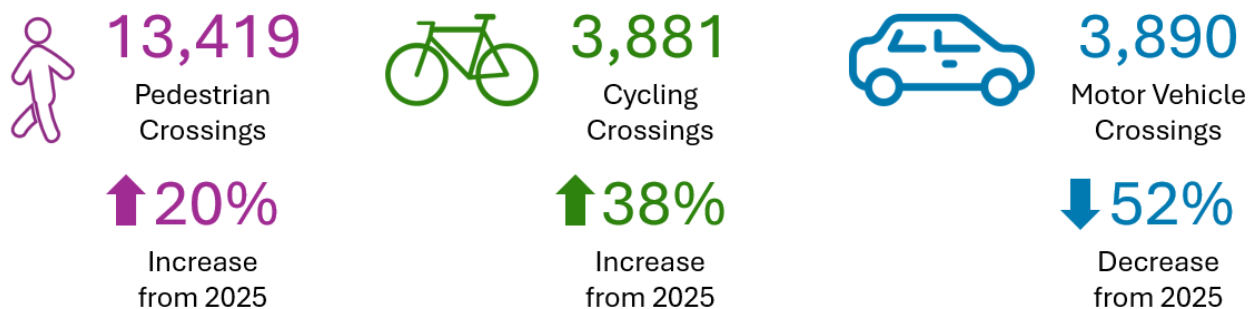
Travel Modes Through Portland Street & Wellington Street Intersection

Data collected on Tuesday June 24, 2025 & Tuesday June 30, 2026 (6:00am – 8:00pm)



Changes to Travel Through Portland Street & Wellington Street Intersection

Data collected on Tuesday June 24, 2025 & Tuesday June 30, 2026 (6:00am – 8:00pm)



Overall, there has been a significant reduction in motor vehicle traffic volumes along Portland Street. This change was anticipated based on the design goals of the overall project, which aimed to reduce the number of people driving along Portland Street as a cut-through street. The new design continues to serve the needs of residents, business and visitors, while providing a safer environment for the high volume of people walking and cycling in the area.

Post-Installation Travel Snapshot: Portland Street Bikeway and Road Safety Changes

Distribution of Trips by Travel Mode at Intersections Along Portland Street

Data collected on Tuesday June 30, 2026 (6:00am – 8:00pm)

