



Vaughan Road & Wychwood Avenue Safety Improvements

Public Drop-in Event

November 13, 2025

Project Overview



The City of Toronto is proposing ways to make travel safer and more accessible on Vaughan Road and neighbourhood streets and to improve connections for people cycling.

The Vaughan Road & Wychwood Avenue Safety Improvements Project includes three segments:

- Vaughan Road from Dufferin Street to Wychwood Avenue
- Wychwood Avenue from Vaughan Road to St. Clair Avenue West
- Neighbourhood streets south of Vaughan Road

The changes proposed as part of the project would:

- Increase safety for all road users
- Improve pedestrian and cycling connections
- Enhance public space through streetscape improvements

Why Now?

- As part of the City's recent Oakwood Village Neighbourhood Streets Plan, residents identified concerns about road safety as well as a desire for improved travel options without a car.
- In 2028, road resurfacing is planned on Vaughan Road between Oakwood Avenue and Winnett Avenue. Road work presents an opportunity to make safety improvements to the street.



Why Now | Project Context



The project is being advanced now for several reasons.



Planned Road Work: In 2028 road resurfacing is planned on Vaughan Road between Oakwood Avenue and Winnett Avenue. Making safety improvements as part of planned road work is cost effective and minimizes disruption in the community.



Oakwood Village Streets Plan: The Oakwood Village Streets Plan (OVSP) was initiated in response to the community's request for safer streets. Many of the changes discussed through the OVSP, including need for local bikeways can be delivered through the Vaughan Road and Wychwood Avenue Safety Improvements project.



Cycling Network Plan: The City Council-approved 2025-2027 Near-Term Implementation Program includes new cycling connections on Vaughan Road and Wychwood Avenue that aim to renew and connect gaps in the network, connect people to places and grow the cycling network.



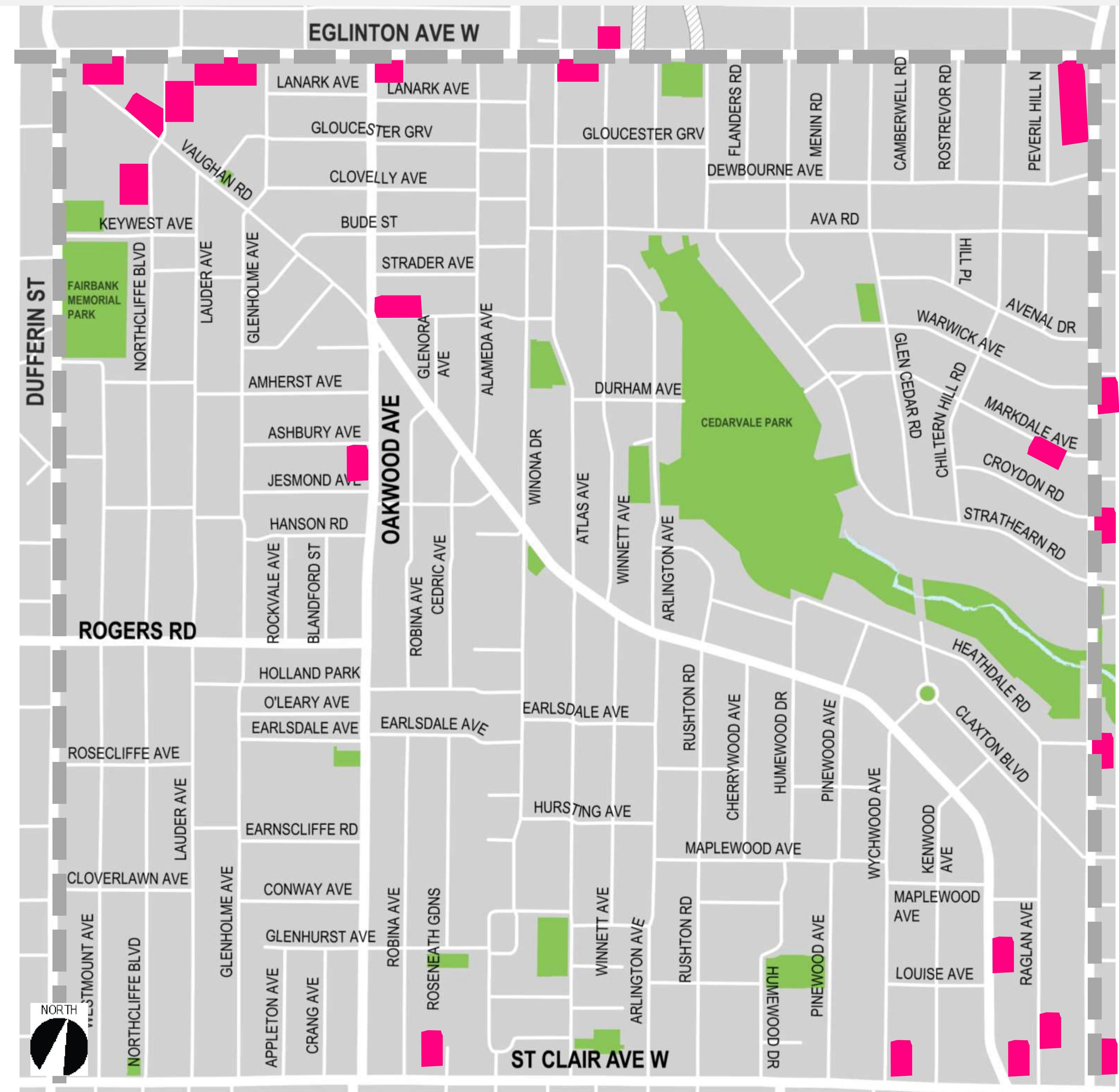
Top image illustrating road resurfacing works, bottom images showing people cycling on Vaughan Road

Why Now | More Transportation Options to Meet Growth



Toronto is welcoming more people. There are over 20 development sites, either approved or under review, between Eglinton Avenue, Dufferin Street, Bathurst Street and St. Clair Avenue West that, when built, would add more than 4,000 new residential units and new businesses. The developments are designed to be oriented toward active modes of travel – transit, walking and cycling.

Investments in transit, walking and cycling infrastructure provide alternatives to vehicle travel. This allows for roadways to be used more efficiently, and creates streets that are for people, placemaking and prosperity.



Legend

- Site with approved or under review development
- Corridors with future rapid transit

Why Now | Creating Safer Neighbourhood Connections



The **safety of school children and parents** is a key consideration for the Vaughan Road and Wychwood Avenue Safety Improvements project. The project aims to increase the safety and comfort of walking and cycling, including for children and parents traveling to schools and daycares in the project area.

There are many schools and day care centres in the immediate vicinity of Vaughan Road and Wychwood Avenue, including:

- Fairbank Public School
- D'Arcy McGee Catholic School
- Vaughan Road Academy Temporary Hodgson Middle School
- Leo Baeck Day School
- St Thomas Aquinas Catholic School
- Lycée Français de Toronto
- JR Wilcox Community School
- Humewood Community School and Daycare Centre
- Wychwood School

Many students in the project area live within walking or rolling distance from their school. Making walking and cycling safer and more comfortable promotes active school travel, which supports:

- Healthier students
- Safer school zones
- Less traffic and lower emissions
- Better academic performance



A bike parade in Toronto organized by parents and teachers to celebrate cycling

Why Now | Prioritizing Road Safety



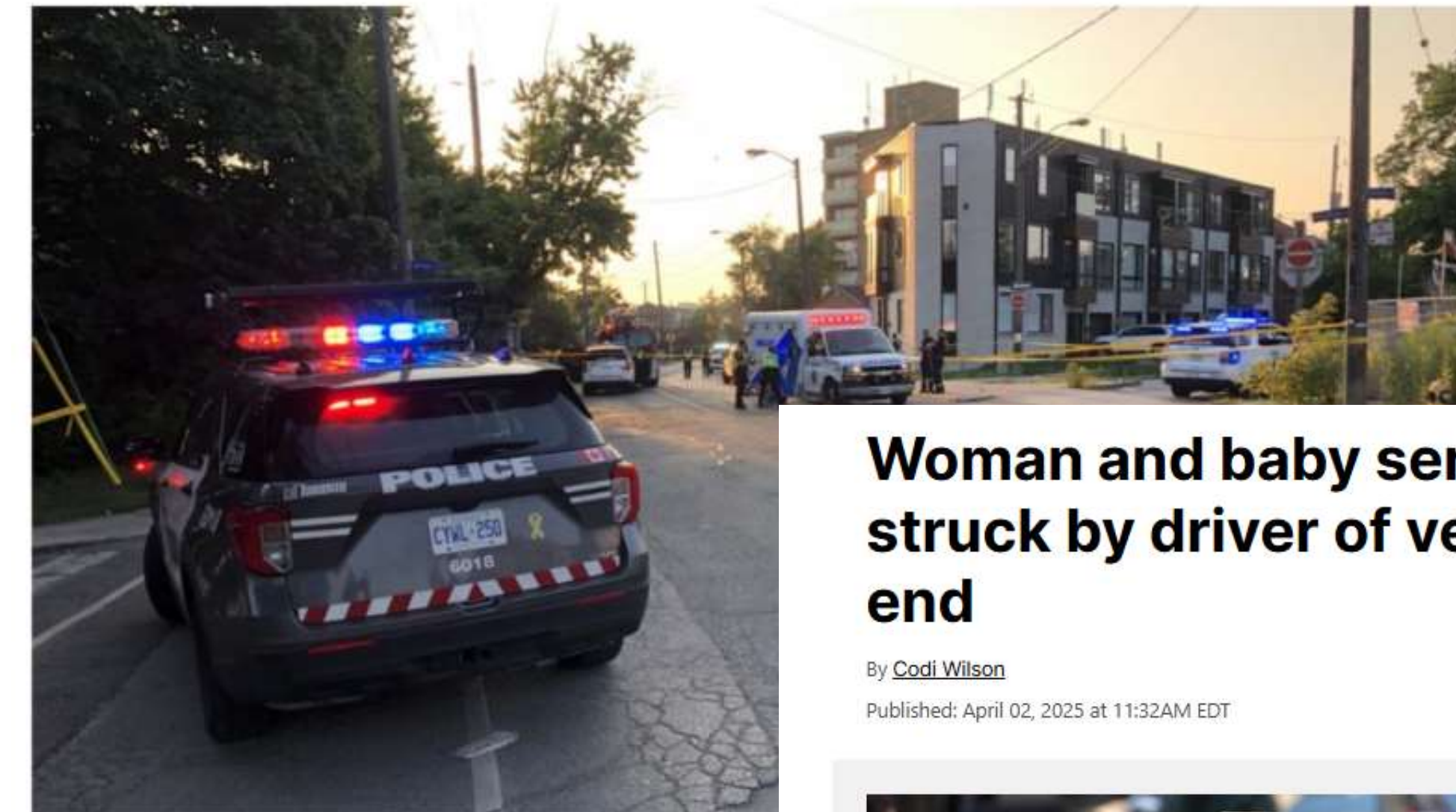
The City is committed to Vision Zero, which strives to reduce traffic-related deaths and injuries to zero. The fundamental message is that: **fatalities and serious injuries on our roads are preventable.**

The City's Vision Zero Road Safety Plan is a comprehensive data-driven action plan to eliminate traffic-related fatalities and serious injuries on Toronto's streets. The Plan aims to improve safety for all road users, with a particular focus on the most vulnerable users: pedestrians, school children, older adults, people cycling and people riding motorcycles.

From 2015 to 2025, there have been **459** collisions on **Vaughan Road** between Dufferin Street and Wychwood Avenue, that resulted in **five people killed or seriously injured**. Two of them were pedestrians.

On Wychwood Avenue from Vaughan Road to St Clair Avenue West, there were 89 collisions over the same timeframe.

Woman struck and killed in Oakwood Village



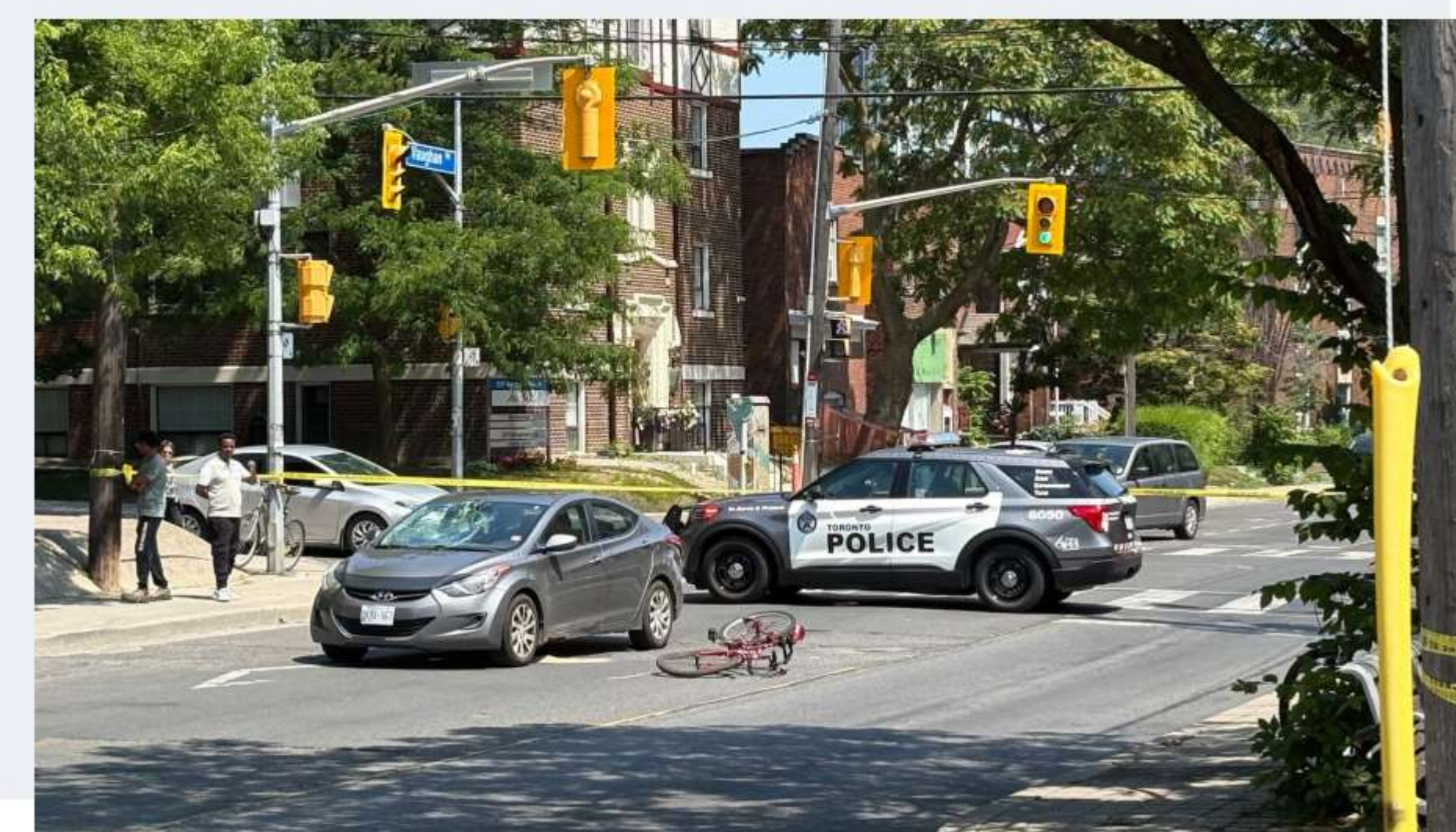
Police investigate after a pedestrian was struck and killed in Oakw

Woman and baby seriously injured after being struck by driver of vehicle in Toronto's west end

By [Codi Wilson](#)
Published: April 02, 2025 at 11:32AM EDT

Teen cyclist in hospital after being hit by vehicle in midtown Toronto

By [Bryann Aguilar](#)
Updated: July 05, 2025 at 4:30PM EDT
Published: July 05, 2025 at 2:16PM EDT



n/CP24)

Images from articles for pedestrians and people cycling killed or seriously injured on Vaughan Road

What We Have Heard | Community Feedback to Date



The City has received community feedback about concerns and desires in the area through the Oakwood Village Streets Plan and the St. Clair-Bathurst Planning Framework consultations.

The feedback received to date includes:

- **Intersection safety concerns** at nearly every intersection along Vaughan Road: not obeying stop signs and PXOs, poor sightlines, near misses, collisions and fatalities
- Request for **new crossing opportunity** on Vaughan Road east of Oakwood Avenue
- Desire for **continuous, separated bikeways** in both directions
- **Parking/loading** changes near schools, dedicated carshare parking
- Desire for **safety and placemaking upgrades** at the Oakwood Avenue and Vaughan Road intersection
- Request for cycling connections on Wychwood Drive



Vaughan Road | Existing Conditions



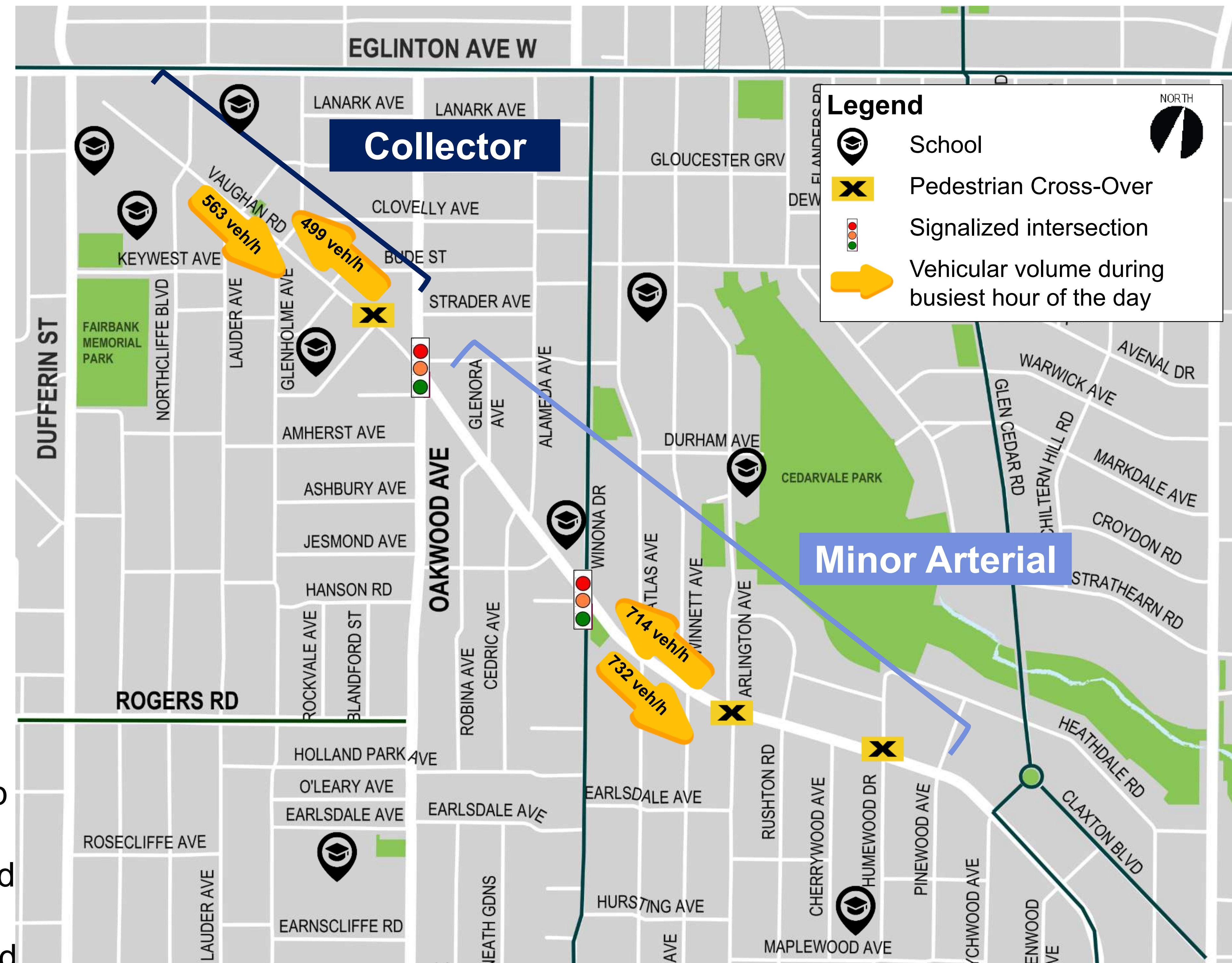
Vaughan Road has two-way traffic and a posted speed limit of 40 km/h. It travels through residential neighbourhoods, the Oakwood Village Business Improvement Area, and is near many schools and daycares.

Dufferin Street to Oakwood Avenue

- Classified as a collector road
- Some sections have westbound (towards Dufferin Street) painted bike lanes adjacent to parking.
- Eastbound shared lane ('sharrows') for vehicles and people cycling
- On-street parking
 - On one side of the street next to curb between Northcliffe Boulevard and Oakwood Avenue
 - On both sides of the street between Dufferin Street and Northcliffe Boulevard

Oakwood Avenue to Wychwood Avenue

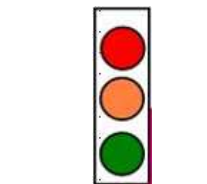
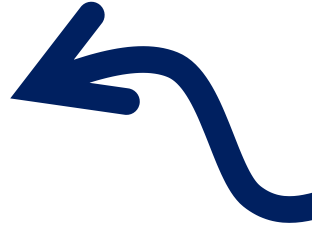
- Classified as minor arterial road
- TTC Vaughan 90 bus service (bus operation requires wider travel lanes)
- Sections of westbound painted bike lanes adjacent to parking (towards Dufferin Street)
- On-street parking on one side of the street next to curb and some sections with no parking
- 529 Vaughan Road school site at Winona Drive is used as a temporary location for schools under renovation and served by 10-13 buses that load on Vaughan Road



Vaughan Road | Proposed Safety Improvements

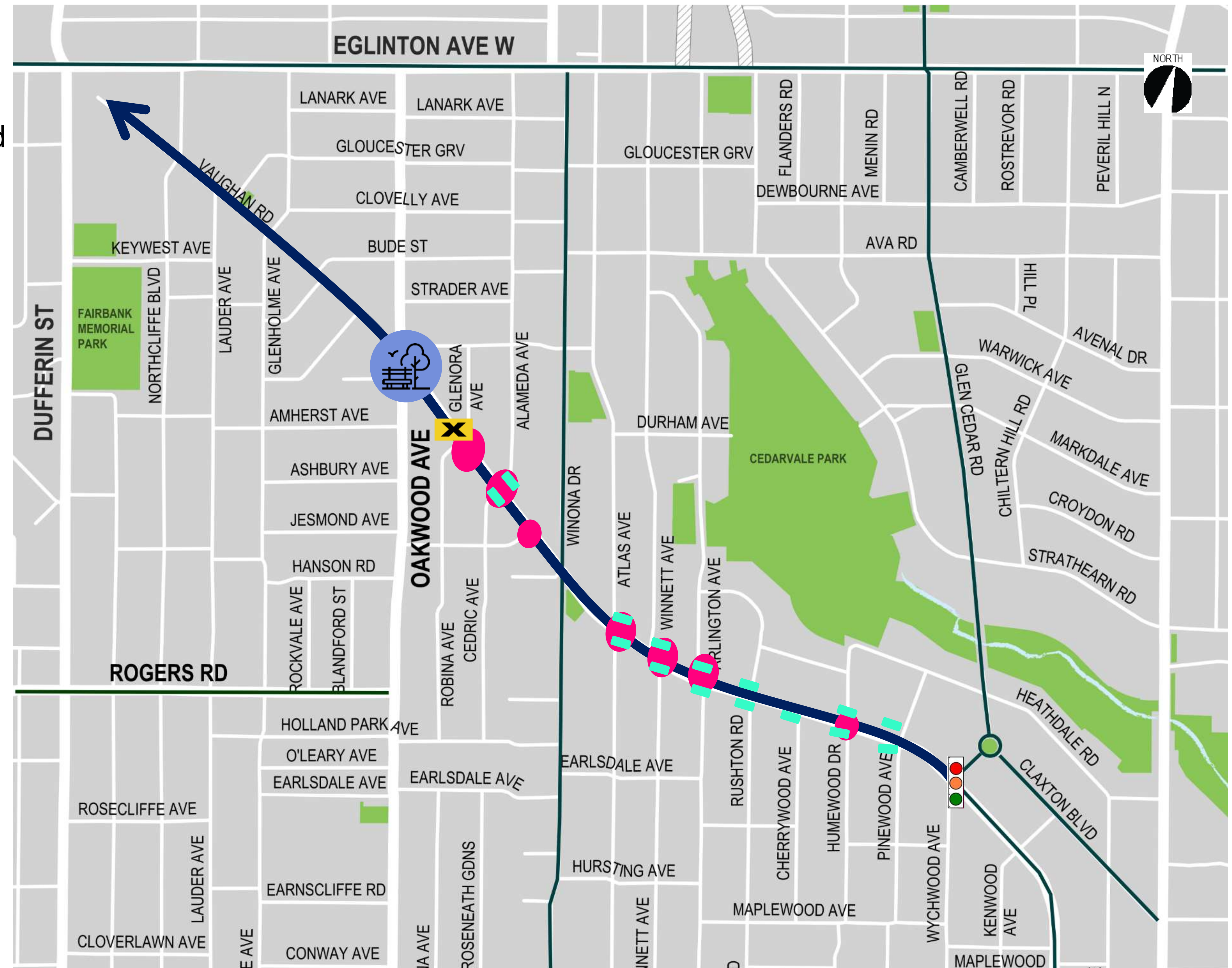


Proposed changes for Vaughan Road include:

-  Corner radius reduction, curb extension and bioretention planting
-  Marked crossings
-  New pedestrian crossover
-  New traffic signal
-  Intersection redesign, including streetscape and landscape improvements
-  Continuous cycle track in the westbound direction (towards Dufferin Street), and shared lane in the eastbound direction (towards St Clair Avenue West)

Additional changes proposed through the Oakwood Village Streets Plan:

- Introduction of new posted speed limit of 30km/h on Vaughan Road west of Oakwood Avenue
- Turning restrictions at Oakwood Avenue and Vaughan Road



Vaughan Road | Proposed Safety Improvements



Marked crosswalks improve the visibility of people crossing and increase awareness of drivers' speeds.



Corner radius reduction

Existing corner radii are often large, allowing drivers to make turns very quickly. Making corner radii smaller means shorter crossings and less exposure to vehicles for pedestrians, and slower driver turning speeds.



Curb extensions at side streets can reduce vehicular travel speeds and discourage through traffic. Curb extensions can also incorporate green infrastructure to help with water runoff and improve aesthetics.



Accessible bike/bus platforms designate a space for people cycling and transit users. People cycling must yield to anyone crossing the platform.



New crossing opportunities in the form of Pedestrian Crossovers or traffic signals will improve safety and accessibility.



Cycle tracks in the westbound direction and shared lane for people driving and cycling in the eastbound direction. Where possible, a continuous concrete curb will provide separation between people cycling and vehicles. Features will be added at intersections, including bike signal heads and designated spaces for waiting.

Vaughan Road | Bioretention Planting Options

Check out
the
Rollplan
for details

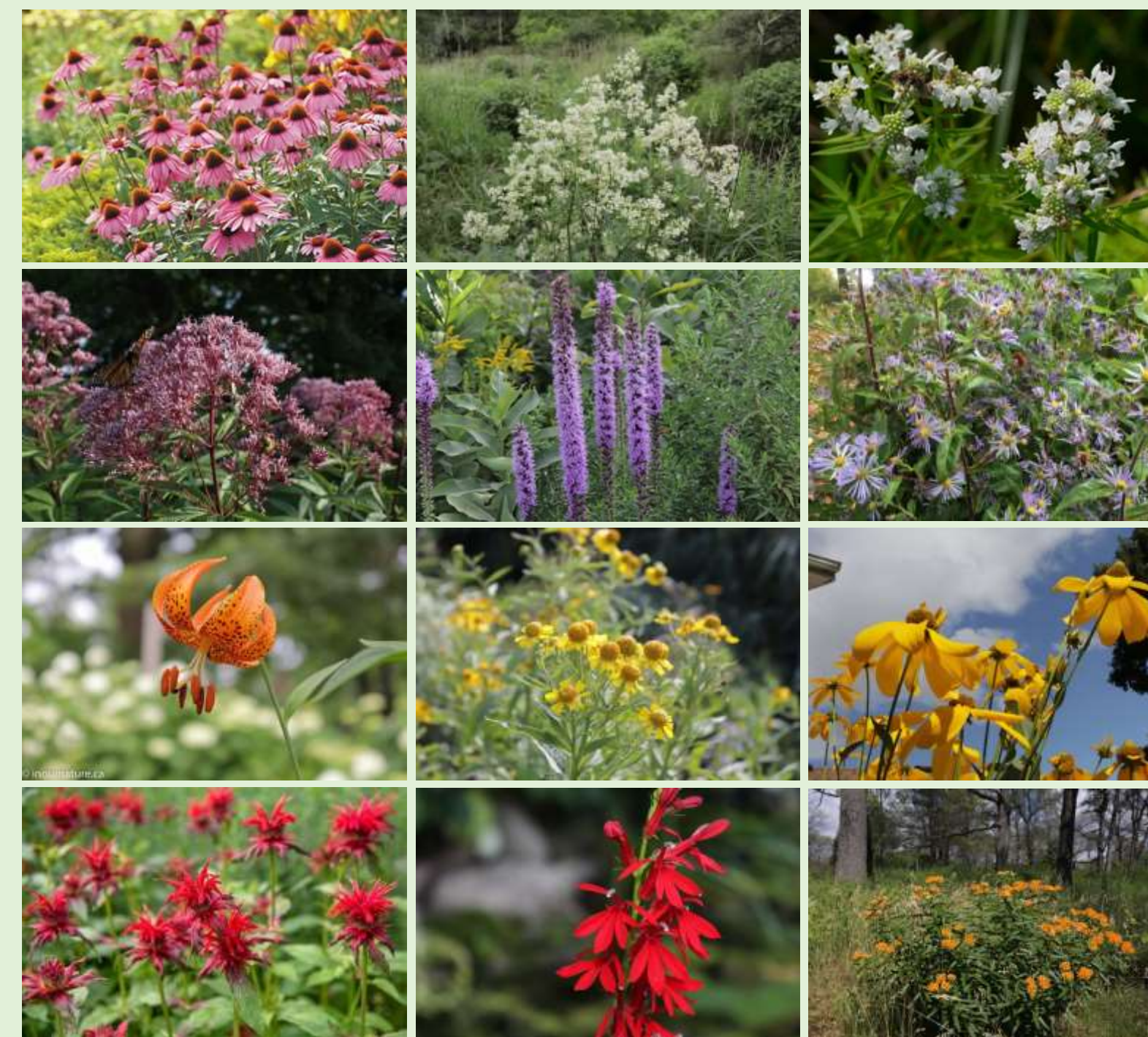
The City is proposing bioretention planting and new trees in the curb extensions at many of the intersections along Vaughan Road. Planting will add greenery and visual interest while helping to filter and absorb rainwater. **There are two options depending on community capacity to support maintenance.**

Option 1: Decorative planting

- Mix of drought-tolerant, hardy and attractive perennials and shrubs designed to have visual interest year-round.
- **Would require community and local resident support to “adopt the planters,”** with support and training provided through the City.
- Responsibilities would include light maintenance work of the planted areas:
 - Monthly or bi-weekly weeding, garbage pick up, pruning, deadheading, depending on the season
 - Periodic watering in drought conditions



Image illustrating example of Option 1: decorative planting



Example of planting options in different colour palettes

Option 2: Low mow grass mix or native shrubs

- Low mounding grass mix or native seed mix that requires minimal mowing; or hearty native shrubs.
- This will be installed at the planter locations if there is not sufficient community support to “adopt the planters.”



Image illustrating example of Option 2: Low mow grass mix or native shrubs

Vaughan Road | Proposed Changes

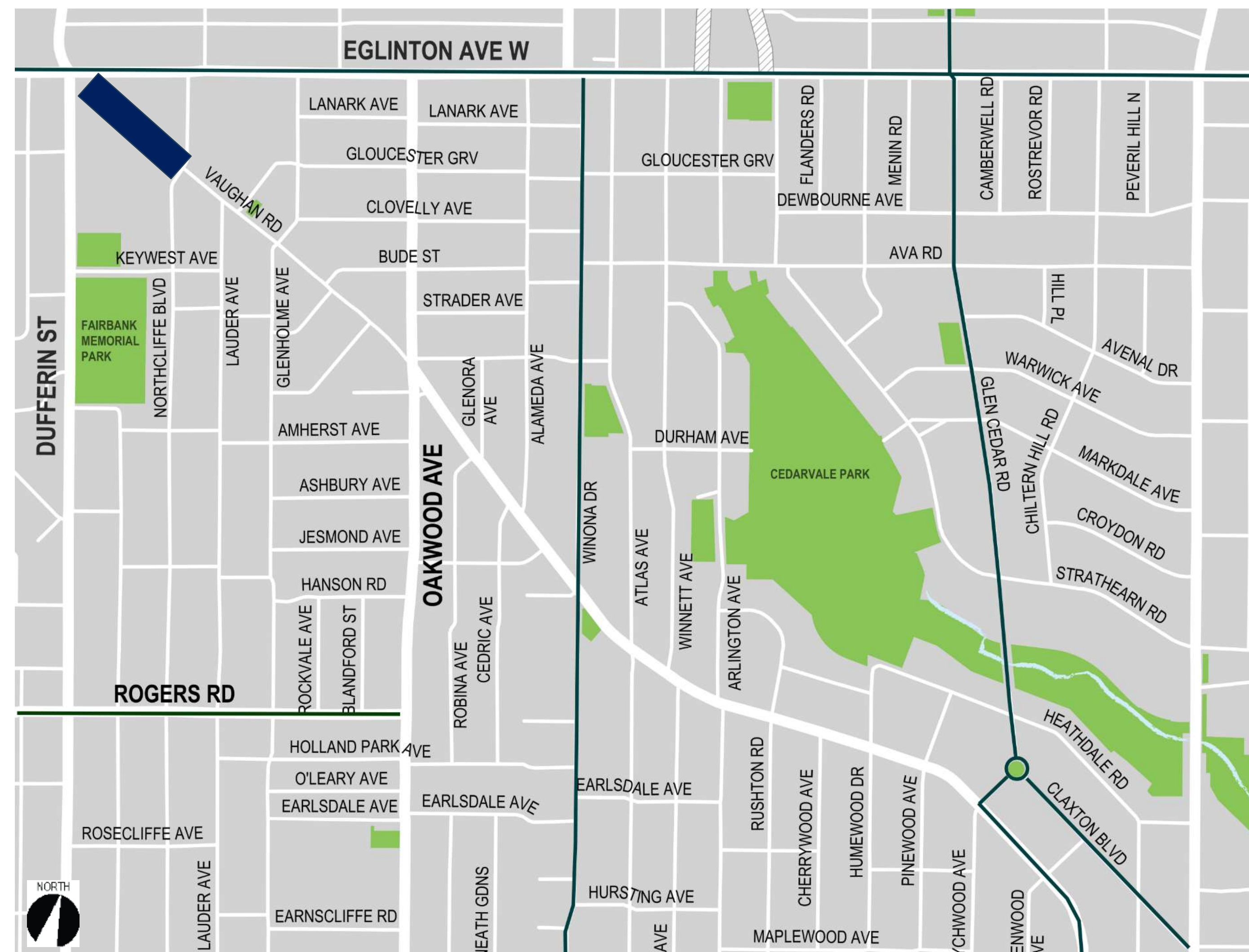
Check out the Rollplan for details

The proposed changes on Vaughan Road vary by section depending on the road width, the maximum availability of on-street parking, the presence of loading, and TTC bus service.

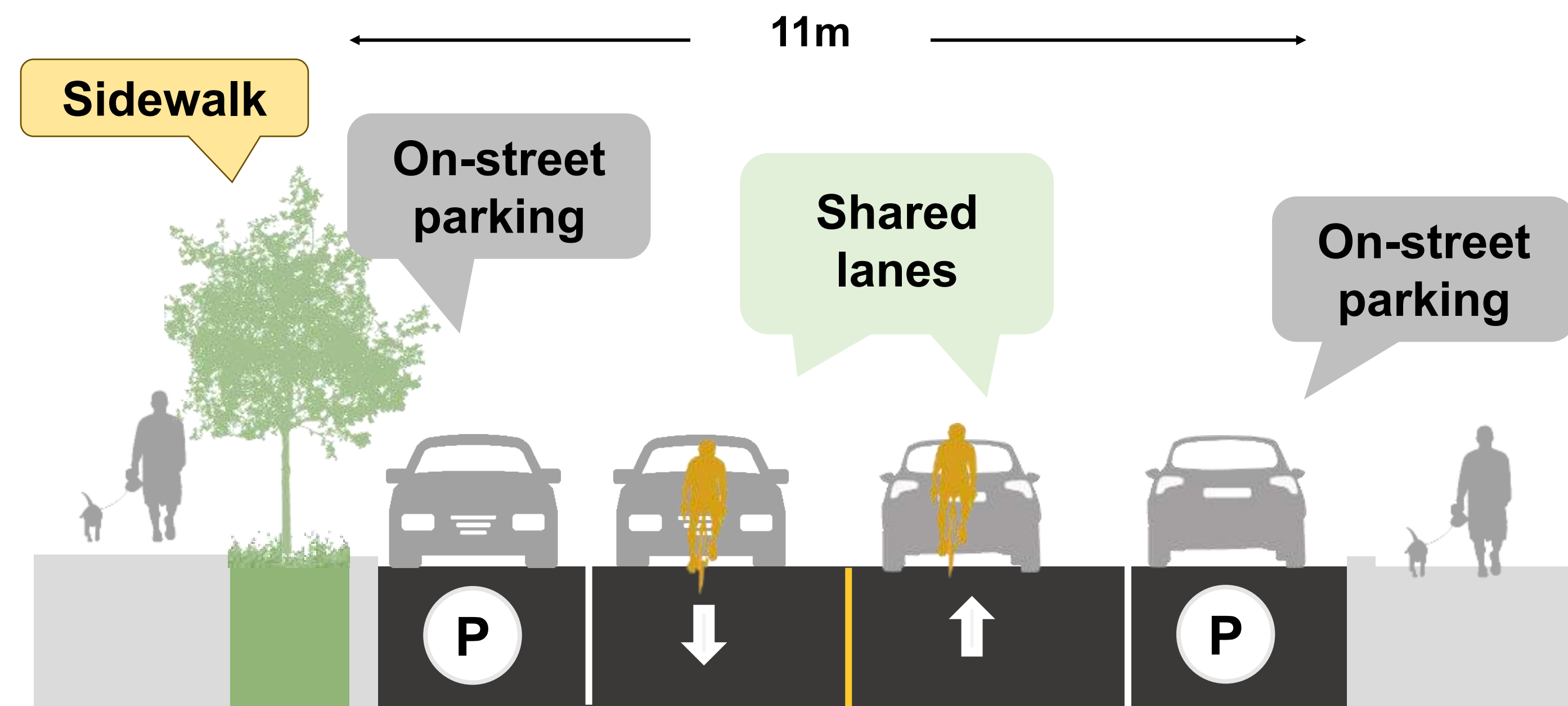
Dufferin Street to Northcliffe Boulevard

Proposed changes includes:

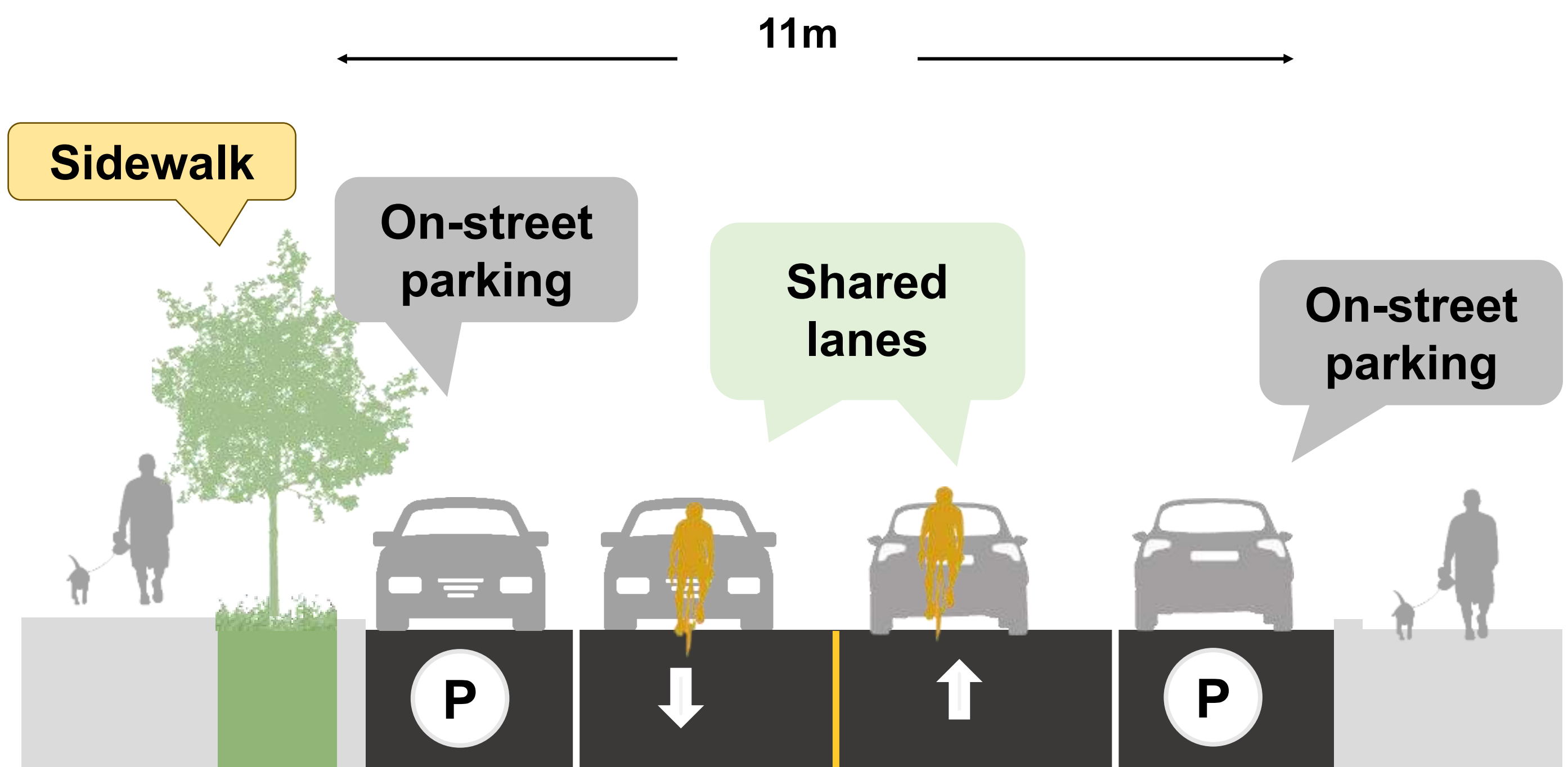
- No change to travel lanes or on-street parking
- Accessible ramp at the west terminus of Vaughan Road to improve connectivity to Dufferin Street
- Parking would be permitted on both sides of the street



Existing conditions facing west



Proposed Conditions | No Change



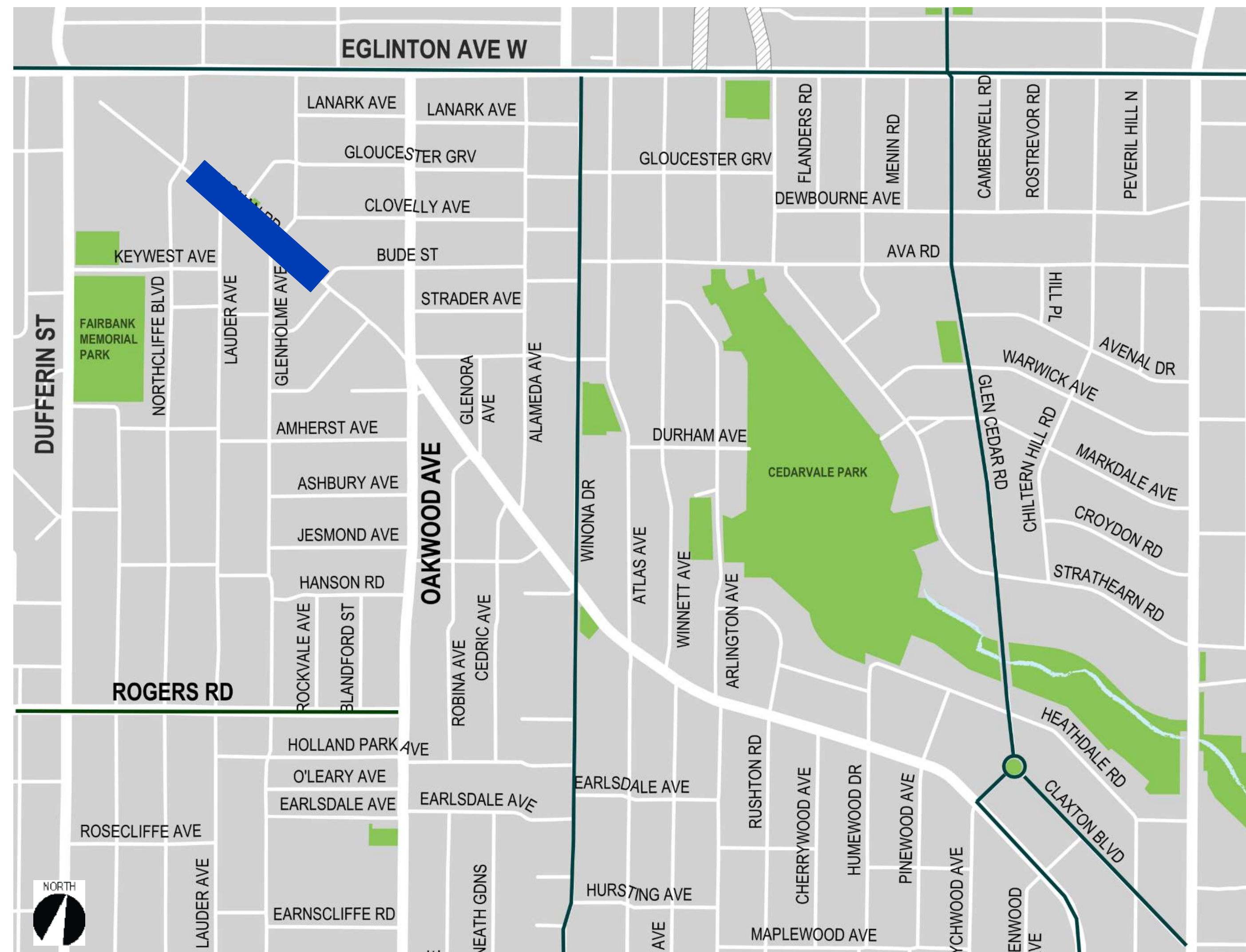
Vaughan Road | Proposed Changes

Check out the Rollplan for details

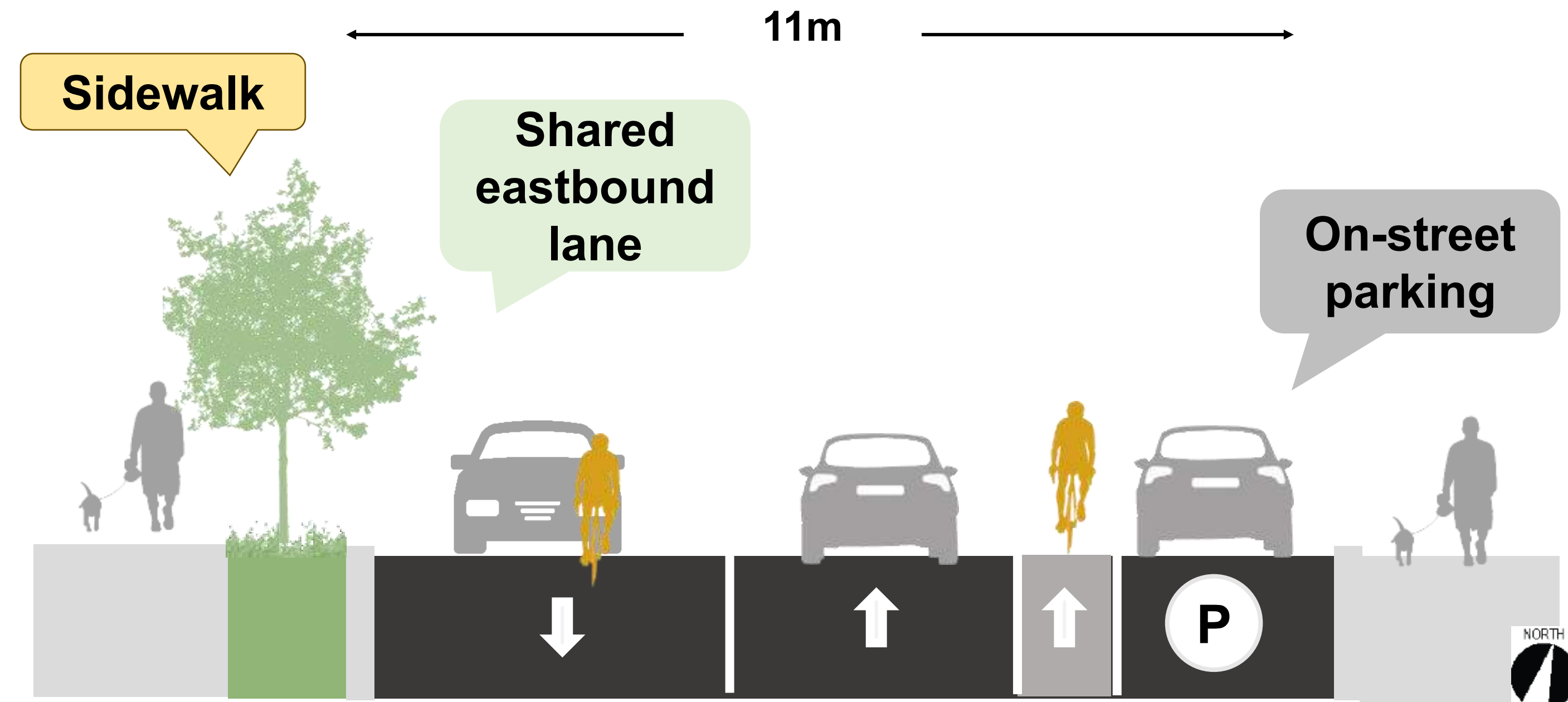
Northcliffe Boulevard to Onslow Crescent

Proposed changes:

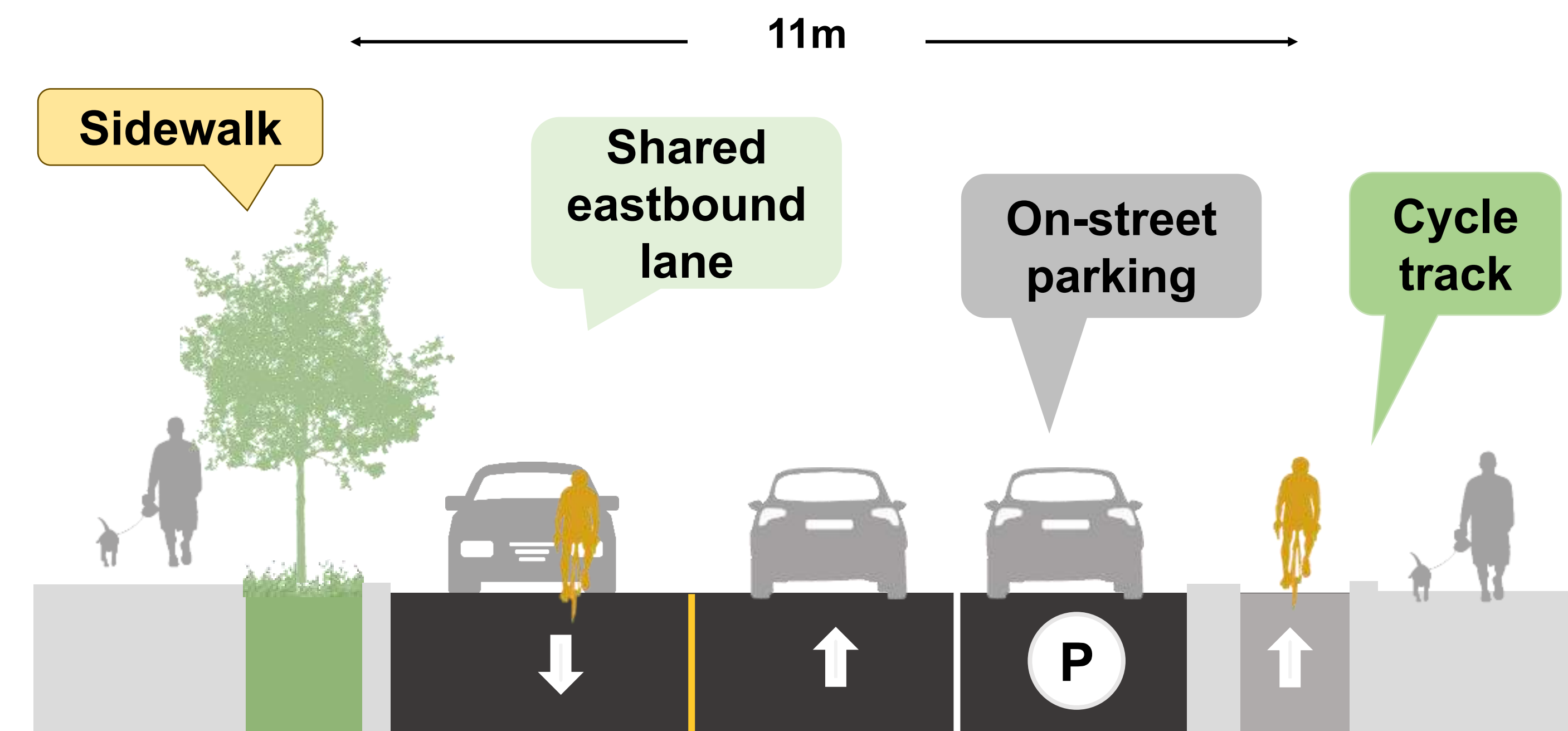
- Reduce vehicle travel lane width
- Replace bike lanes with parking protected cycle tracks in westbound direction
- Provide on-street parking on north side of the street



Existing conditions facing west



Proposed Changes



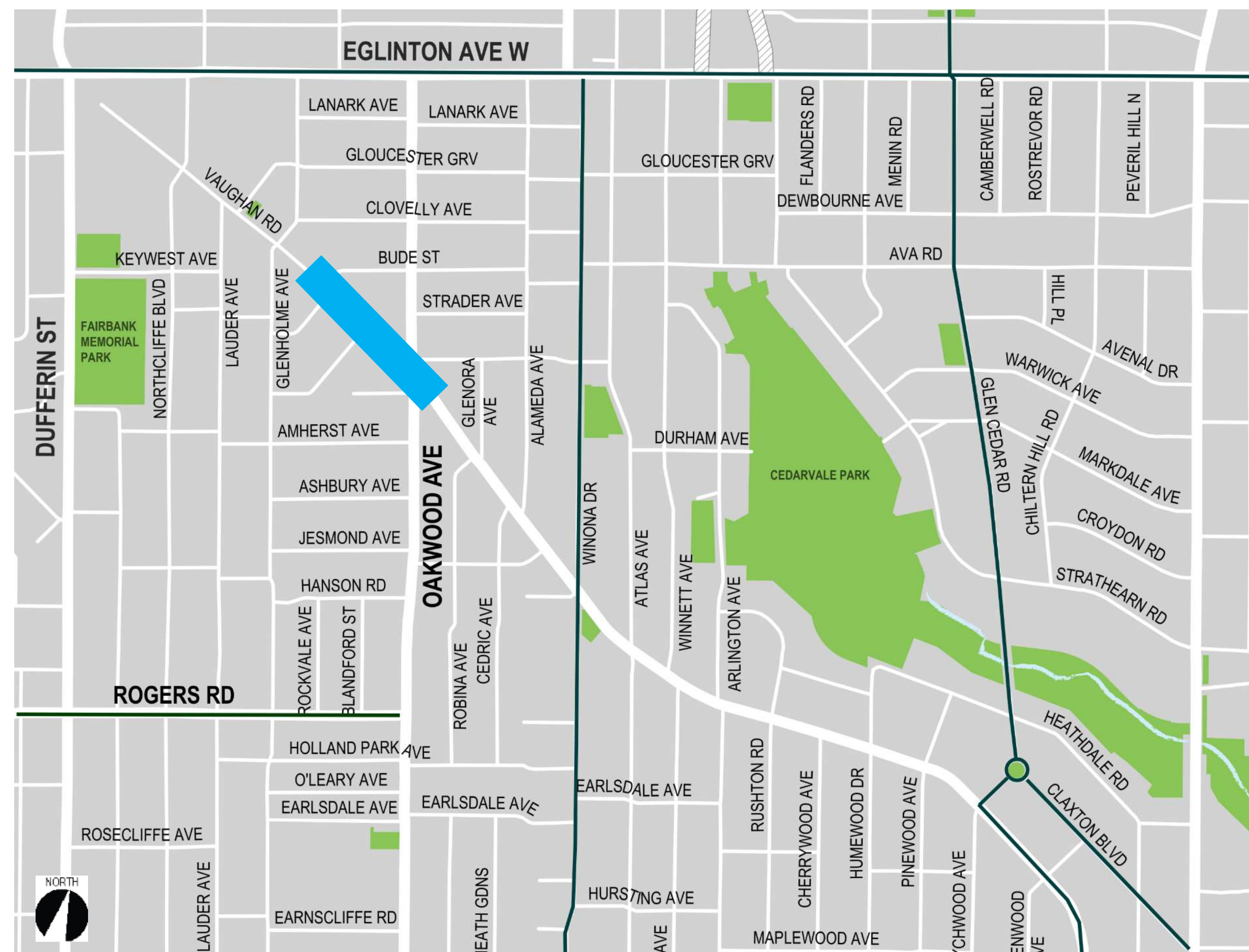
Vaughan Road | Proposed Changes

Check out the Rollplan for details

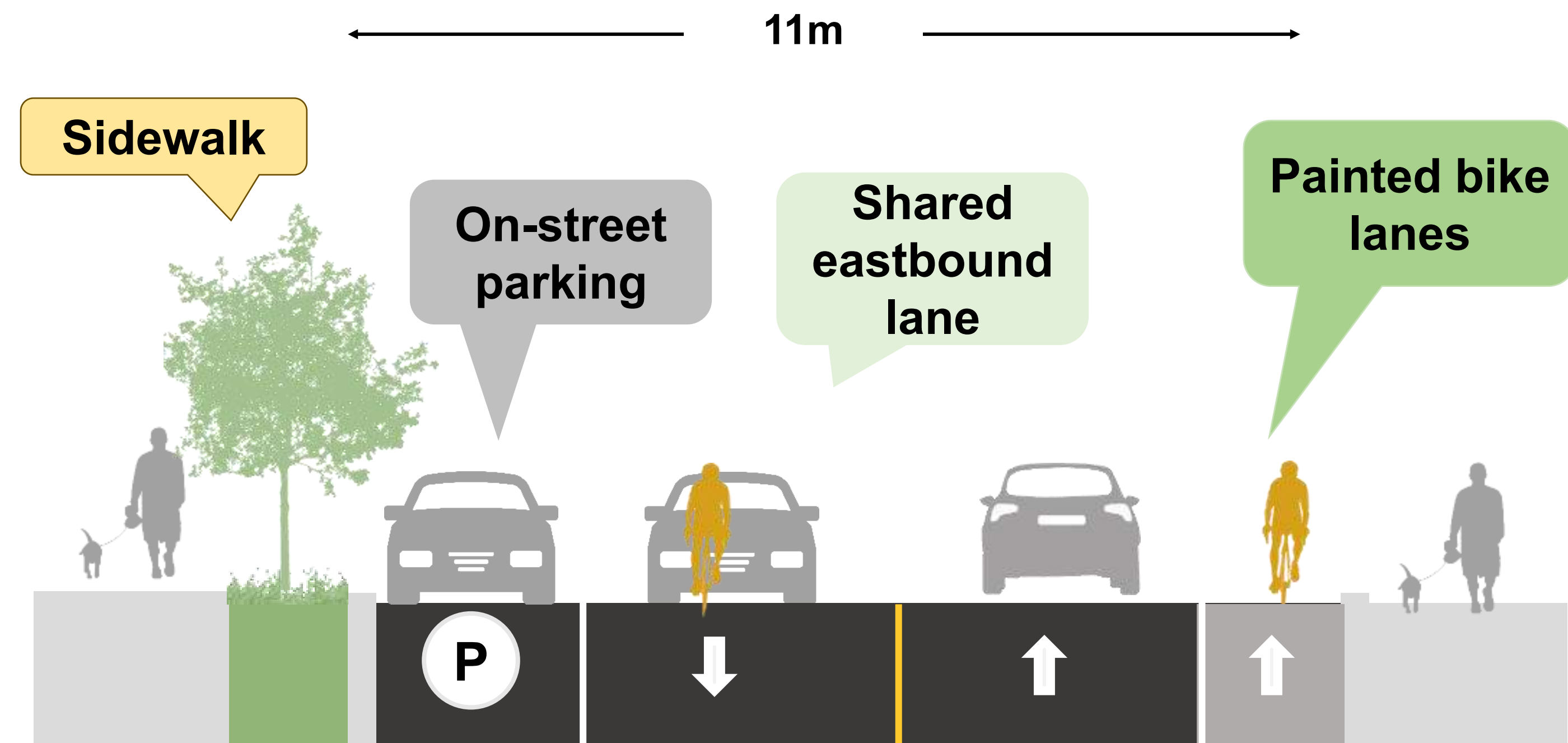
Onslow Crescent to Oakwood Avenue

Proposed changes:

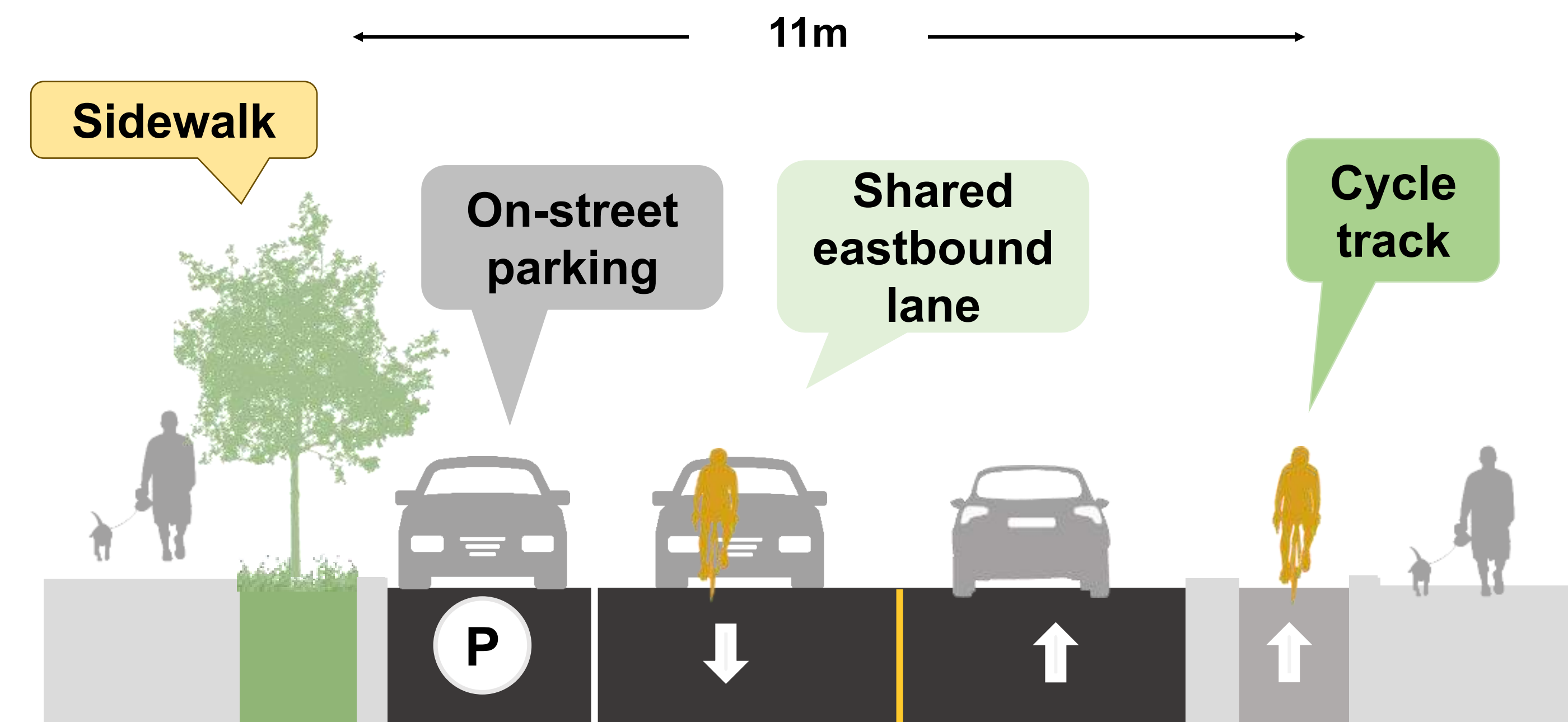
- Reduce vehicle travel lane width
- Replace bike lanes with cycle tracks in westbound direction
- Provide on-street parking on the south side of the street



Existing conditions facing west



Proposed Changes



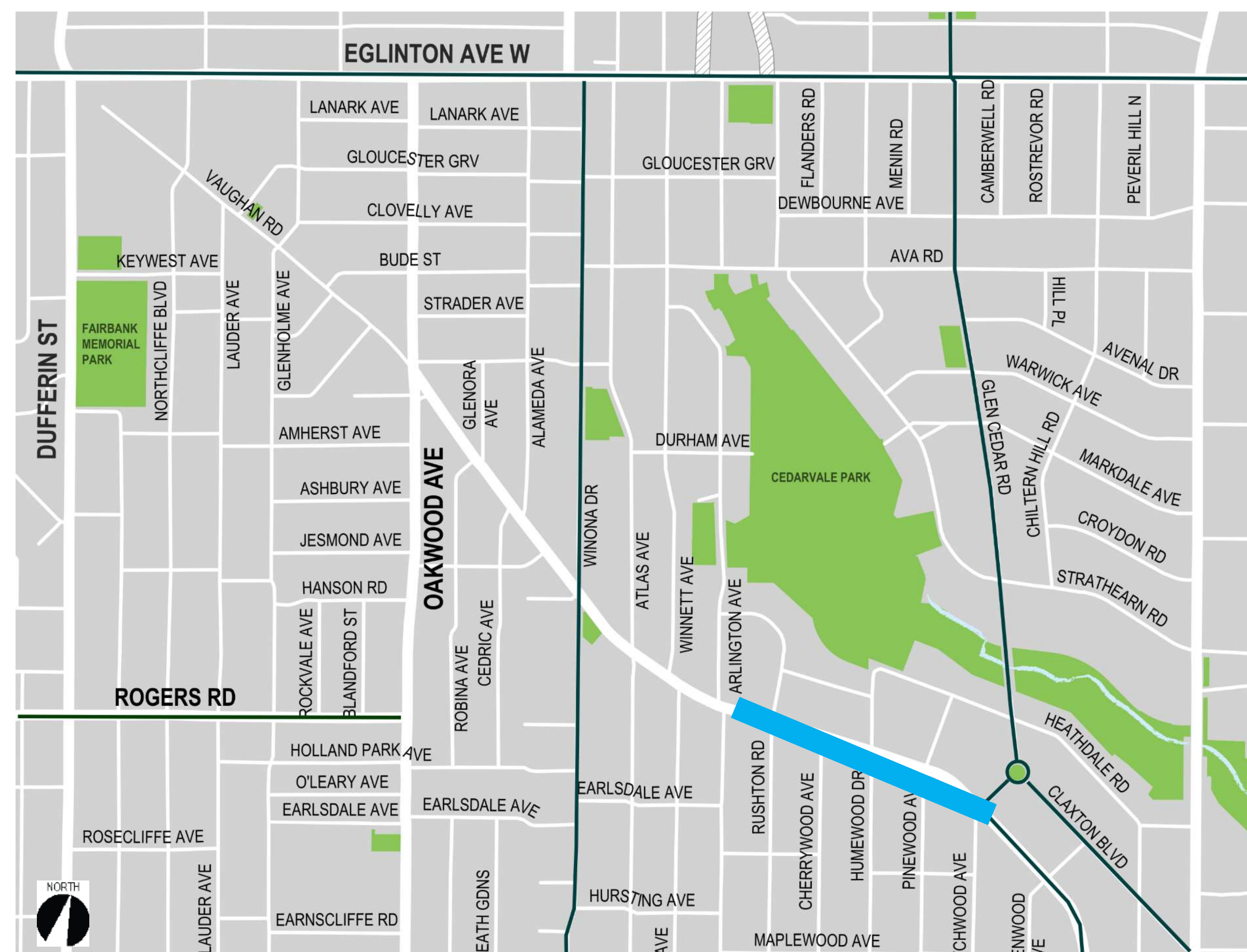
Vaughan Road | Proposed Changes

Check out the Rollplan for details

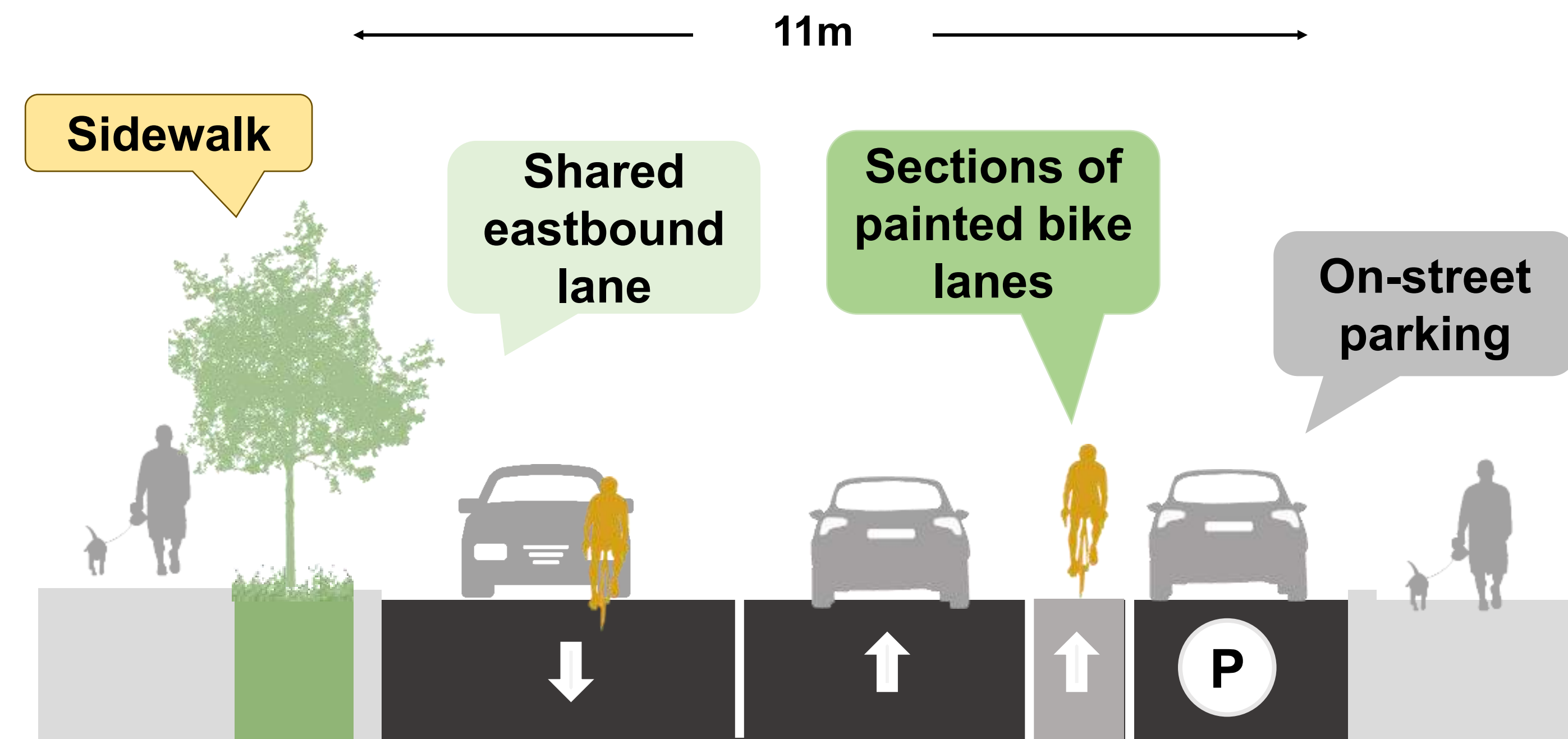
Arlington Avenue to Wychwood Avenue

Proposed changes:

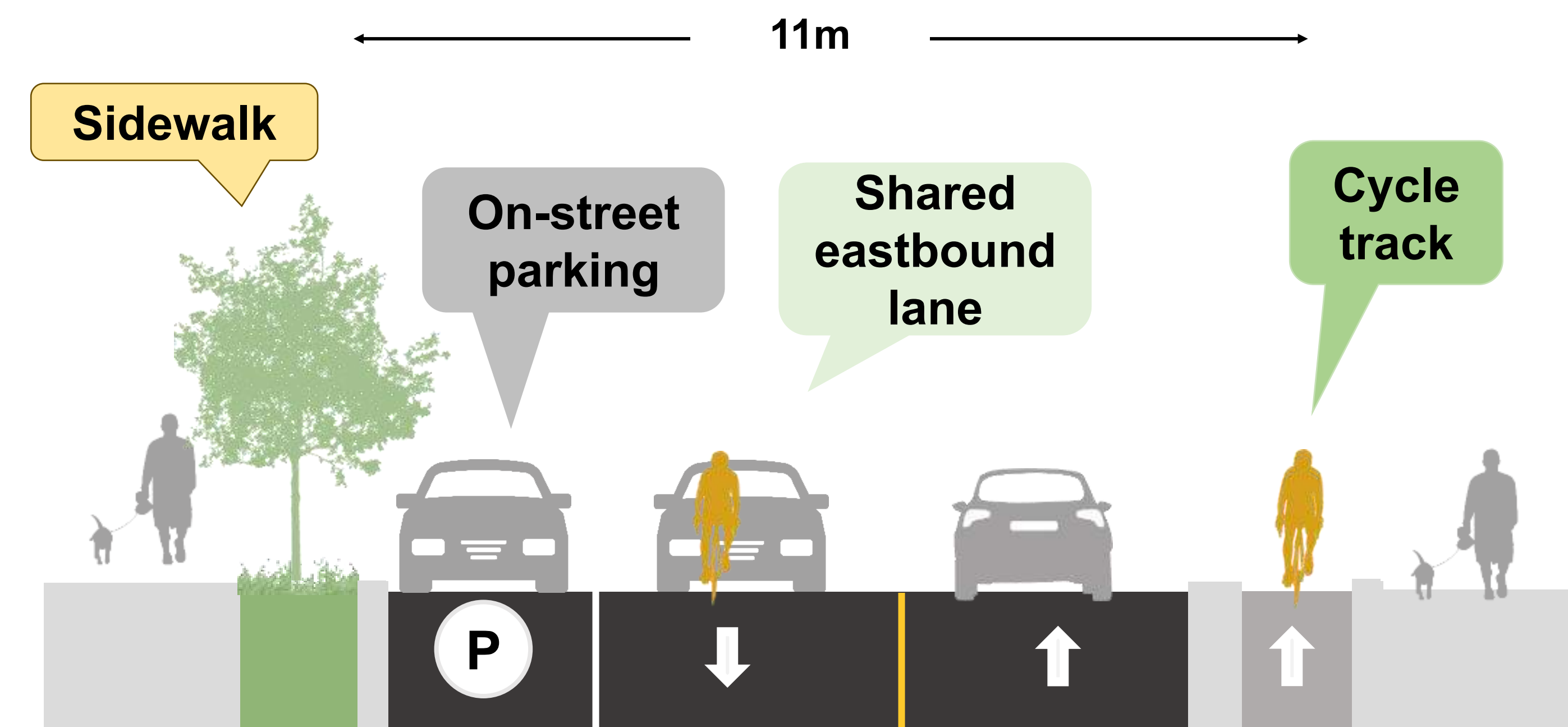
- Reduce vehicle travel lane width
- Replace bike lanes with cycle tracks in westbound direction
- Relocate on-street parking from the north to the south side of the street to maintain maximum number of spaces



Existing conditions facing west



Proposed Changes



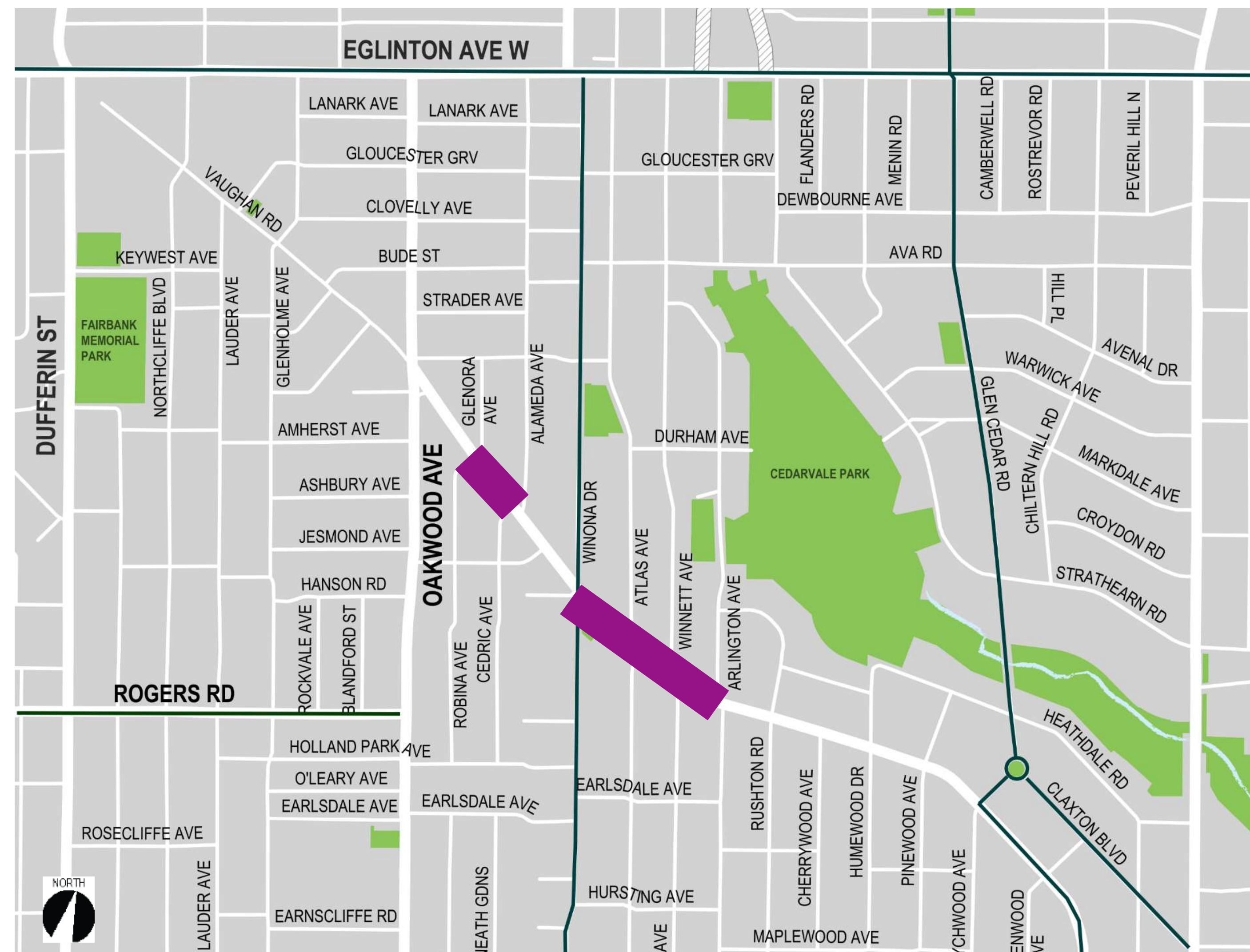
Vaughan Road | Proposed Changes

Check out the Rollplan for details

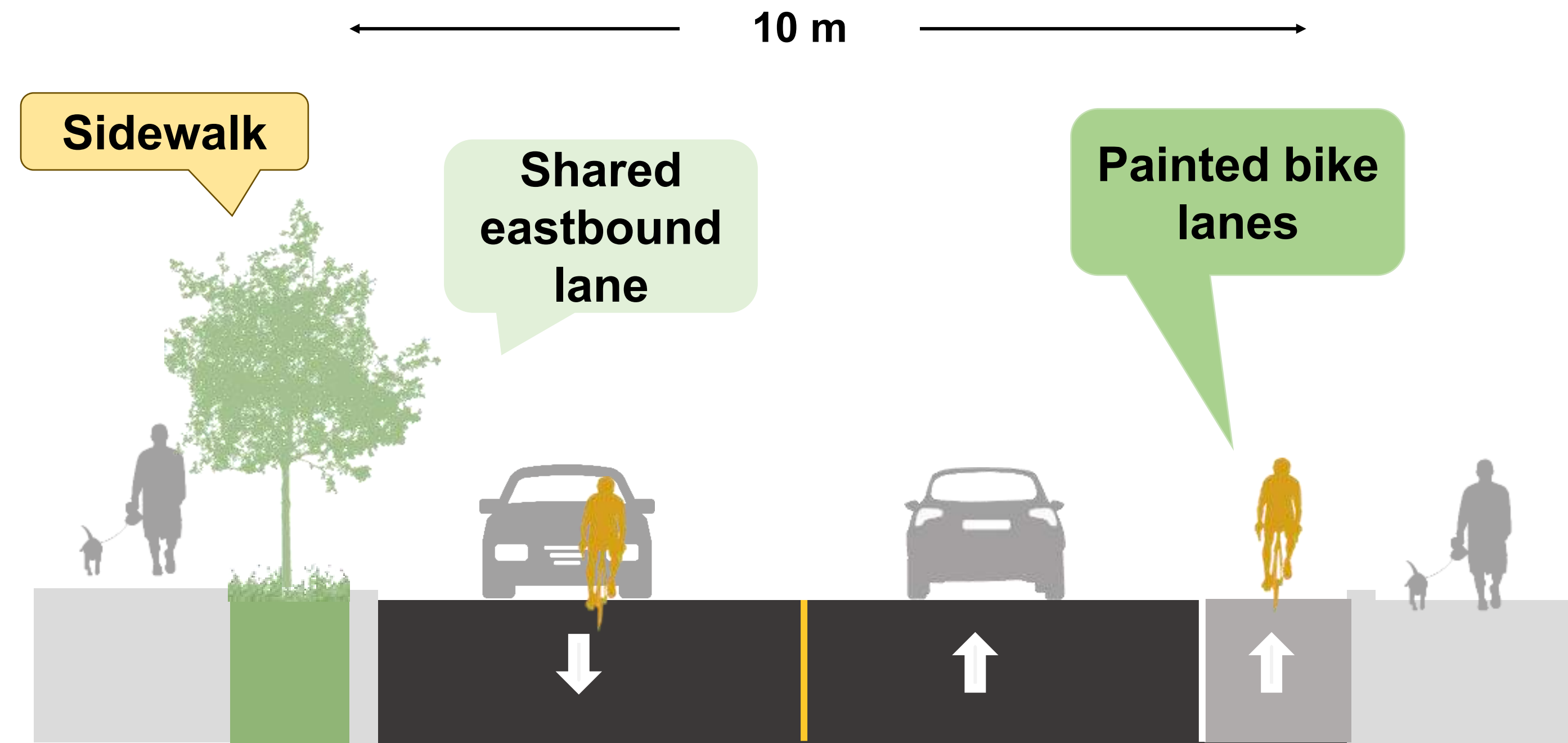
Glenora Avenue to Alameda Avenue
Winona Drive to Arlington Avenue

Proposed changes:

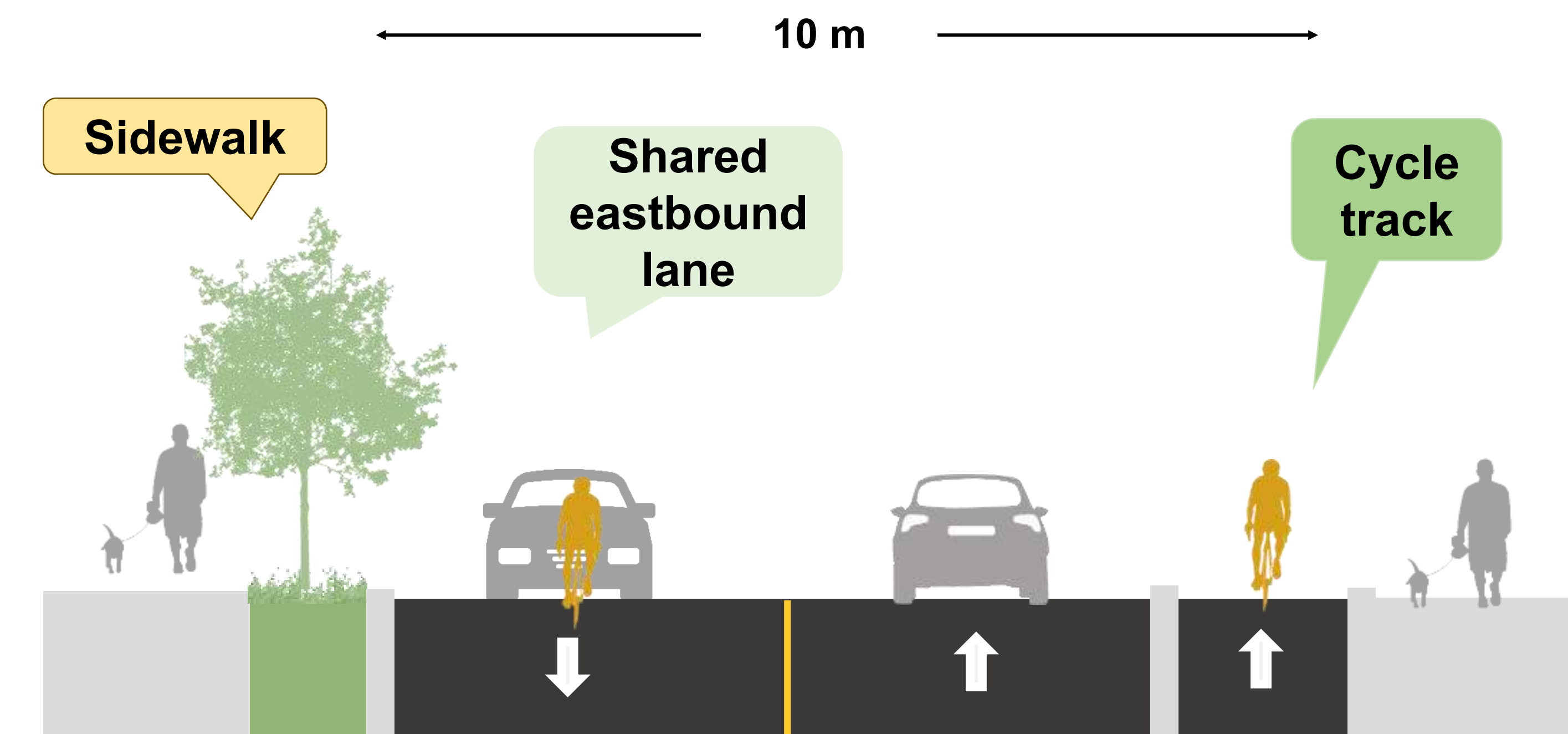
- Reduce vehicle travel lane width
- Replace bike lanes with cycle tracks in westbound direction
- No on-street parking



Existing conditions facing west



Proposed Changes



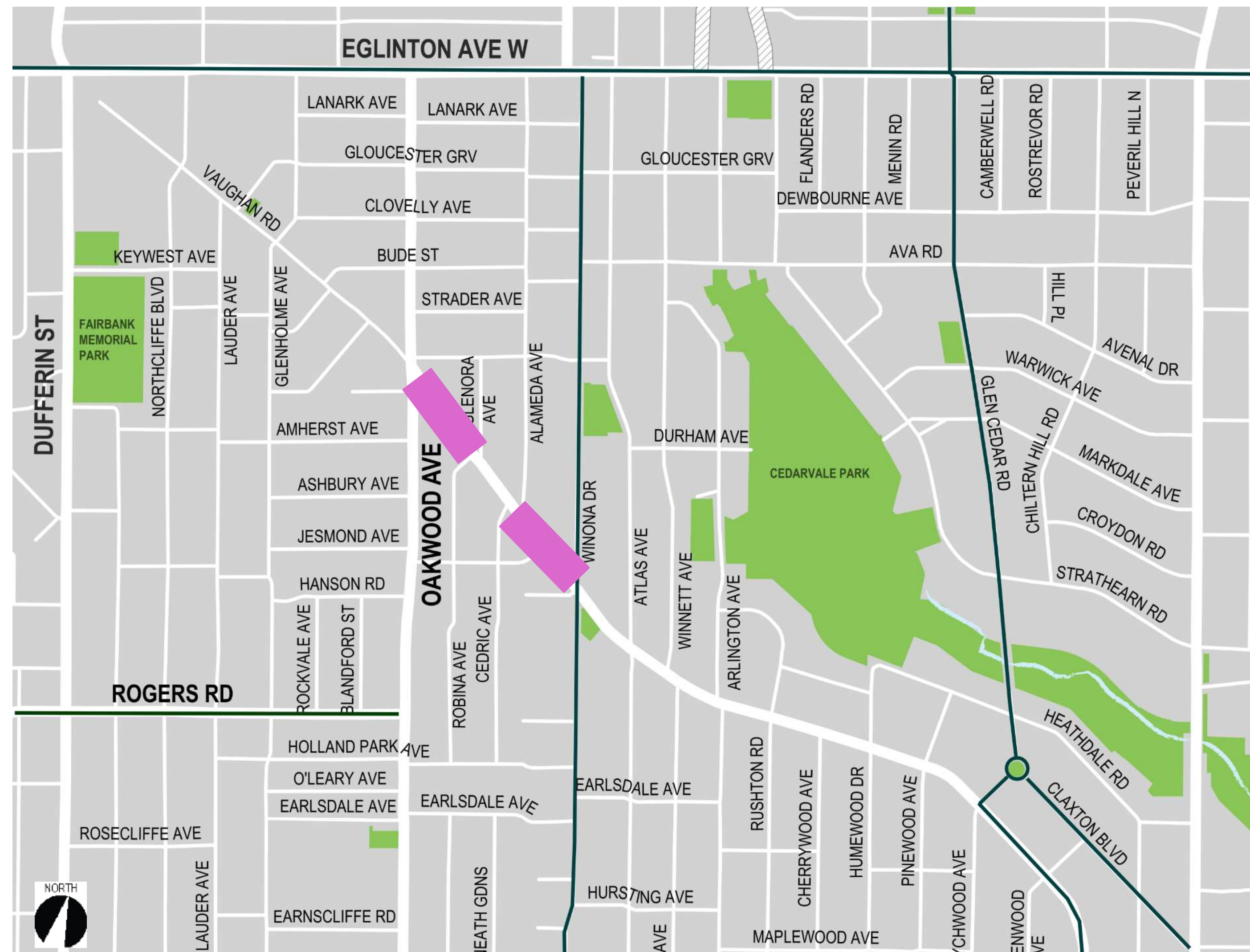
Vaughan Road | Proposed Changes

Check out the Rollplan for details

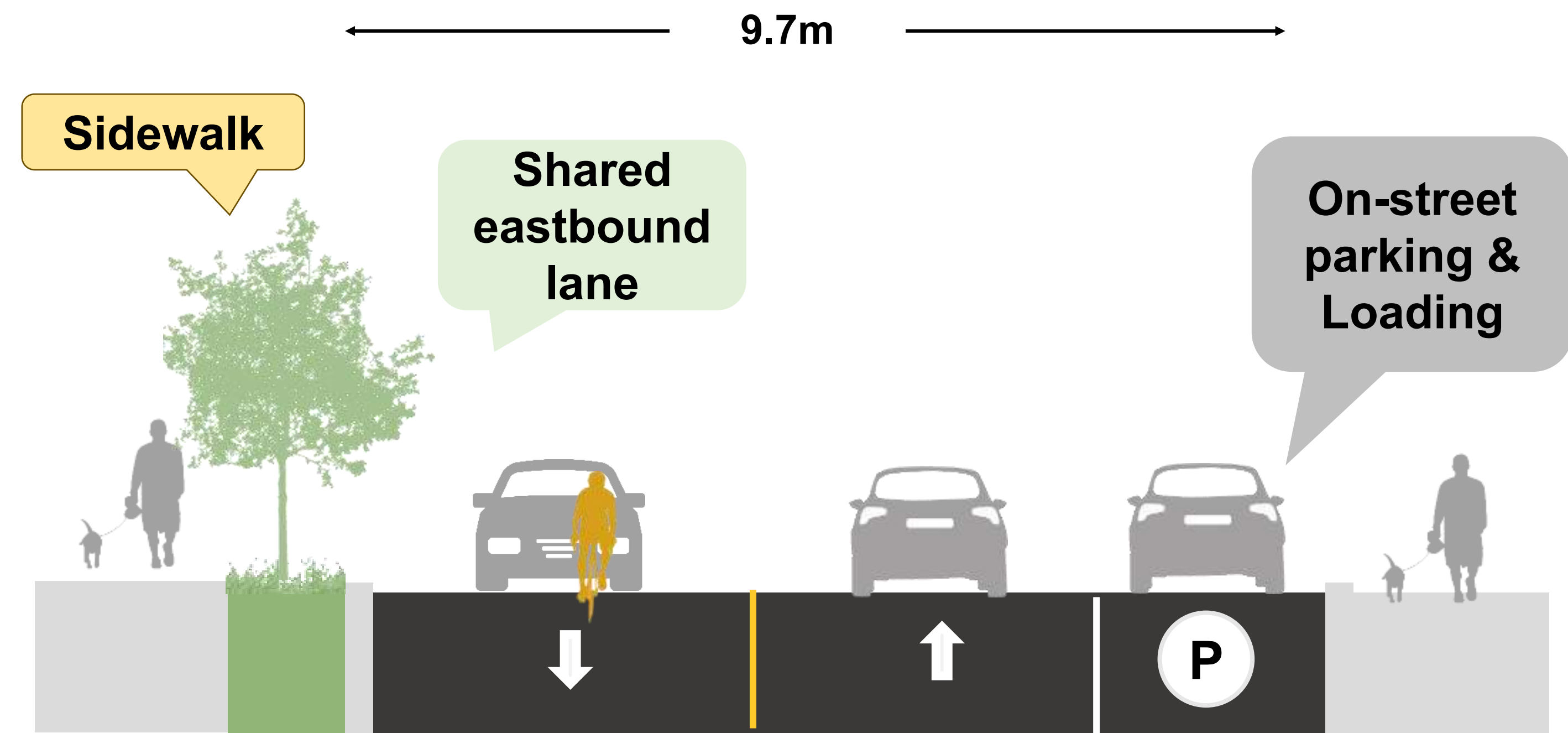
Oakwood Avenue to Glenora Avenue
Alameda Avenue to Winona Drive

Proposed changes:

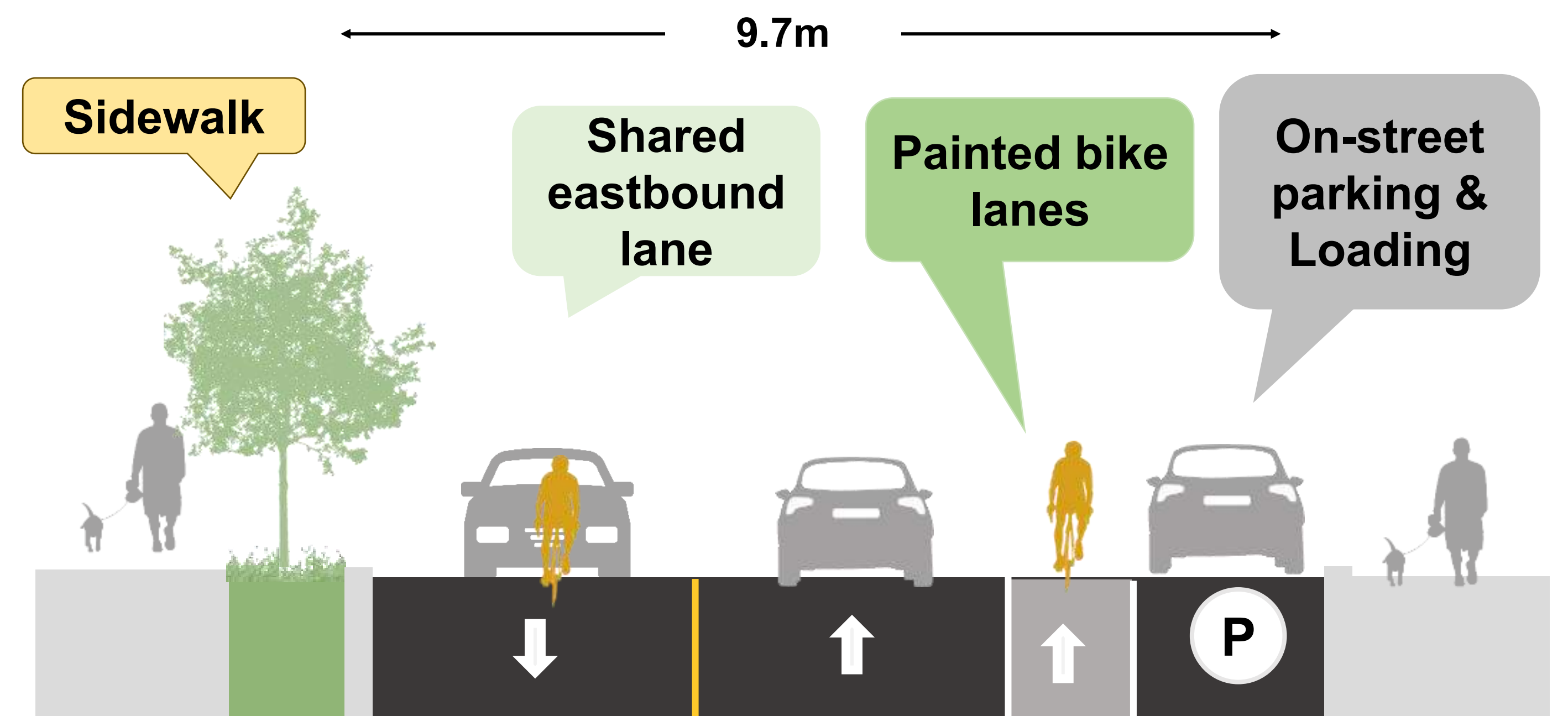
- Reduce vehicle travel lane width
- Introduce painted bike lane adjacent to parking and loading
- Loading zone and on-street parking



Existing conditions facing west



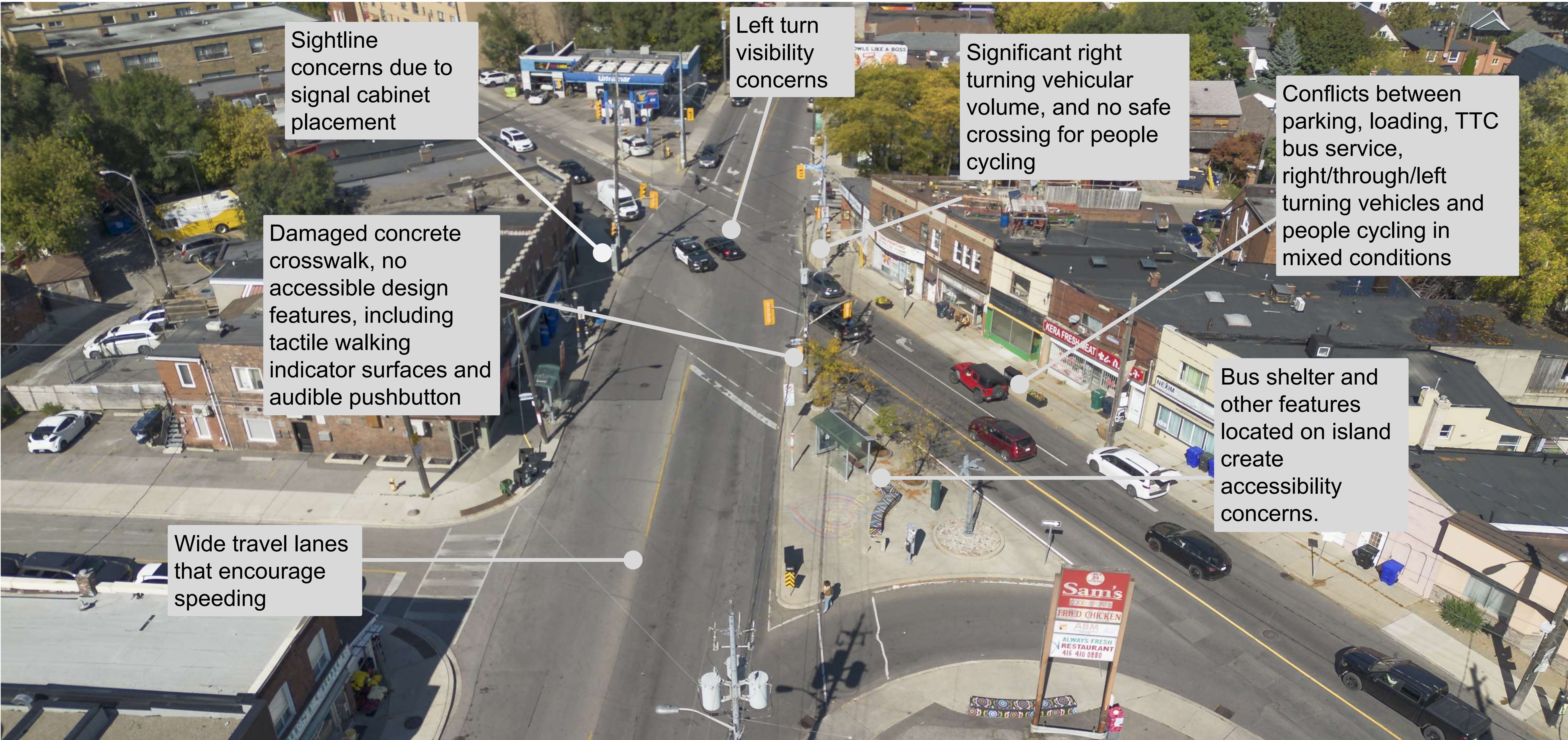
Proposed Changes



Vaughan Road & Oakwood Avenue | Existing Conditions



The intersection of Vaughan Road and Oakwood Avenue presents safety and accessibility concerns.



Vaughan Road & Oakwood Avenue Intersection

Proposed Changes



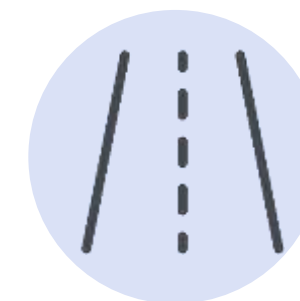
Intersection safety and accessibility improvements, and changes to streetscaping and placemaking are proposed.

Proposed changes include:



Adding new turn restrictions:

- No east/west left-turns from Vaughan Road to Oakwood Avenue
- Closing the northbound right-turn channel from Oakwood Avenue to Vaughan Road, after completion of the Eglinton Crosstown Light Rail Transit and TTC route 90 change.



Narrowing travel lanes on Oakwood Avenue

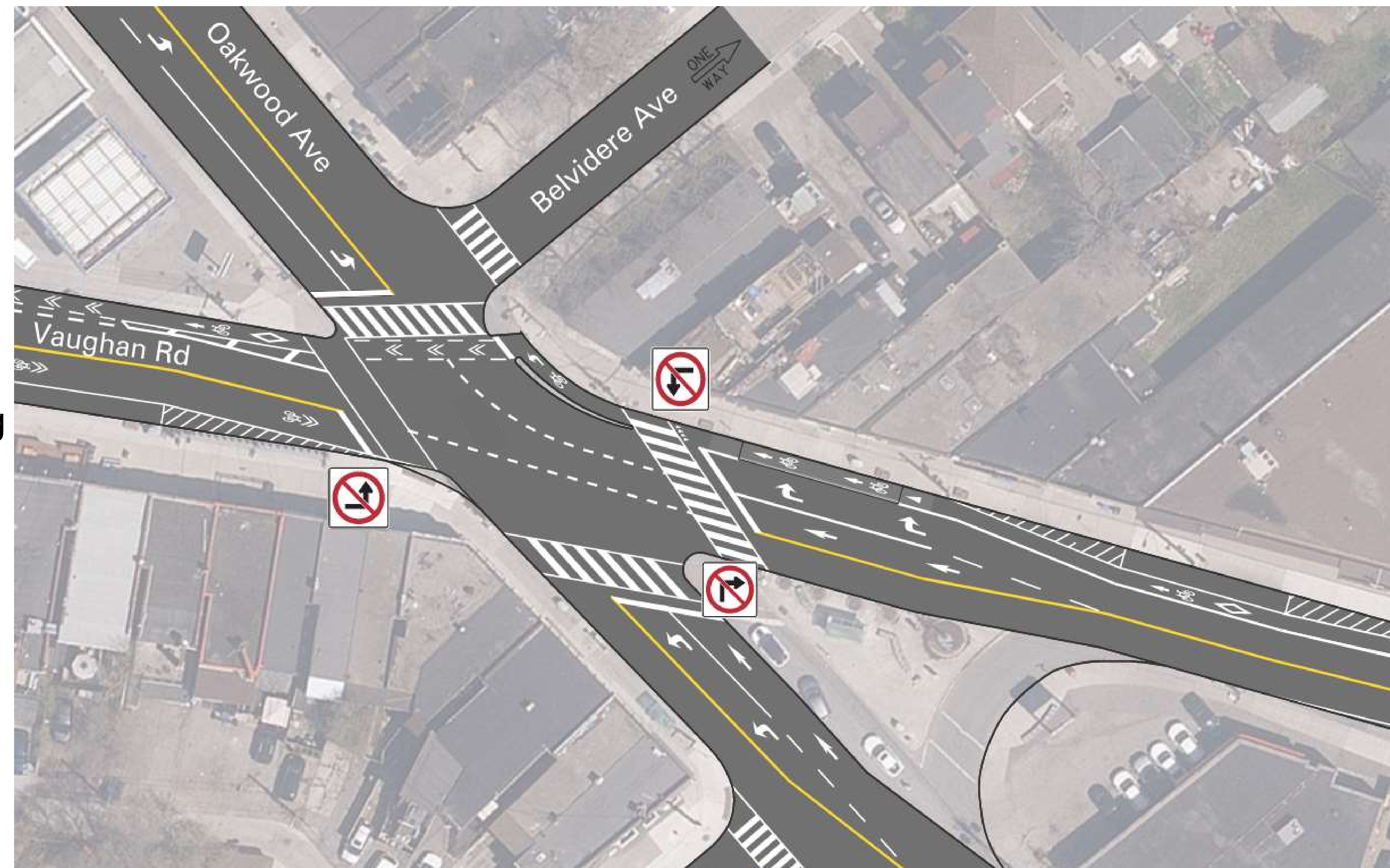
south of the intersection to the standard width to reduce speeding and improve visibility for left turning vehicles



Adding curb extensions and realigning crosswalks at all corners to slow right-turning vehicles and improve safety.



As part of streetscape upgrades at the island, **four trees would be removed**. New trees will be planted to allow to better growing conditions, with greater distance from moving vehicles.



Vaughan Road & Oakwood Avenue | Streetscape Improvements



The project proposes to close the northbound right-turn channel on Oakwood Avenue and Vaughan Road and redesign the southwest corner of the intersection into a parkette, with seating, plantings, and public art, in coordination with the Oakwood Village Business Improvement Area.

Tactile Walking Surface Indicators



TTC bus shelter



Bike Share station

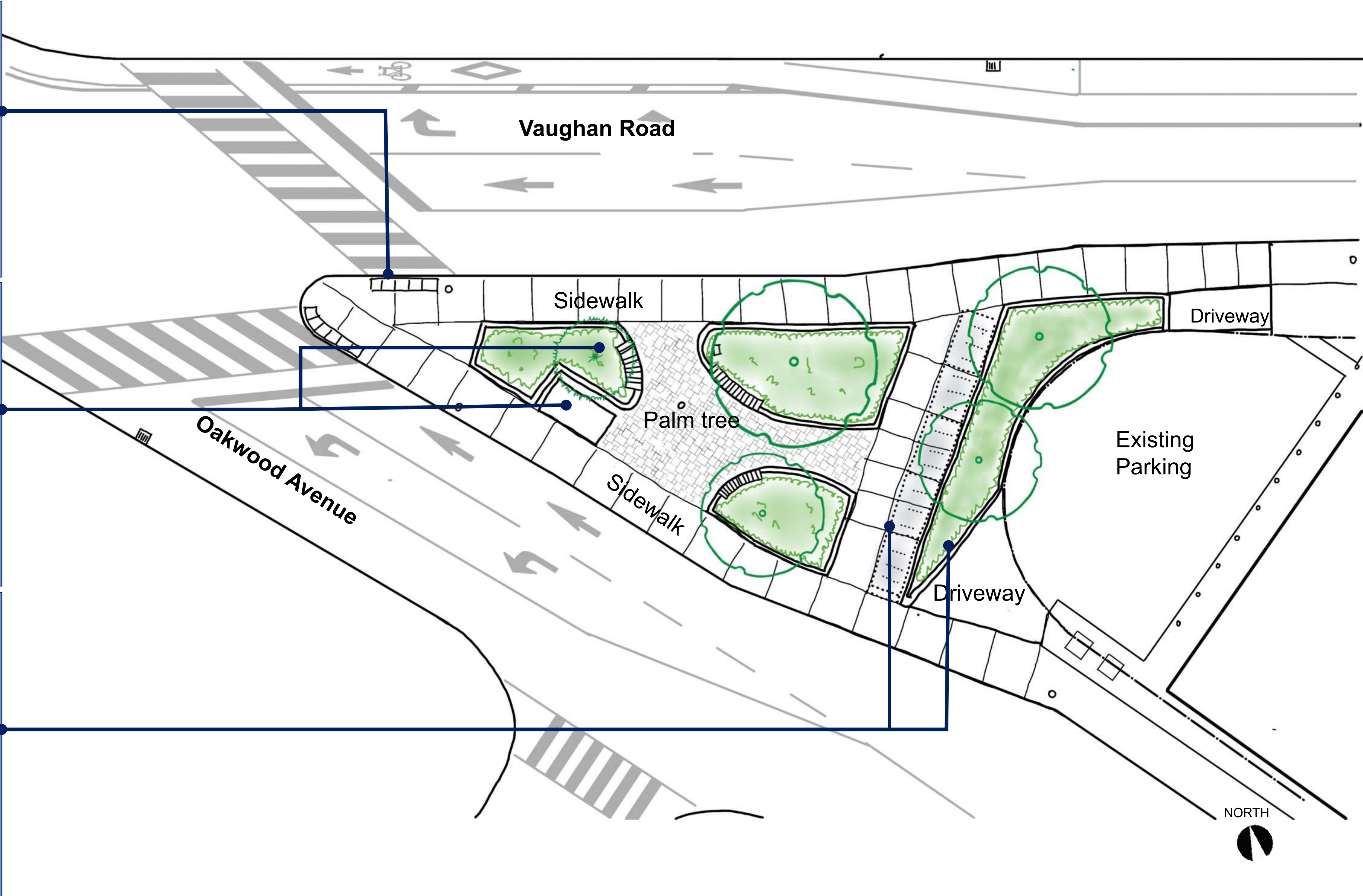


Planter with seating



Street trees





There is enough supply of on-street parking to accommodate the reduction of 12 spaces.



Vaughan Road | Parking Demand & Supply East of Arlington Avenue



Vaughan Road, east of Arlington Avenue is within the 13F permit parking area. 13F permit holders can park anywhere within that area.

There are currently 632 parking spaces and 566 issued permits for permit area 13F, resulting in 89% uptake.

The proposed safety improvements would result in the reduction of 3 parking spaces on Vaughan Road and 2 parking spaces on Connaught Circle, resulting in 90% uptake.

There is enough supply of on-street parking to accommodate the reduction of 5 spaces, but when uptake exceeds 90%, the City would monitor closely the issuance of new permits.



Vaughan Road | Future Parking Considerations



The City of Toronto is exploring potential changes to parking on streets near Vaughan Road that could compensate for reduced parking on Vaughan Road.

Opportunities include:

Introducing overnight permit parking on Pinewood Avenue, between Vaughan Road and Heathdale Road.

Currently, on Pinewood Avenue 1-hour parking is allowed between 8a.m. and 7p.m. Overnight parking is not allowed.

If parking area 13F is expanded to include Pinewood Avenue there would be **11 new spaces** to compensate for the 5 spaces removed as part of the project.

No changes to parking on Pinewood Avenue will be made as a result of this consultation.

When the City considers a street for permit parking, all residents of the street are invited to participate in a poll to determine the level of support.



Vaughan Road | Other Options Considered



Whenever possible, the City aims to build bikeways that are safe, comfortable and accessible for people cycling of all ages and abilities.

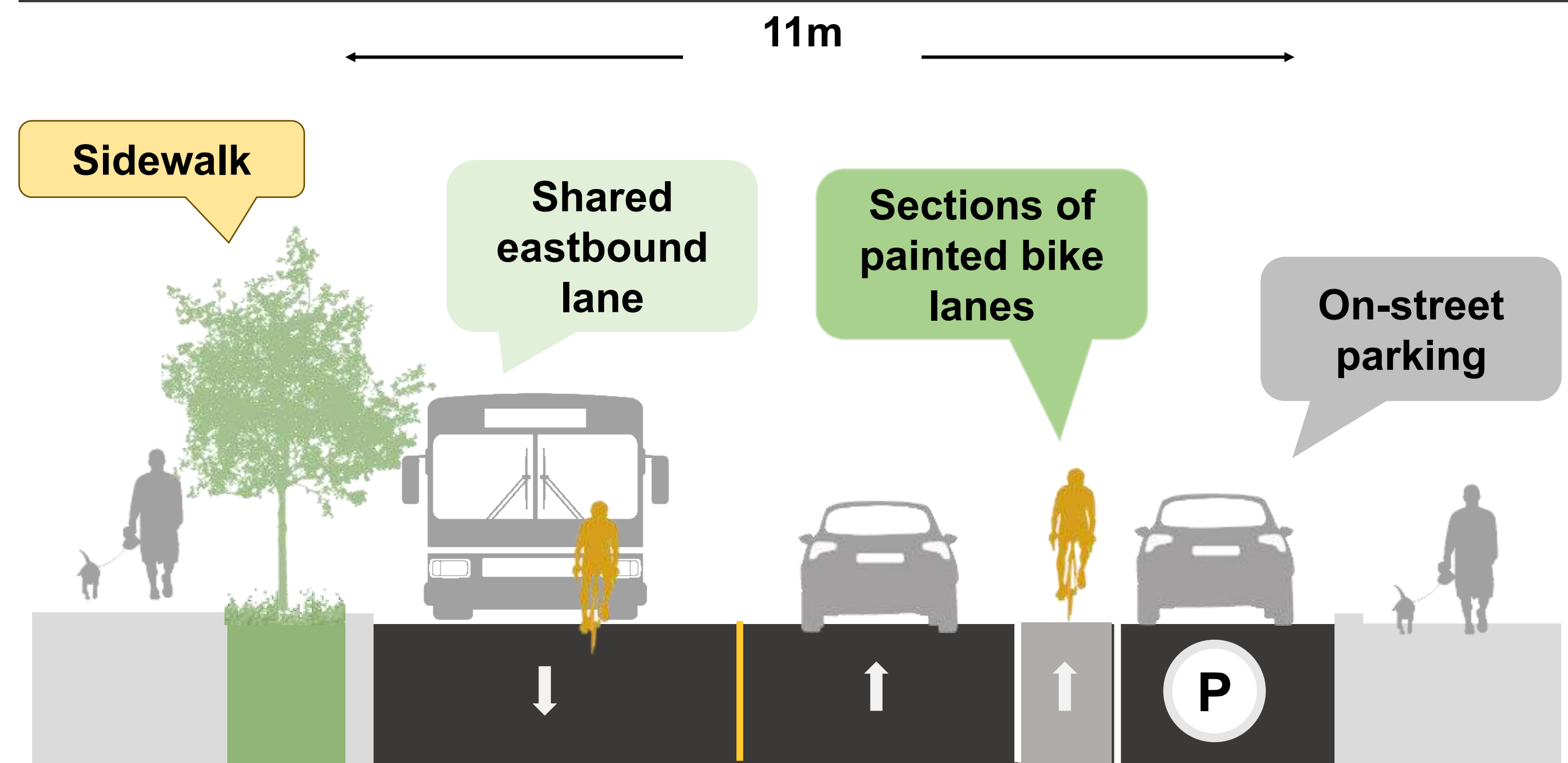
Physically separated cycling is the best way to provide an 'All Ages and Abilities' bikeway on busy roadways. The only way to achieve this on Vaughan Road would be a two-way cycle track.

Two-way cycle tracks allow bicycle movement in both directions on one side of the road. They are typically installed when there is not enough space for one-way cycle tracks on each side of the street.

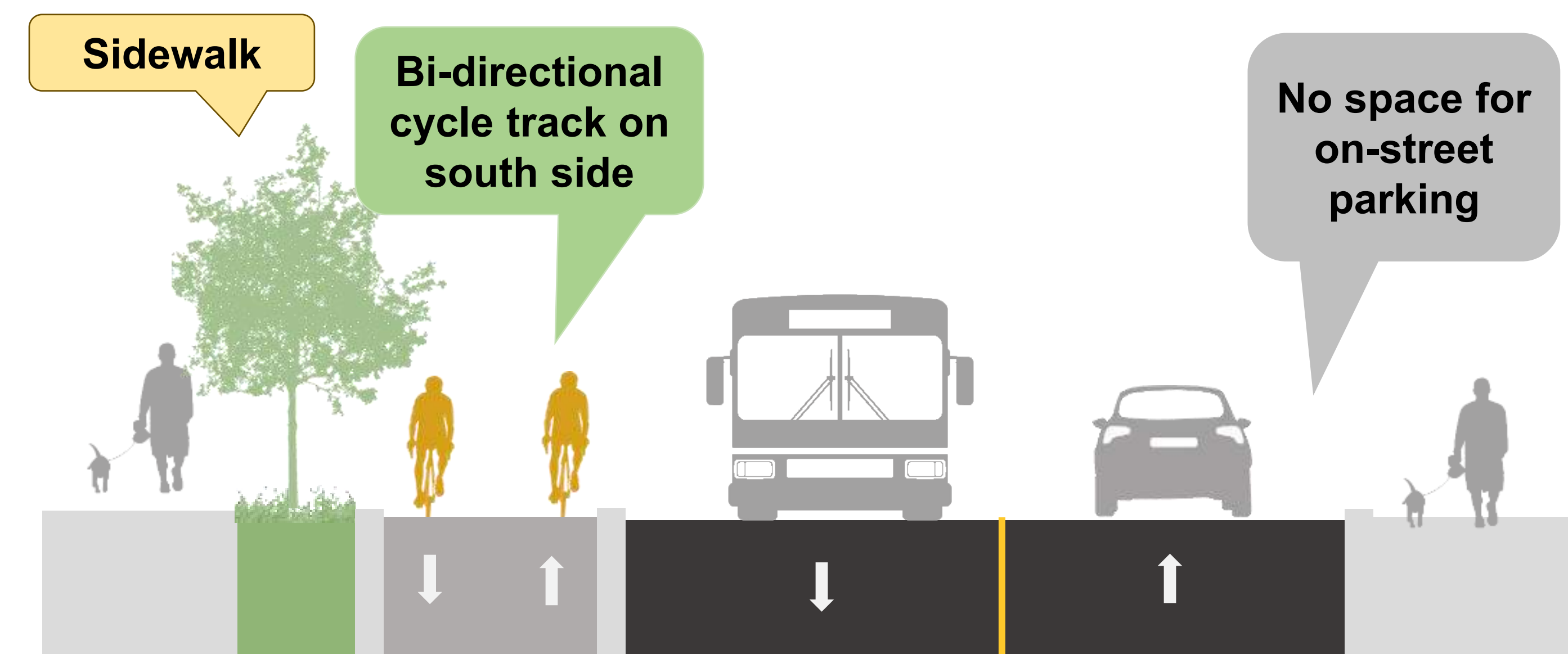
A two-way cycle track for Vaughan Road was not carried forward because of the impacts:

- **Parking and loading:** 78 spaces would need to be removed
- **Feasibility of separation and conflicts:** The presence of multiple driveways would result in minimal physical separation and increase conflict concerns
- **Operational considerations:** Vehicle turn lanes would need to be removed from Vaughan Road at Oakwood Avenue and at Winona Drive.

Existing conditions facing west at Vaughan Rd and Rushton Rd



Option not carried forward | Bi-directional Cycle Track



Vaughan Road | Complementary Neighbourhood Connections



Because the proposed changes on Vaughan Road include a protected bikeway in only the westbound direction and do not provide dedicated space for cycling eastbound, neighbourhood connections are proposed. On these neighbourhood connections, people cycling can share the road in conditions with fewer vehicles and lower speeds.

The proposed neighbourhood connections include:

Shared lanes ('sharrows') on streets with two-way traffic and low vehicle volume:

- Robina Avenue **a**
- Hursting Avenue **b**
- Maplewood Avenue **c**

Shared lanes are used for wayfinding and would not impact existing conditions.

A contra-flow bike lane on Arlington Avenue to allow people cycling to travel in both directions between Hursting Avenue and Maplewood Avenue **d**

These proposed changes together with the east-west connections consulted as part of the Oakwood Village Streets Plan will create a network of neighbourhood connections in Humewood, Wychwood and Oakwood Village. **e**

In addition, there will be future consultations to receive public feedback about proposed neighbourhood connections on:

- Wychwood Avenue, south of St. Clair Avenue West **f**
- Glenholme Avenue **g**

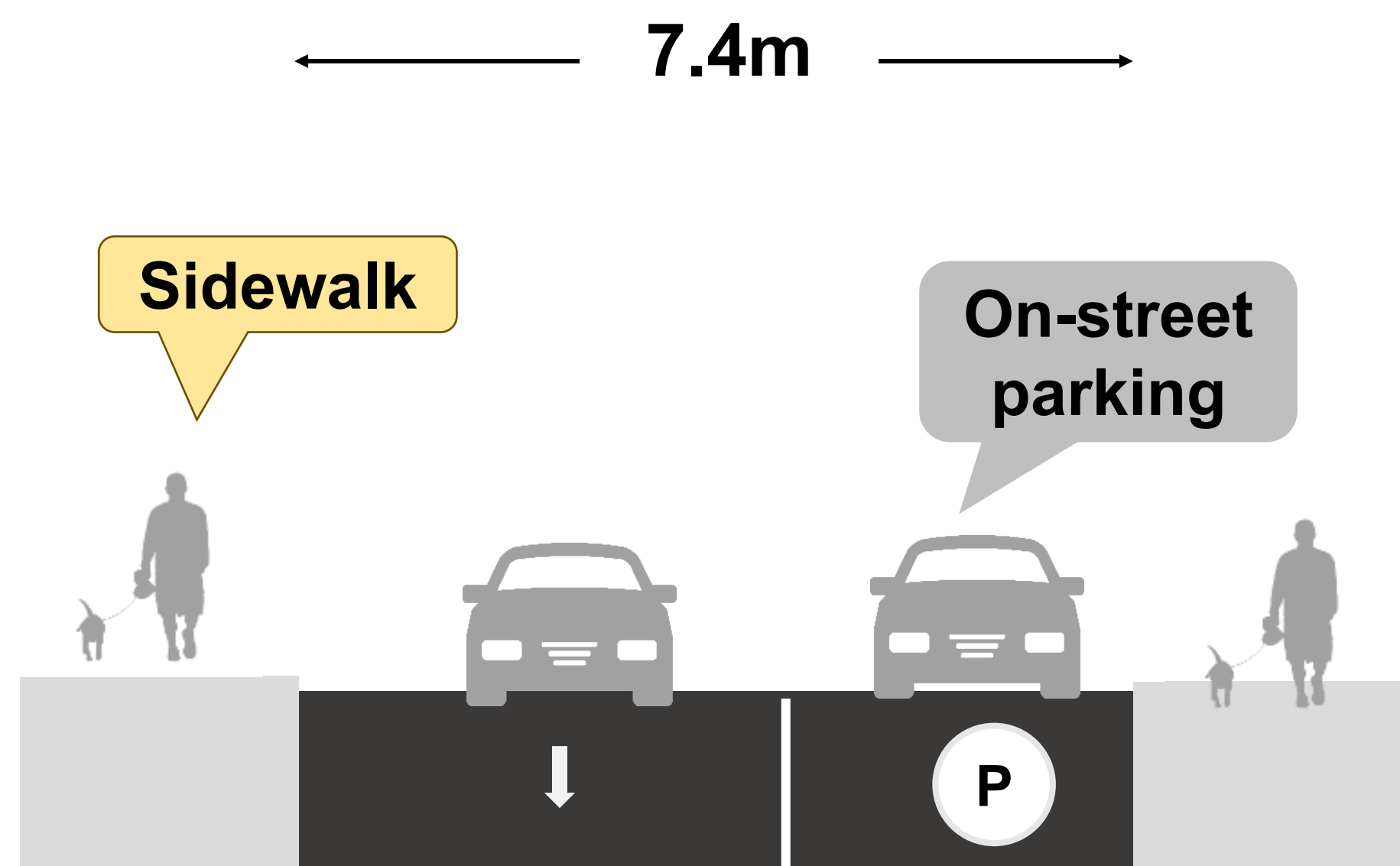


Arlington Avenue | Proposed Changes



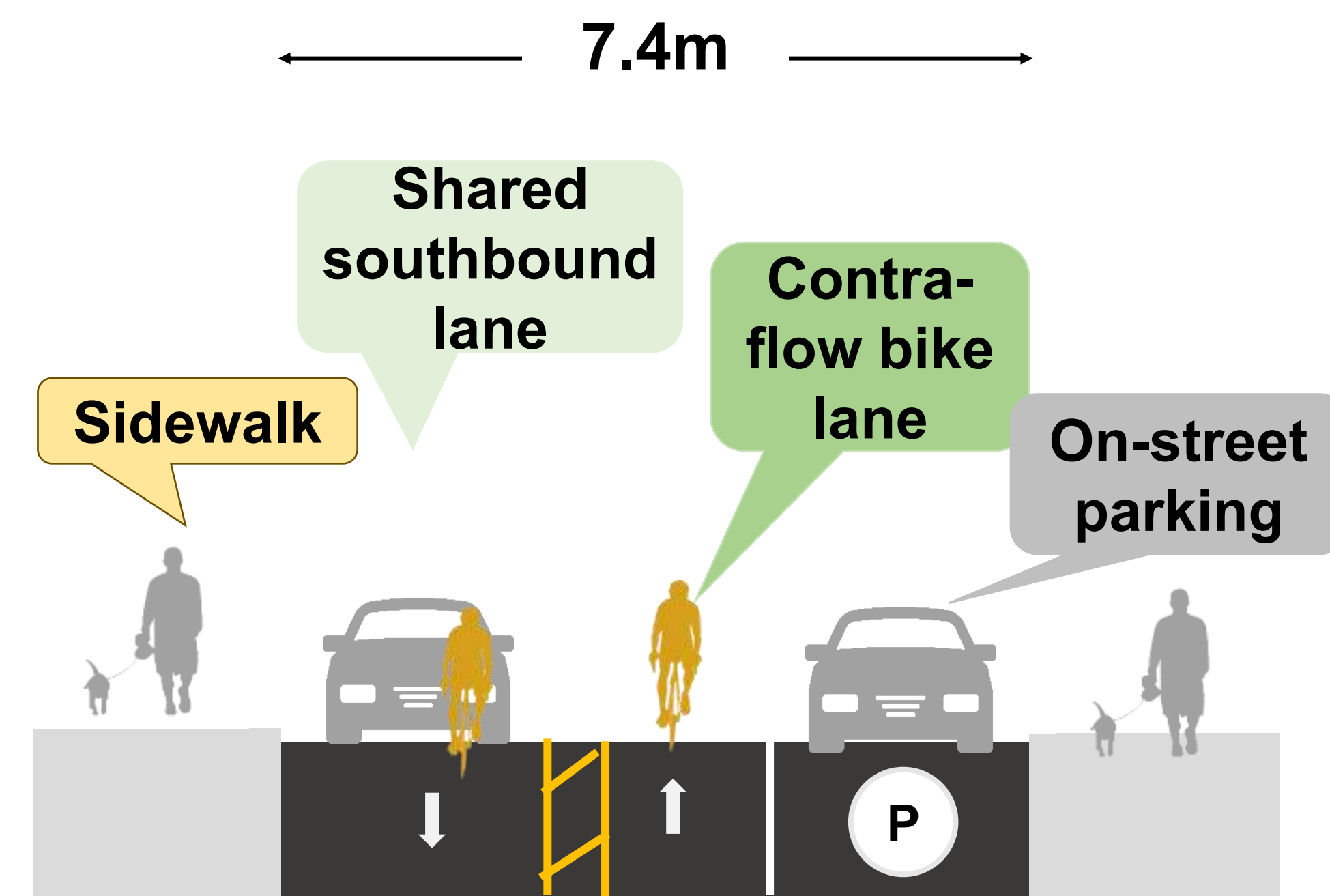
The proposed changes on Arlington Avenue between Hursting Avenue and Maplewood Avenue will allow people cycling to travel in both directions, while maintaining the maximum number of parking spaces.

Existing conditions facing northbound



- One-way southbound travel lane
- On-street parking on one side of the street that alternates (west side 4 spaces, east side 7 spaces)
- Road width 7.4m

Proposed Changes facing northbound



- Shared southbound lane for people cycling and driving
- Contra-flow bike lane for people cycling northbound
- Parking permanently located on the east side of the street to maintain maximum number of parking spaces



Wychwood Avenue | Overview of Proposed Changes



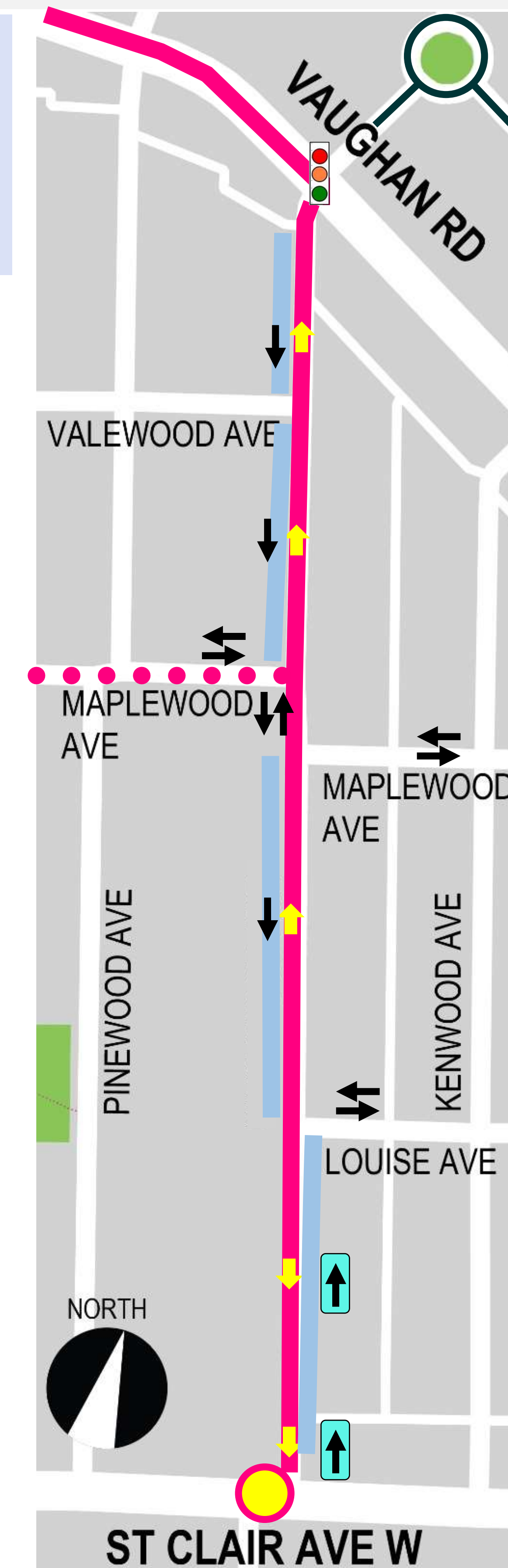
Changes are proposed on Wychwood Avenue to create safer cycling connections to Vaughan Road and to the neighbourhood connections proposed on Maplewood Avenue.

Wychwood Avenue is currently a one-way southbound street with a very short section of two-way traffic at Maplewood Avenue.

There is on-street parking that alternates sides.

The following changes are proposed:

- **New traffic signal** at Wychwood Avenue and Vaughan Road
- **Contra-flow** bike lane between Vaughan Road and St. Clair Avenue West that will connect people cycling to Glen Cedar Road, Eglinton Avenue West and further north
- Conversion to **one-way northbound** between St. Clair Avenue West and Louise Avenue
- **Intersection safety improvements** at Wychwood Avenue and St. Clair Avenue West
- **On-street parking** fixed on one side of the street



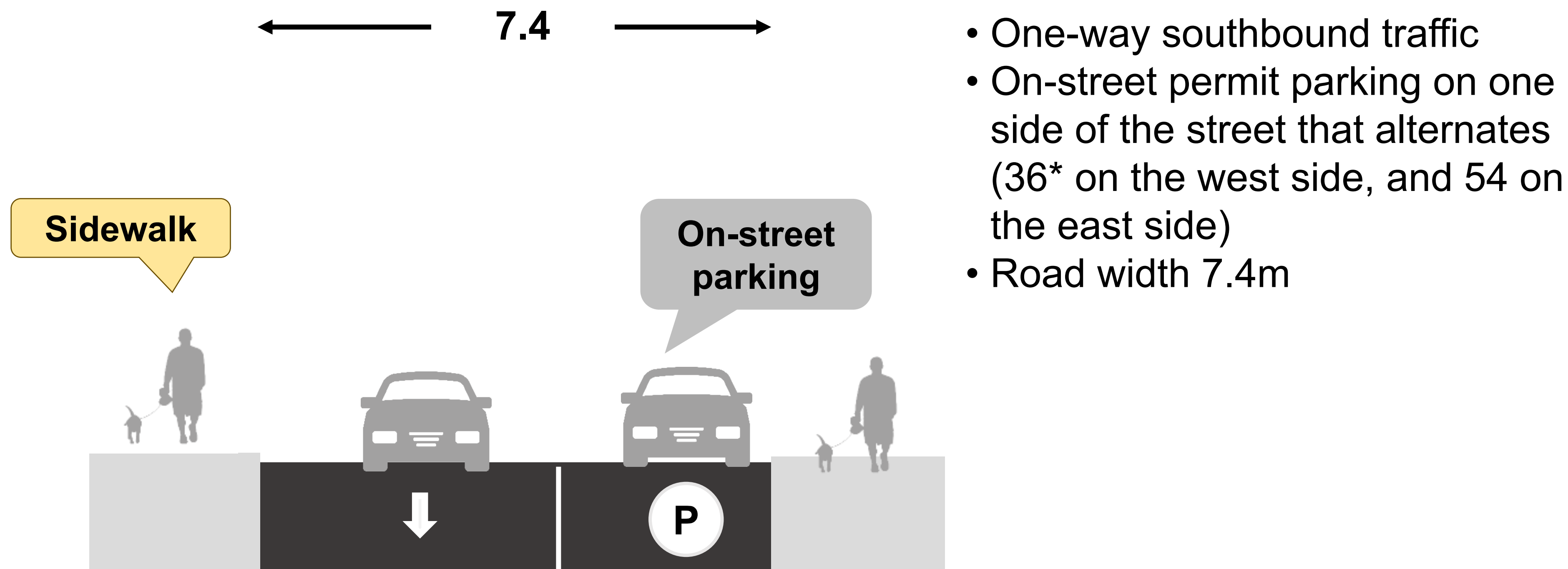
Legend

- Proposed contra-flow bike lane
- Direction of motor vehicle travel
- Proposed new one-way
- On-street parking
- New signalized intersection
- Proposed shared lane
- Existing cycling connections
- Intersections safety improvements

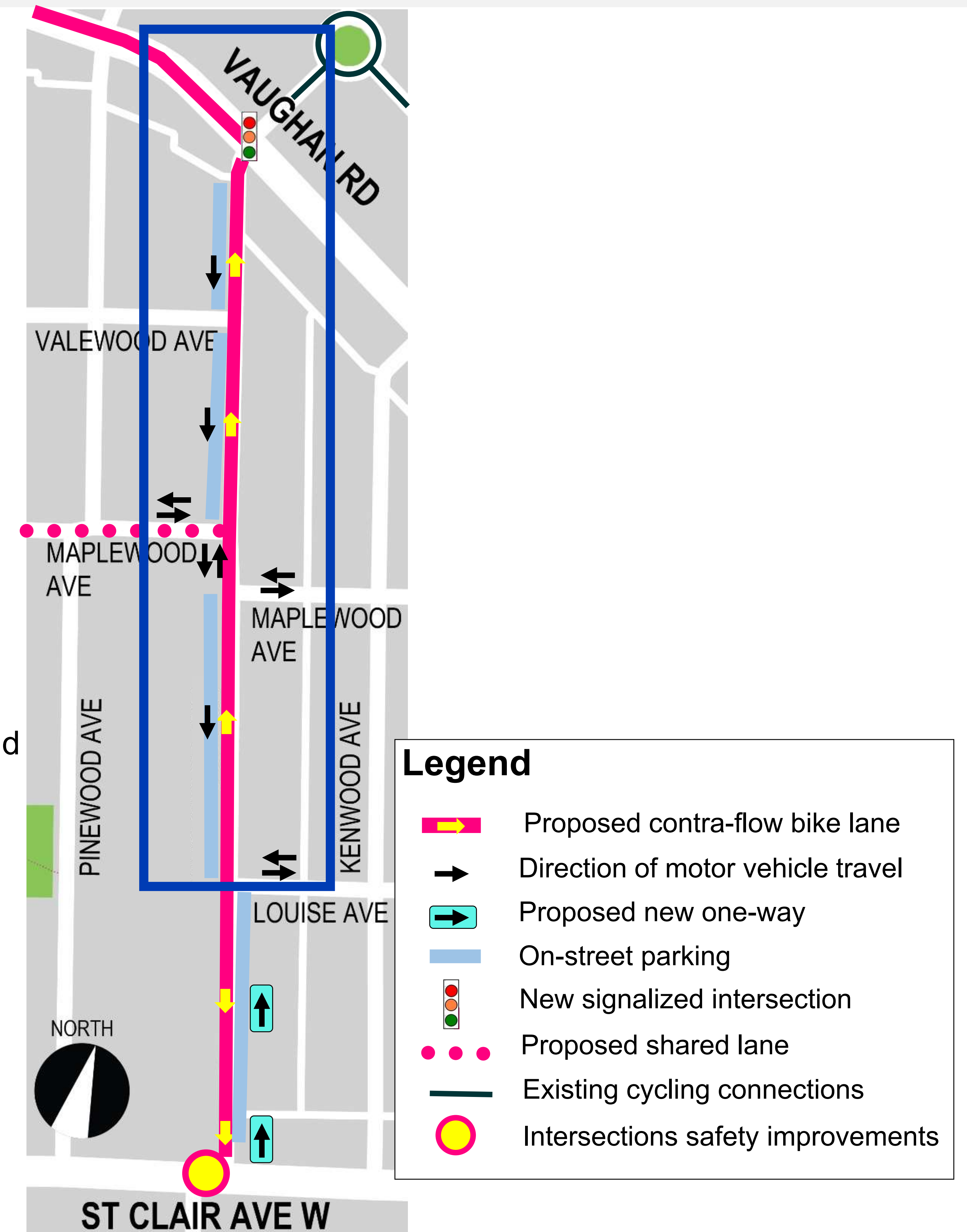
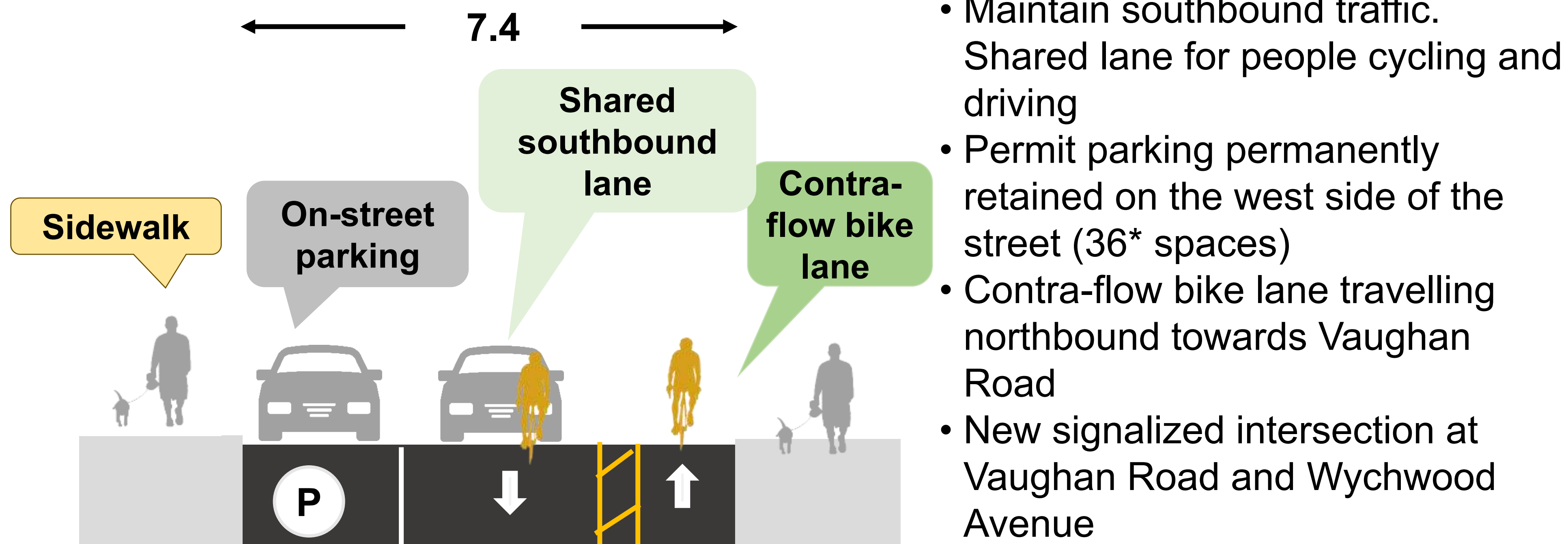
Wychwood Avenue | Vaughan Road to Louise Avenue



Existing conditions facing northbound



Proposed Changes facing northbound

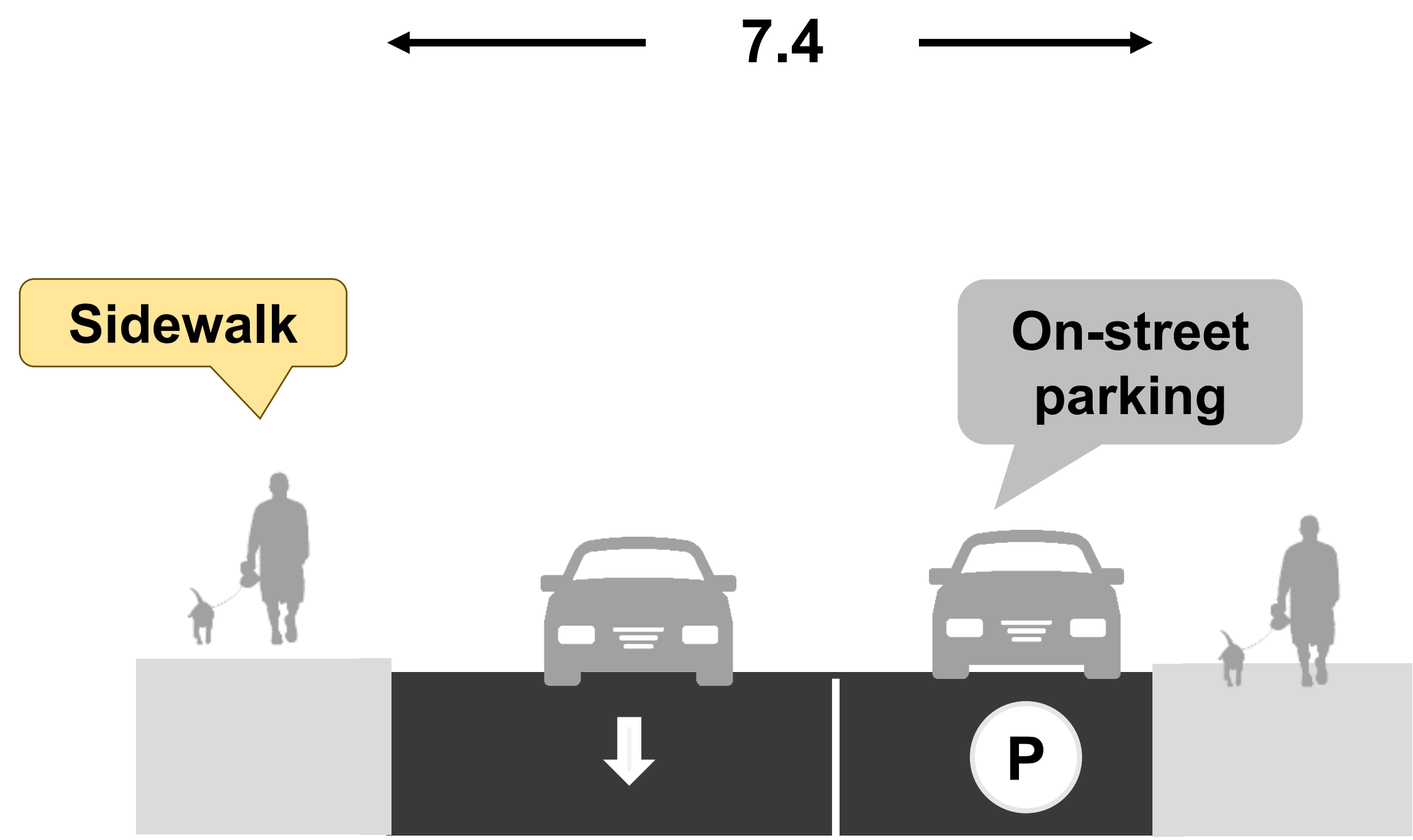


*Panels have been updated on November 12, 2025 based on updated parking data

Wychwood Avenue | Louise Avenue to St Clair Avenue West

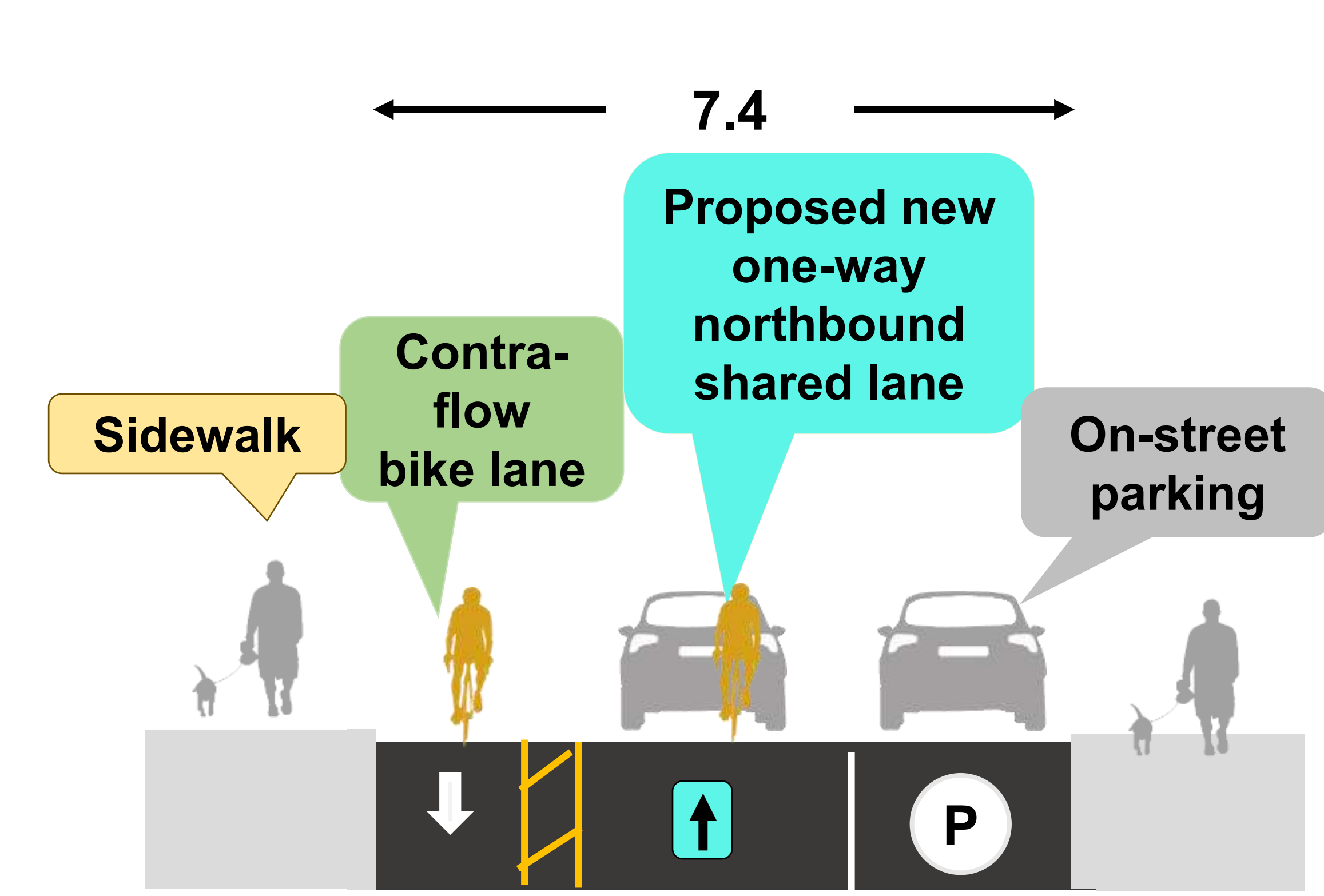


Existing conditions facing northbound

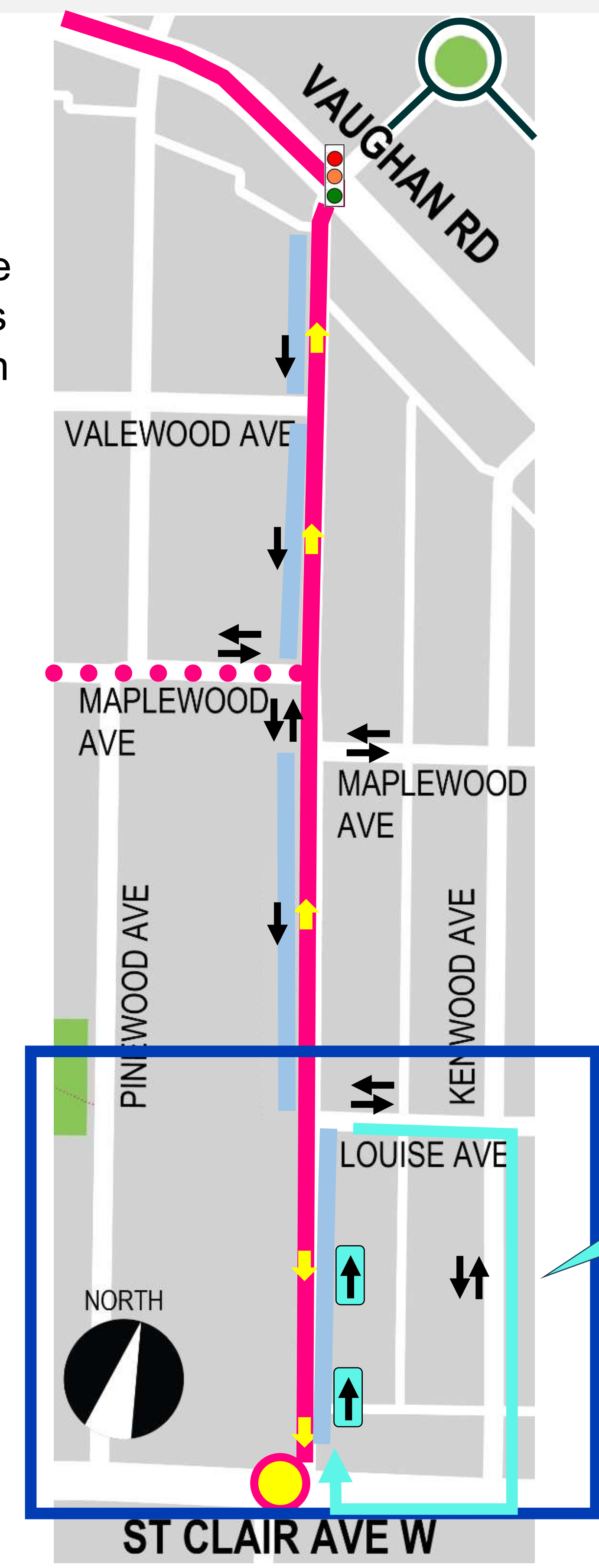


- One-way southbound traffic
- On-street permit parking on one side of the street that alternates (12* on the west side and 20 on the east side)
- Road width 7.4m

Proposed Changes facing northbound



- Convert road to northbound travel for motor vehicles.
- Shared lane for people cycling and driving
- Contra-flow bike lane travelling southbound towards St. Clair Avenue West
- Permit parking permanently retained on the east side of the street. (20 spaces)



Legend

- Proposed contra-flow bike lane
- Direction of motor vehicle travel
- Proposed new one-way
- On-street parking
- New signalized intersection
- Proposed shared lane
- Existing cycling connections
- Intersections safety improvements

Residents living between Louise Avenue and St. Clair Avenue West, would need to follow a new route if driving southbound: east on Louise Avenue, south on Kenwood Avenue, west on St. Clair Avenue West.

*Panels have been updated on November 12, 2025 based on updated parking data

Wychwood Avenue | St. Clair Avenue West Intersection



Changes are proposed at the Wychwood Avenue and St. Clair Avenue West intersection to improve safety for all road users and address dangerous vehicle maneuvers, such as reversing on St Clair Avenue West, blocking through lanes and pedestrian crossing.

Over 100 southbound vehicles each day cross two lanes on St. Clair Avenue West to enter the westbound left turn lane.

Converting the direction of traffic on Wychwood Avenue to one-way northbound between St. Clair Avenue West and Louise Avenue will address safety concerns related to those vehicle movements and will also allow people cycling to travel north/south.

Proposed changes include:

- **Signal design changes**, including
 - a new pedestrian signal for crossing the north leg of Wychwood Avenue
 - new bike signals to allow people cycling to travel north/south
 - bike detection on the south leg of the intersection that to initiate the bike signals and minimize delays to other users
- **Curb extension** at the northeast corner to shorten crossing distance



Image illustrating vehicle blocking two through lanes as it attempts to get into the westbound left turn lane



Image illustrating vehicle blocking pedestrian crossing as it attempts to enter into the westbound left turn lane

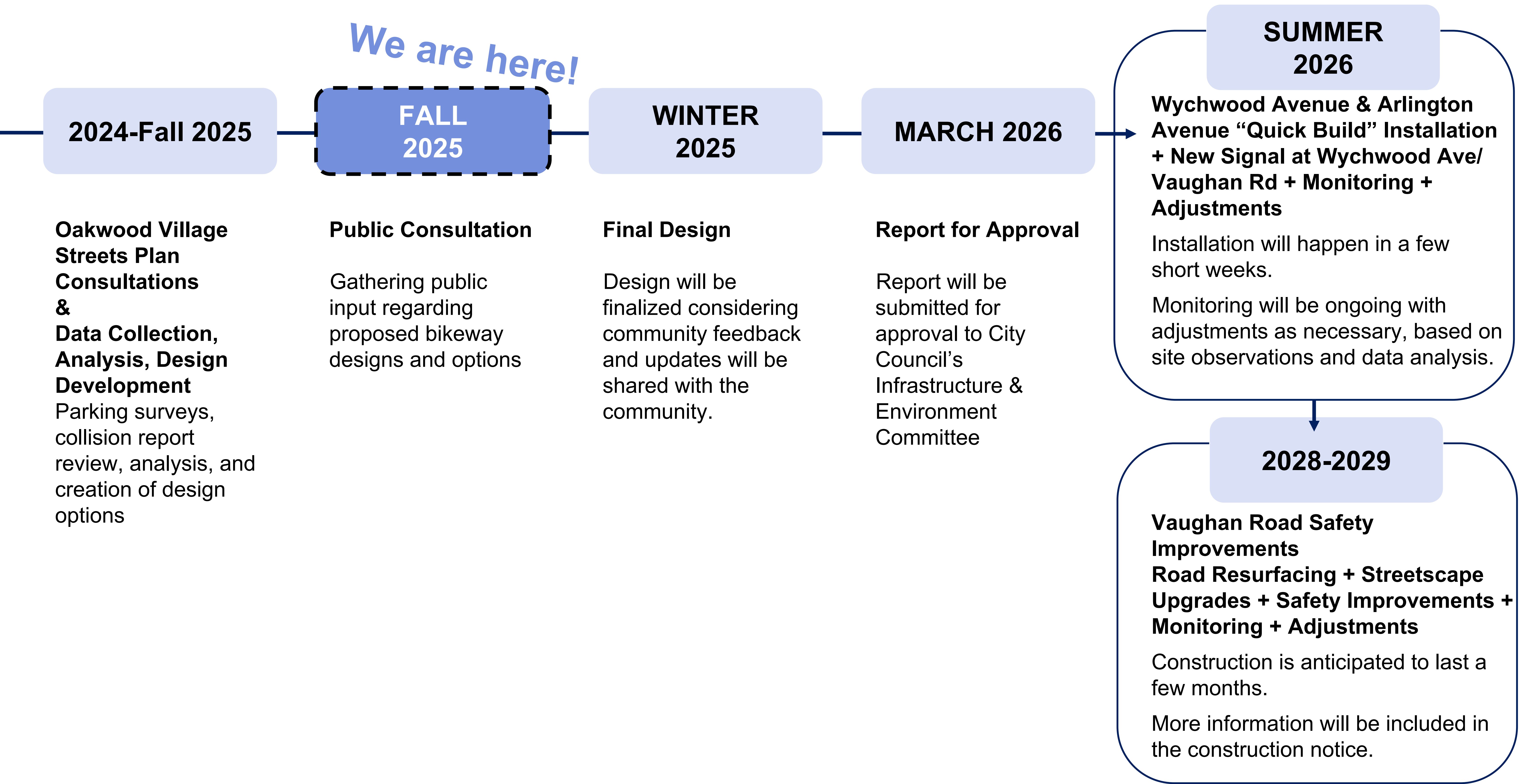


Image illustrating vehicle blocking through lanes as it attempts to get into the westbound left turn lane



Image illustrating vehicle reversing on St Clair Ave West, trying to enter the westbound left turn lane

Project Timeline & Next Steps



How to Provide Feedback



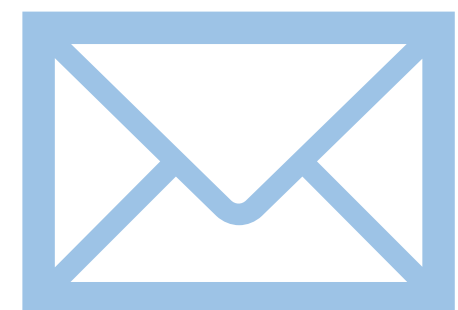
Your feedback is important. There are many ways to provide your comments on the proposed changes to Vaughan Road and Wychwood Avenue.



Attend the public drop-in event



Complete the online survey toronto.ca/vaughanwychwood



Send your comments and questions by **email**,
phone or **mail**

**Feedback submission period
closes November 27, 2025**

Project Contact Information

Dominic Cobran

Senior Public Consultation Coordinator

VaughanWychwood@toronto.ca

416-338-2986

Metro Hall

55 John Street, 19F

Toronto, Ontario M5V 3C6

