



Wychwood Avenue Neighbourhood Cycling Connections

Virtual Public Meeting | March 12, 2026 | 6:30-8 p.m.



Consultation for the Vaughan Road and Wychwood Avenue Safety Improvements Project took place from September to December 2025, including a public drop-in event held on November 13.

Over 45 people attended the in-person drop-in event, and 378 survey responses were received. Over 100 people provided comments by mail, phone and email.

Based on feedback heard about Wychwood Avenue, additional consultation is being conducted including:

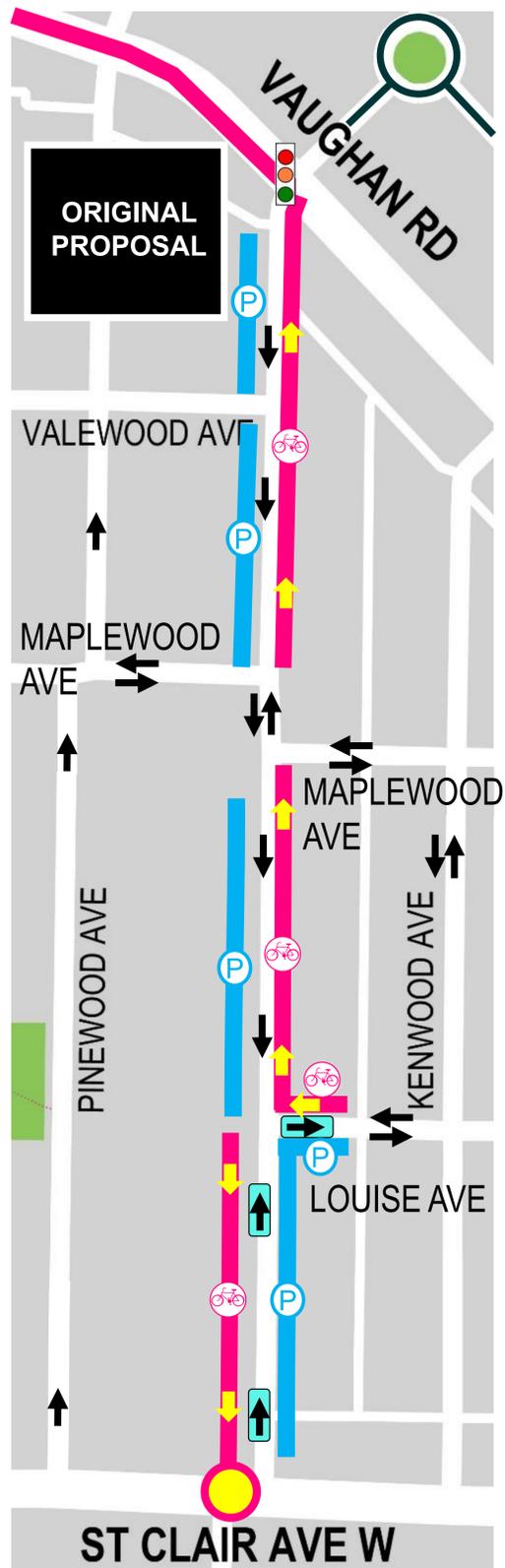
- A virtual public information meeting on March 12 to present a revised proposal for Wychwood Avenue and offer an opportunity to ask questions to staff
- A survey to receive feedback, open from February 26 to March 26, 2026.

This presentation explains the revised proposal for Wychwood Avenue and why this street was selected as part of the city-wide Cycling Network Plan.

Please review this deck or attend the virtual public information meeting before filling out the survey.

Public drop-in event held
November 13, 2025

Wychwood Avenue Proposed Changes| Public Feedback

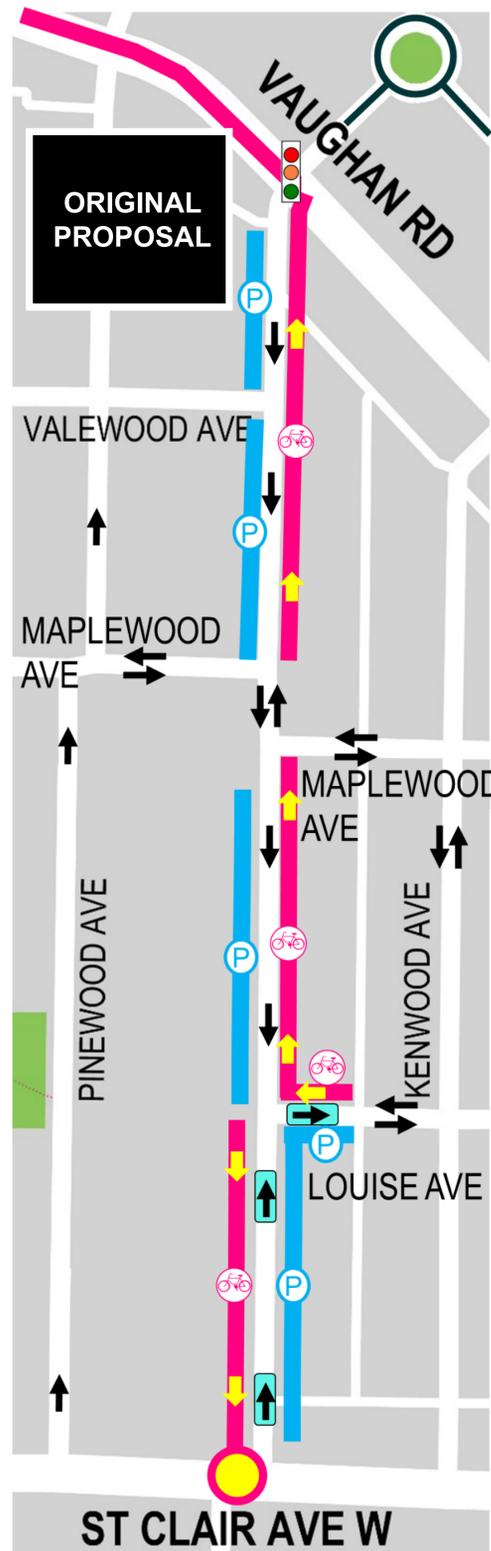


During consultation on the Vaughan Road and Wychwood Avenue Safety Improvements project, we heard concerns about the changes on Wychwood Avenue, proposed in 2025:

- There are more parking opportunities for residents on the east side of Wychwood Avenue than the west side, which is particularly important in winter with snow piles
- It is unclear how westbound traffic would flow between Louise Avenue and Wychwood Avenue
- Lack of context for what informed the proposed design on Wychwood Avenue
- Directional changes would mean a more circuitous route for people who park on Wychwood Avenue south of Louise Avenue.
- Concern that changes to Wychwood Avenue would increase traffic infiltration on neighbouring streets

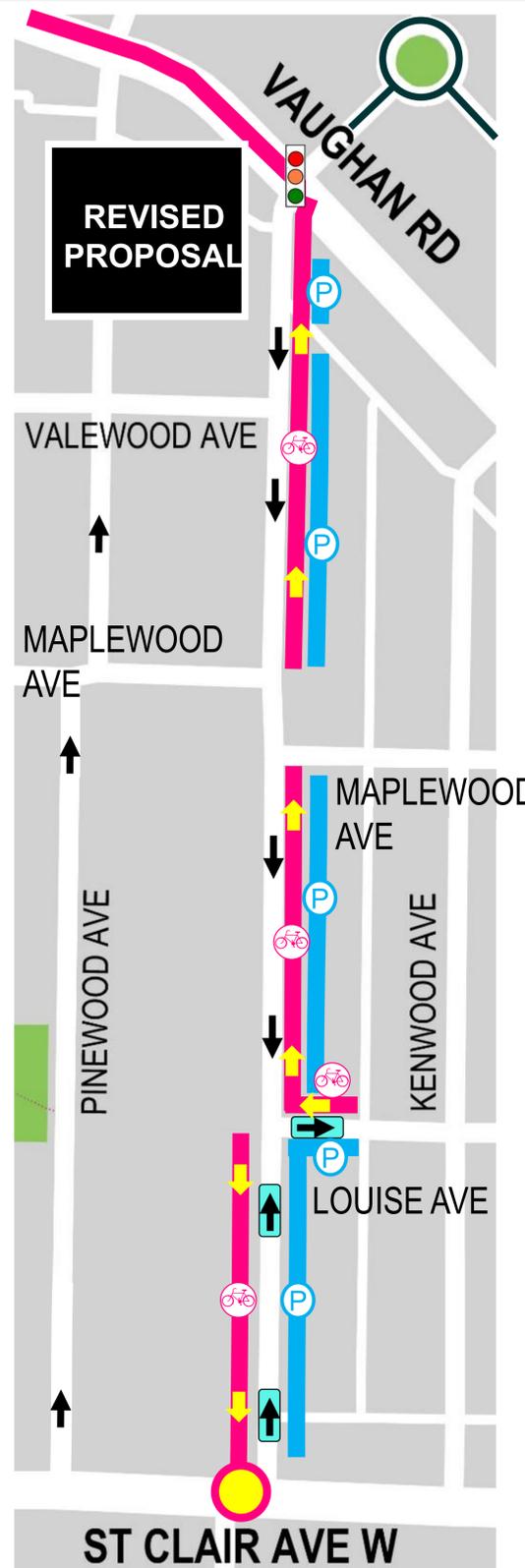
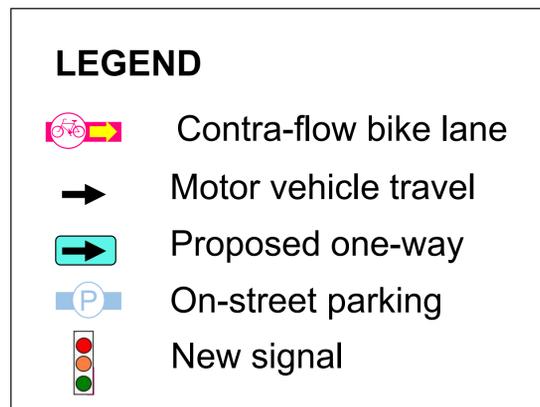
A revised proposal which addresses many of these concerns is explained on the following slides.

Wychwood Avenue | Revised Proposal



ORIGINAL PROPOSAL:

- Parking on the west side from Vaughan Road to Louise Avenue
- **56 parking spots**
- One way north-bound from St. Clair Avenue to Louise Avenue

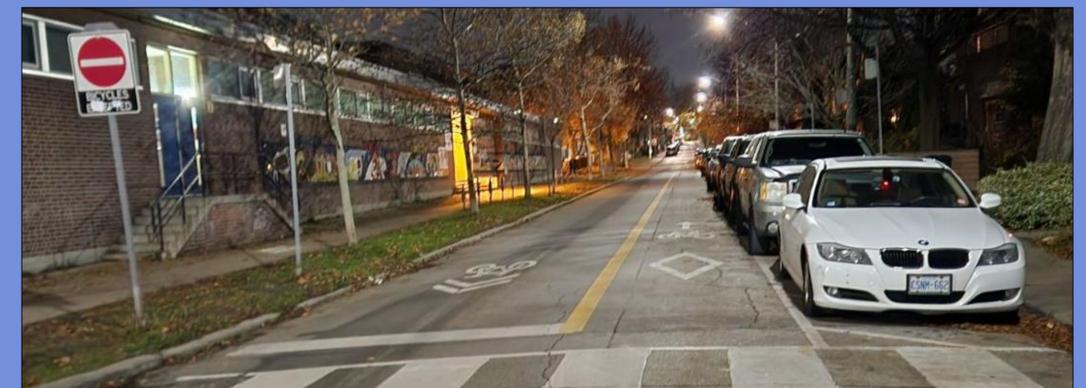


REVISED:

- Move all parking to east side of Wychwood Avenue
- **74 parking spots**

Parking was originally proposed on the west side between Vaughan Road and Louise Avenue to provide the preferred design for contra-flow bike lanes, with a shared lane between parking and the bike lane.

Given low parking turnover and good sight lines, it is acceptable to have the contra-flow bike lane adjacent to parking, as depicted below, maximizing parking availability.

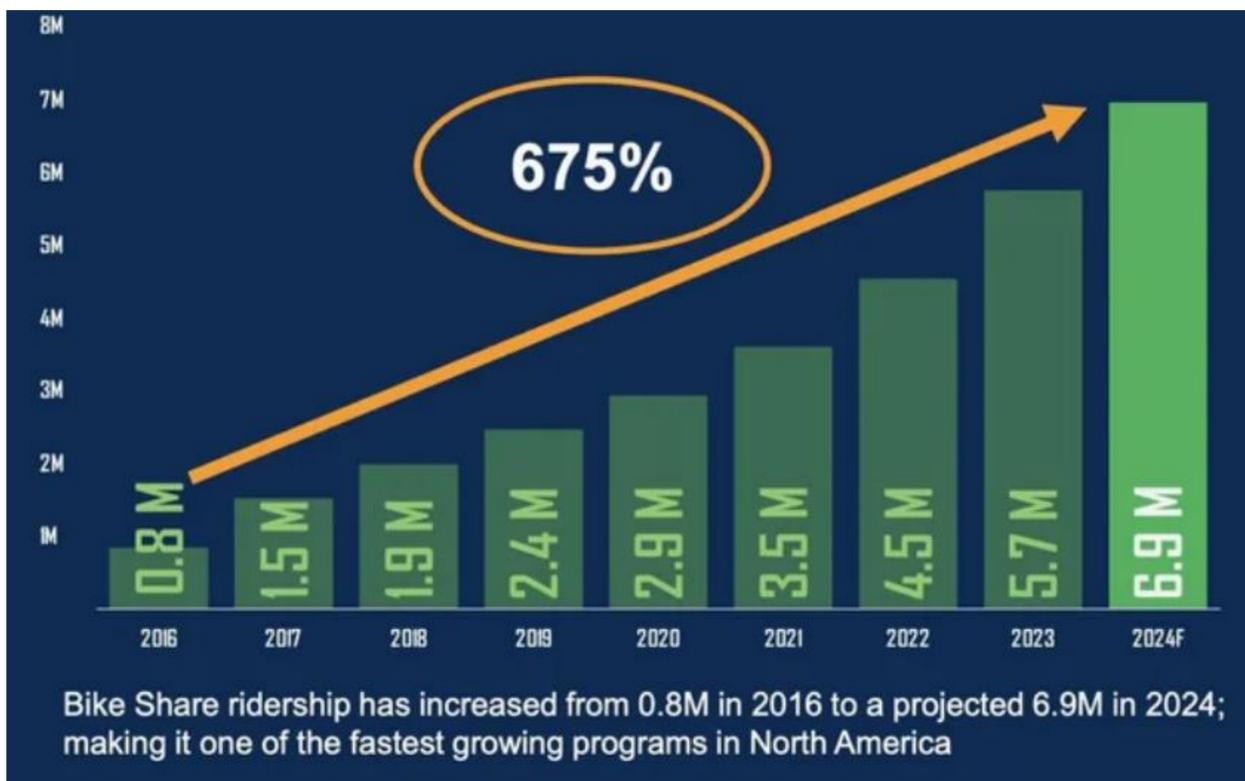


Why do Cycling Routes Matter?



Toronto is the fastest growing City in North America, but our road network is fixed in size.

The more people who choose to cycle, the better we can address congestion on Toronto's streets.



A safe and connected cycling network encourages people to choose cycling as a transportation option.

Why Create Cycling Connections on Wychwood Avenue?

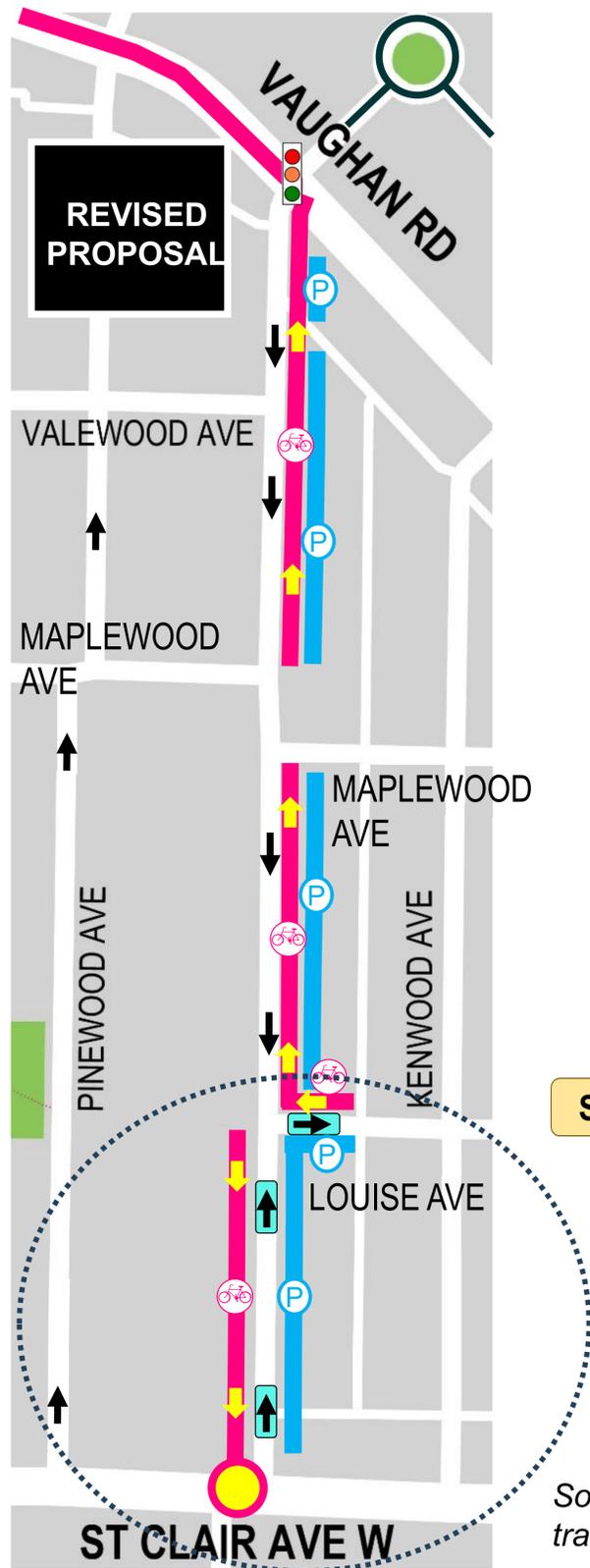


Wychwood Avenue provides the best north-south cycling route in this part of the city between Eglinton Avenue West and Davenport Street because it:

- connects to the Glen Cedar Ravine bridge via Connaught Circle
- provides a safe, signalized crossing at St. Clair Avenue West
- has low traffic volumes and speeds, creating safe and comfortable conditions for a shared cycling route

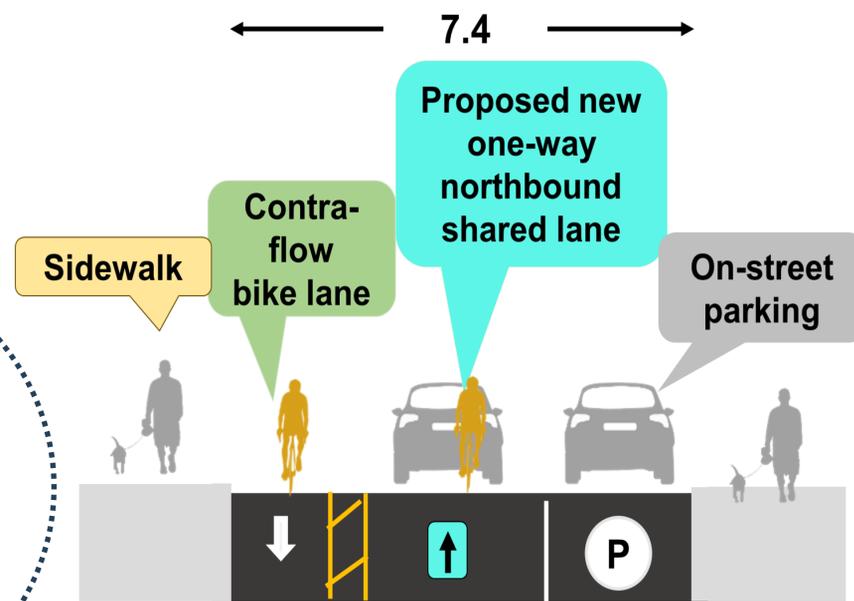
Other potential routes such as Kenwood Avenue and Pinewood Avenue would bring people cycling to a "T" at St. Clair Avenue West, forcing them into traffic or onto the sidewalks to arrive at a crossing.

What Would a Contra-flow Bikeway Look Like?

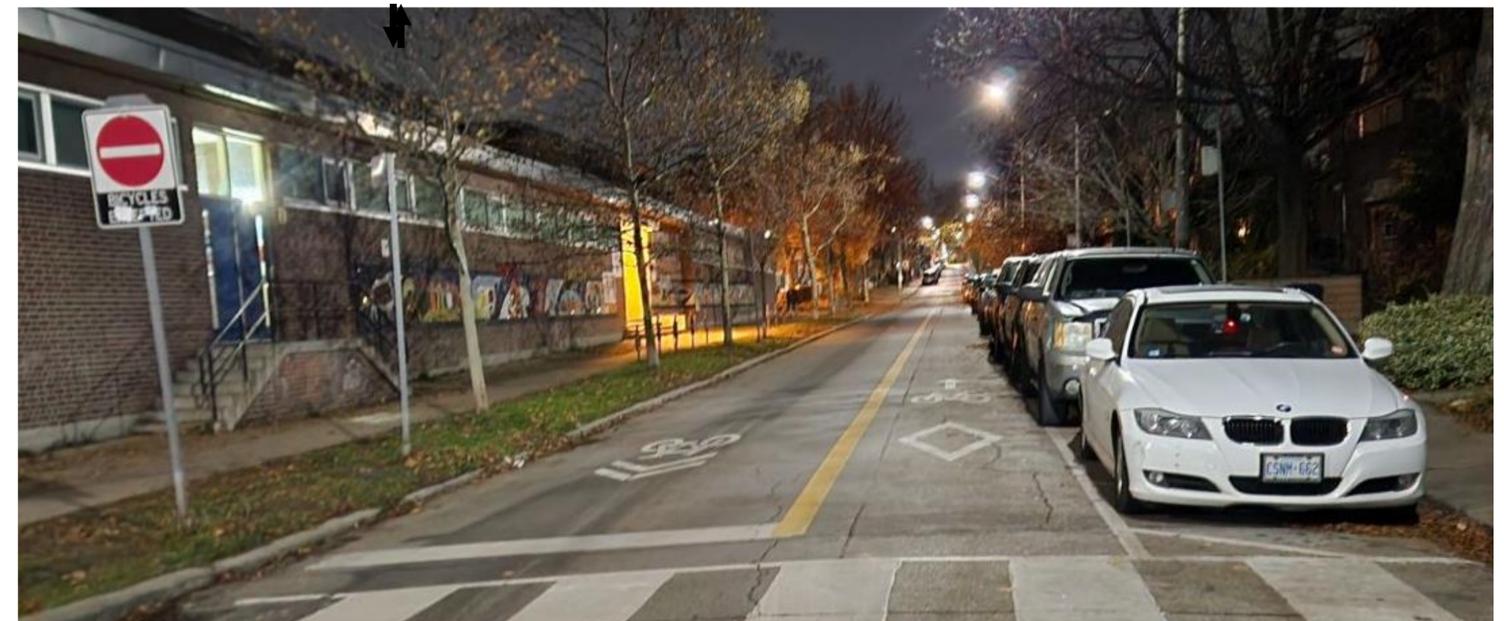


A contra-flow bike lane provides space to allow people cycling to safely and legally travel in the opposite direction of motor vehicle traffic flow.

Pavement markings are used to separate the travel lanes. There are no curbs or other physical separation planned along Wychwood Avenue.



Southbound contra-flow bikeway with northbound shared travel lane (as proposed St. Clair Ave to Louise Ave)



Northbound contra-flow bikeway with southbound shared travel lane as seen on Gladstone Ave (as proposed on Wychwood Ave from Vaughan Rd to Maplewood Ave)

Why Change the Direction on Wychwood Avenue?

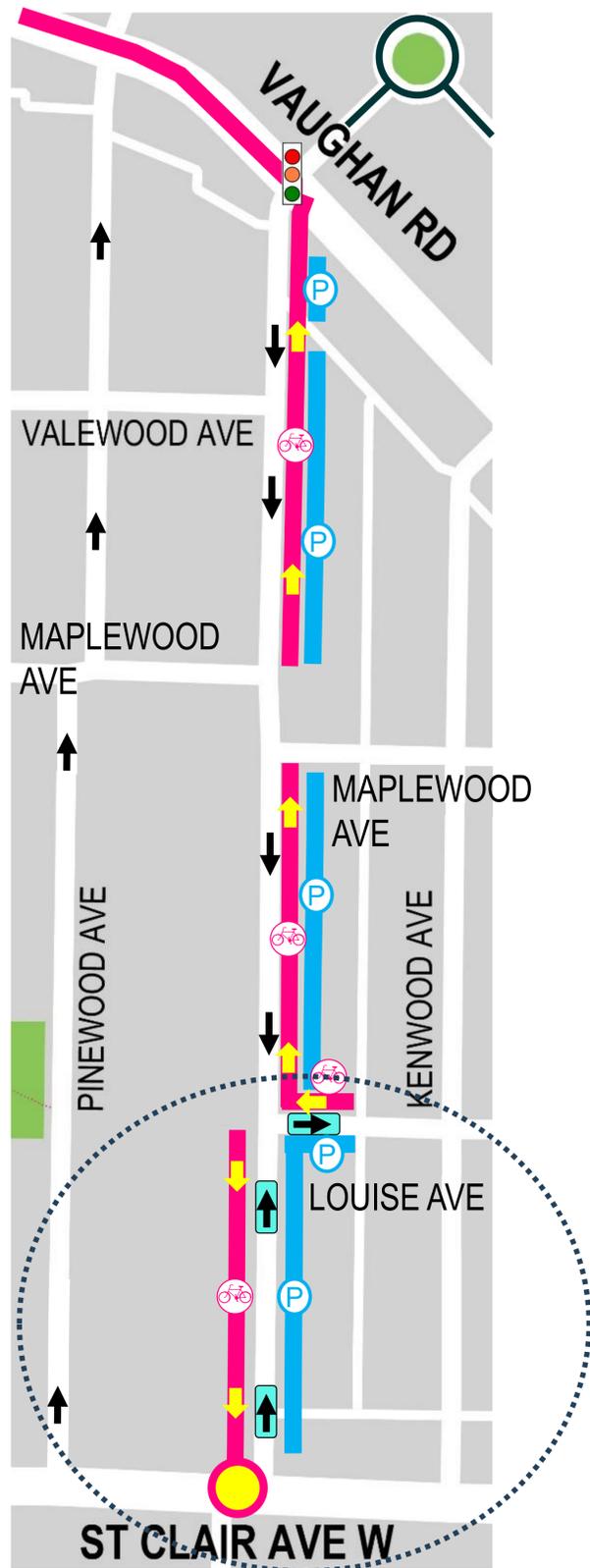


Image illustrating vehicle blocking two through lanes as it attempts to get into the westbound left-turn lane



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

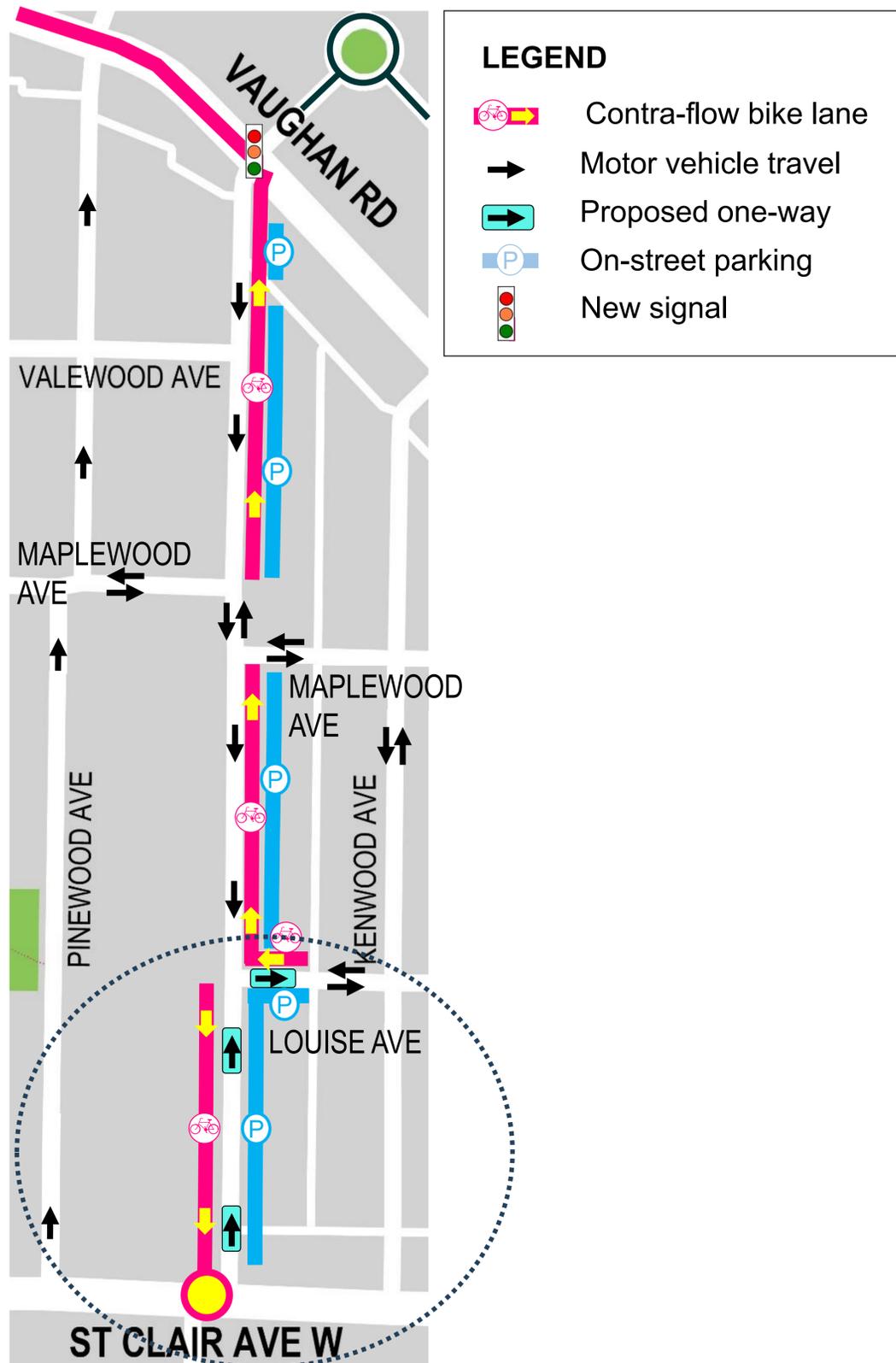
There are existing safety concerns at the intersection of St. Clair Avenue West and Wychwood Avenue with vehicles travelling south on Wychwood Avenue and attempting to reach the westbound left-turn lane.

Converting the southern part of Wychwood Avenue to a northbound one-way street would:

- Improve safety at the St. Clair Avenue West / Wychwood Avenue intersection for all road users
- Allow a safe cycling crossing of St. Clair Avenue West

Other options to incorporate cycling onto the Wychwood Avenue / St. Clair Avenue intersection are costly, unsafe or complex.

Wychwood Avenue | Revised Proposal Details



Parking fixed on east side of Wychwood Avenue

Parking:

- Revised proposal includes 74 on-street parking spaces fixed permanently on the east side (compared to 48 with parking on the west side). There are currently 39 permits issued to residents of Wychwood Avenue.

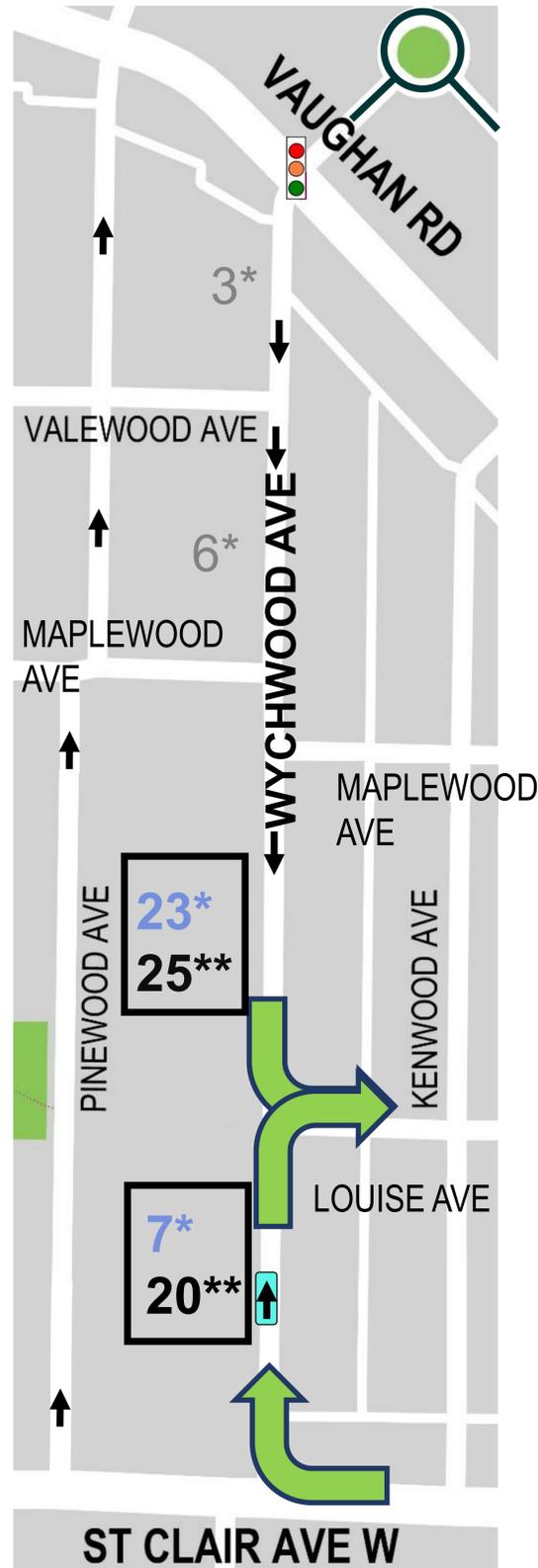
Bikeway configuration:

- Southbound drivers accessing parking between Vaughan Road and Louise Avenue would have to cross the northbound contra-flow bike lane. This is the least preferred design for contra-flow bike lanes; however, it is acceptable given the low parking turnover and good sight lines.

Vehicle access:

- Westbound motor vehicle traffic on Louise Avenue west of Kenwood Avenue would be for resident access only. A "No Entry" onto Wychwood Avenue would be added, as Wychwood northbound and southbound would both be one-way toward Louise Avenue.
- Overall, less traffic is anticipated on Wychwood Avenue and Louise Avenue.
- Residents south of Maplewood Avenue would exit via Louise Avenue, and residents south of Louise Avenue would enter via St. Clair Avenue

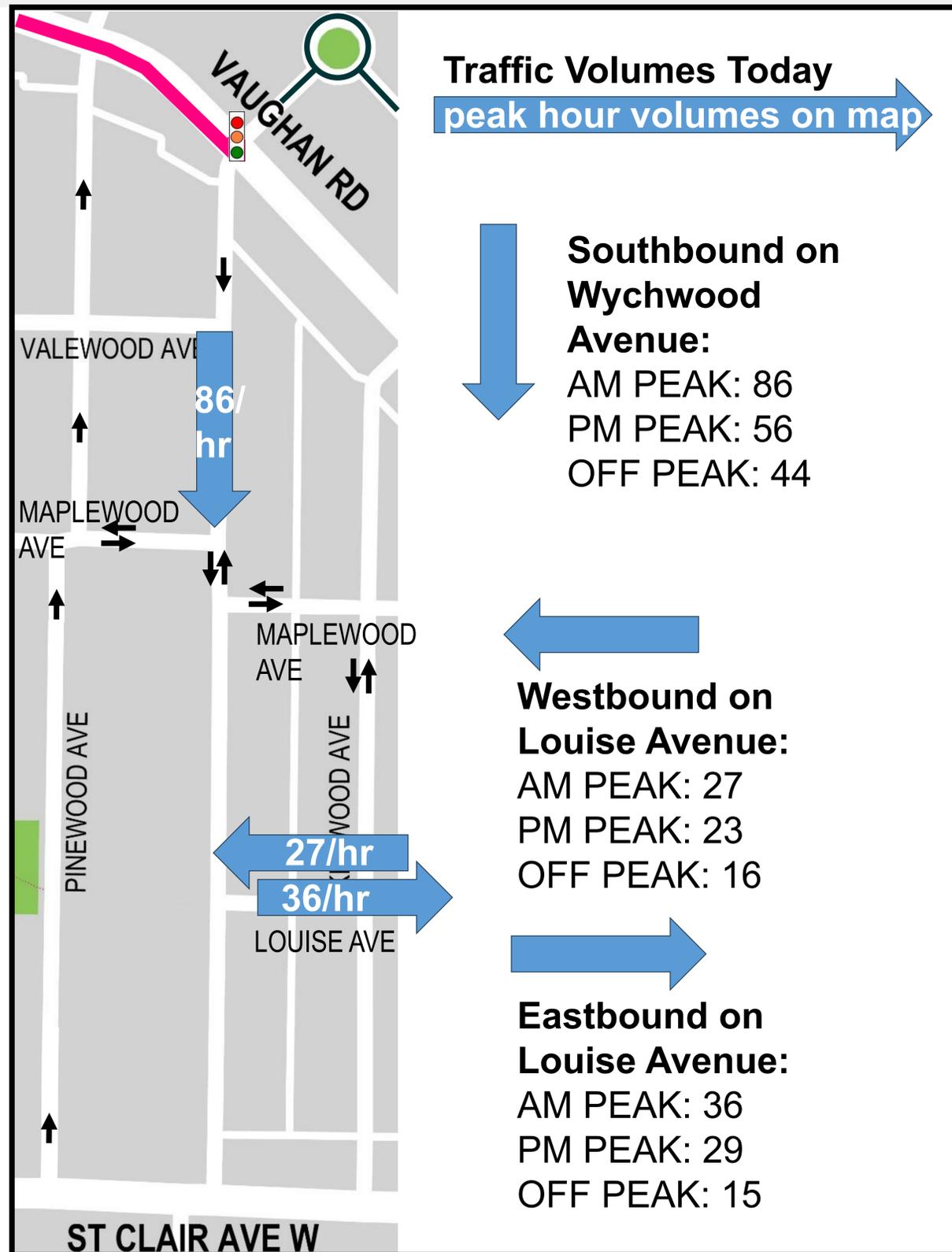
New Routes for Driving In/Out of Wychwood Avenue



- Residents parking on Wychwood Avenue south of Louise Avenue (7 permits, 20 driveways) would enter via St. Clair Avenue West and exit via Louise Avenue
- Residents parking on Wychwood Avenue south of Maplewood Avenue (23 permits, 25 driveways) would enter as they currently do, and exit via Louise Avenue
- Residents parking on Louise Avenue west of Kenwood Avenue would enter and exit via Louise Avenue
- While up to 75 new motor vehicle trips could be anticipated to access Louise Avenue per day, the total amount of trips is anticipated to be lower overall than today, as Louise Avenue would not be used to access Wychwood Avenue.

***households with on-street parking permits per block**
****households with driveways per block**

Wychwood Avenue | Traffic Volumes



In general with the proposal, traffic volumes on Wychwood Avenue and neighbouring street are expected to go down

- Current volumes on Louise Avenue see generally less than one (1) vehicle per minute. Similarly, on Wychwood Avenue there are one to two (1-2) vehicles per minute.
- Local roads are generally designed to accommodate about 2500 vehicles per day. Wychwood Avenue currently has approximately 1000 and Louise Avenue 980 per day.
- By adding a directional change to one-way northbound from St. Clair Avenue West to Louise Avenue it is anticipated that any non-resident traffic on Wychwood Avenue will be minimized.
- With lower traffic volumes on Wychwood Avenue, any diverted traffic to Louise Avenue would be minimal.

1 Hour Parking

- Currently, 1 hour parking is permitted on Wychwood Avenue from Louise Avenue to St. Clair Avenue West and alternates sides each month. Staff observed vehicles illegally parked on the other side of the street.
- Fixing parking on one side would reduce confusion.

Accessible Parking

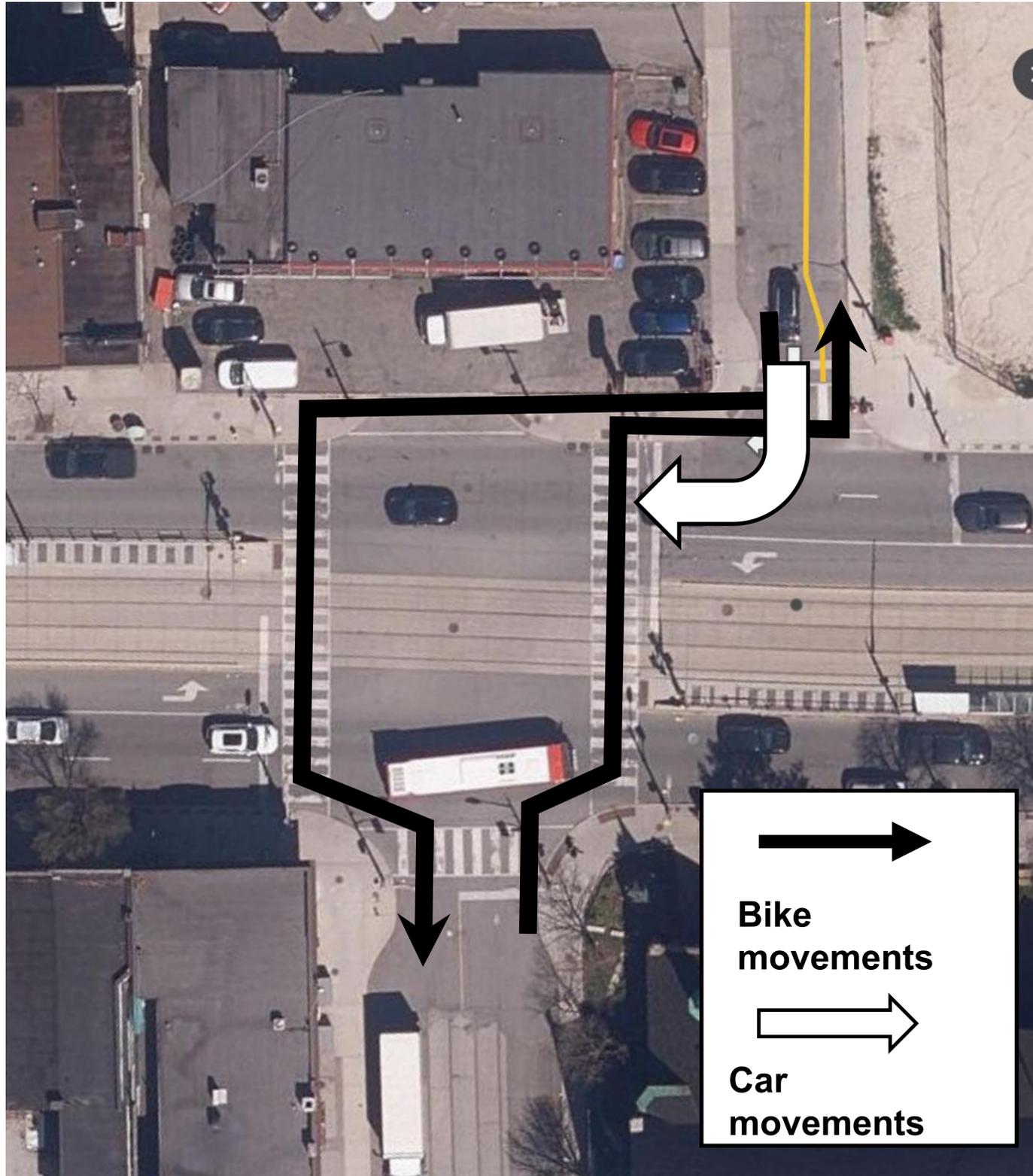
- Currently, there is one accessible parking space on the east side of Wychwood Avenue.
- When parking switches to the west side of the street, parking is not allowed on the east side of the street, including in the accessible permit space.
- In the revised proposal, this accessible parking space would remain in the current location, fixed on the east side of the street where parking would be permitted at all times.





- Several alternative options were considered before proposing the directional change on Wychwood Avenue.
- These options were assessed based on key considerations such as road safety, traffic and public transit delays, level of complexity, and costs.
- Following assessment of these options, the directional change on Wychwood Avenue was identified as optimal.
- The following slides summarize the alternative options considered and the reasons they were not selected.

1. Contra-flow Bikeway with No Changes at St. Clair Avenue West



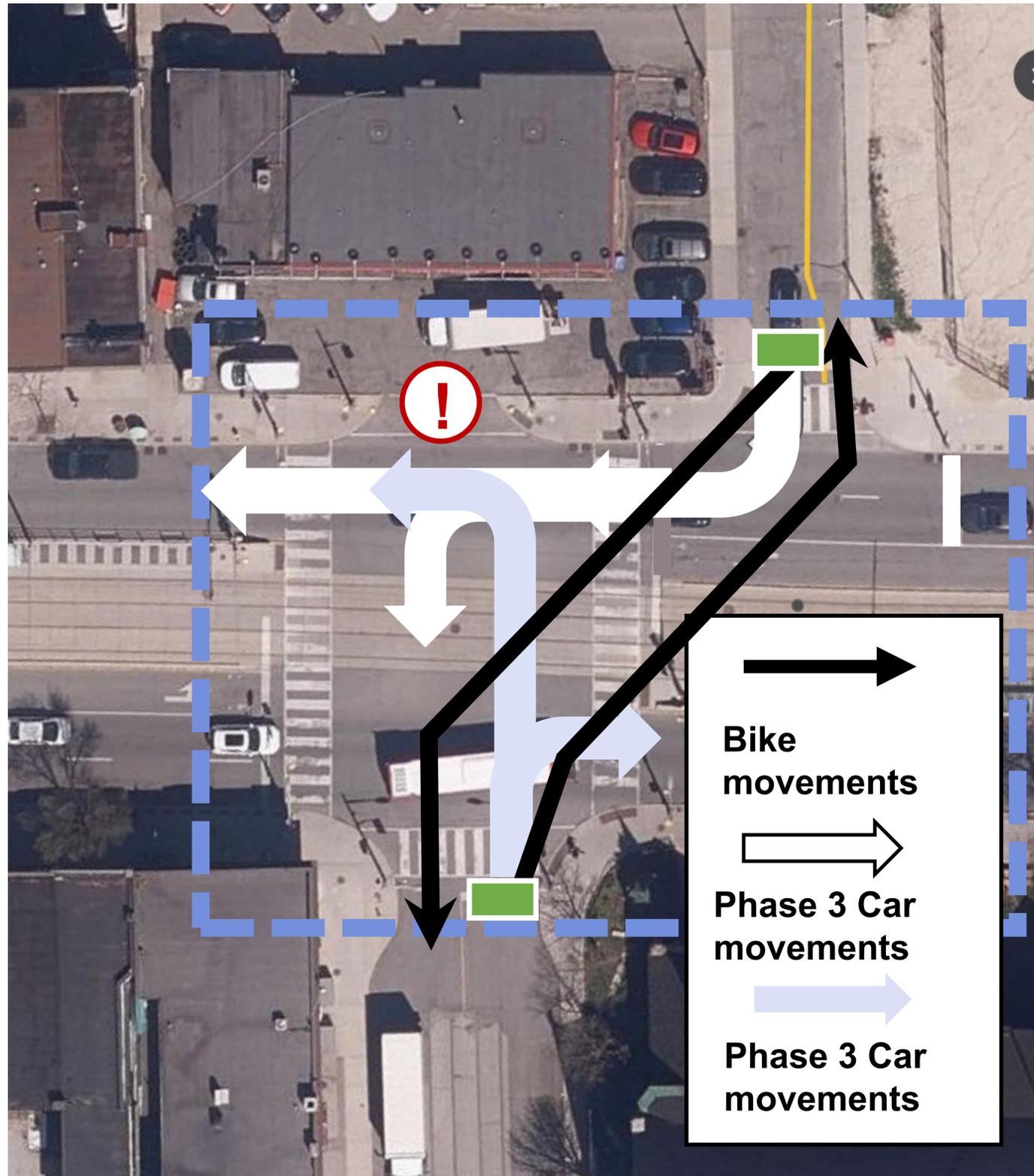
Contra-flow on Wychwood Avenue, but no other accompanying intersection design.

Concerns:

- People cycling northbound or southbound would be forced to ride on the sidewalk and in the crosswalk, which is against the Highway Traffic Act and increases the risk of conflicts with pedestrians
- Introduces dangerous unexpected movements for people cycling to access the northbound contra-flow
- Existing traffic safety issues at St. Clair Avenue are not resolved

Not recommended as this option does not provide safe intersection movements for all road users.

2. Bring Wychwood Avenue into the Intersection



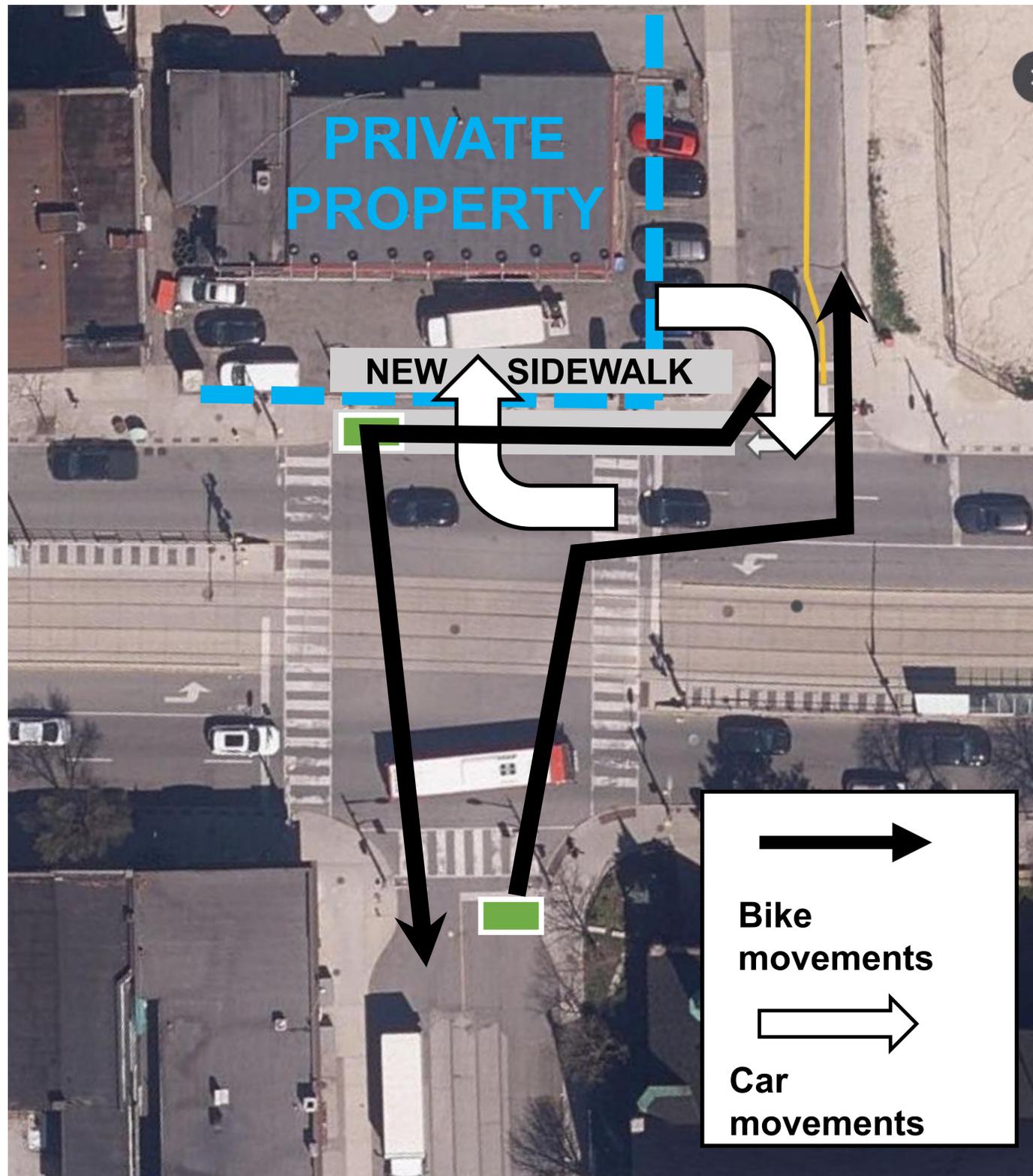
Add a fourth signal phase to accommodate cycling and motor vehicle movements from Wychwood Avenue across St. Clair Avenue West.

Concerns:

- Introducing a fourth phase for Wychwood vehicles would significantly delay traffic flow on St. Clair Avenue West and TTC vehicles
- People cycling would share intersection movements with vehicles, increasing the risk for cyclist safety
- With additional paths of travel, exits from the Midas lot on to St. Clair Ave add unexpected and dangerous movements in the intersection

Not recommended due to significant traffic and TTC streetcar delays on St. Clair Avenue

3. Add Bike Boxes and Lot Adjustments



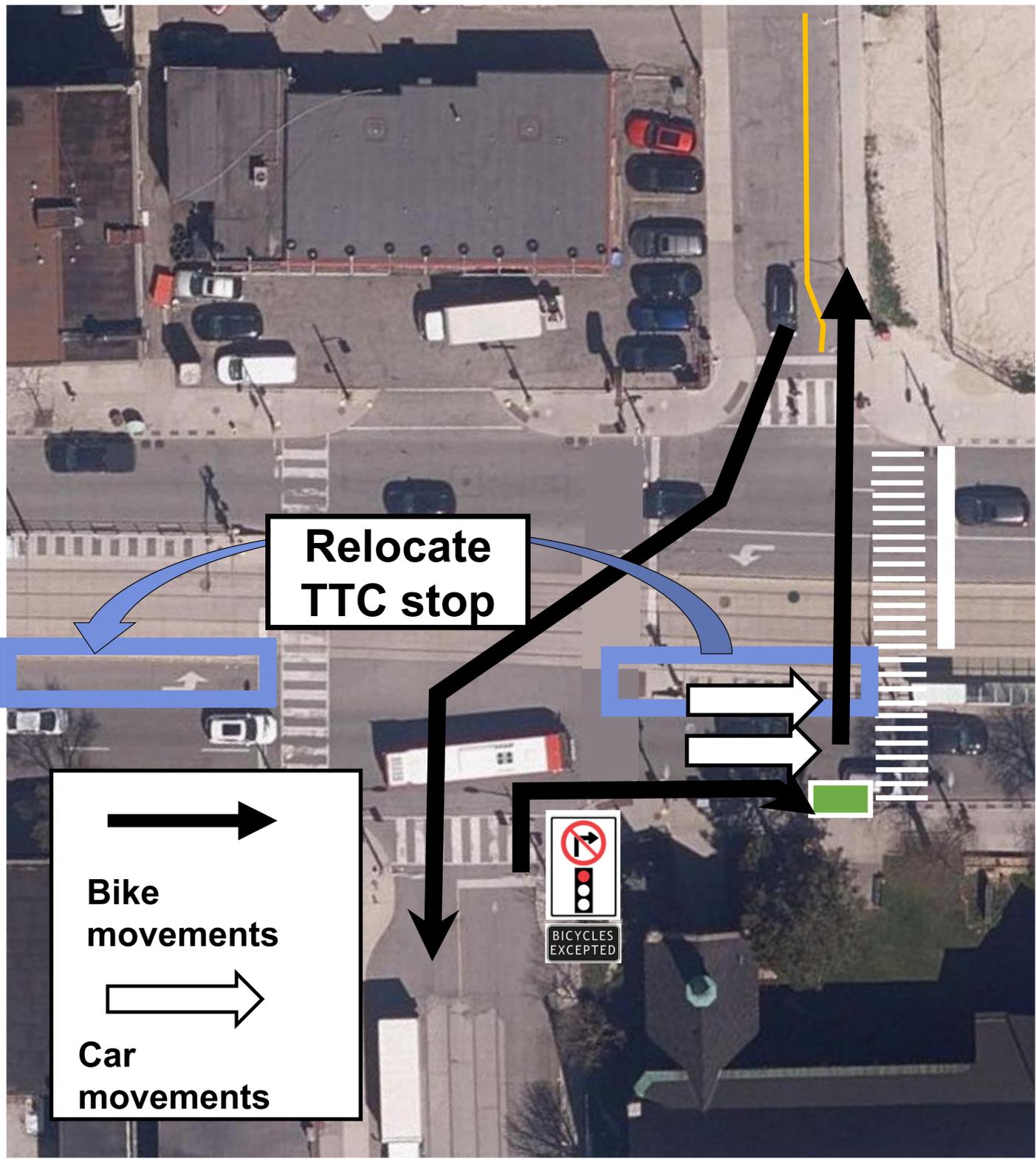
Introduce safe cycling waiting areas (bike boxes) on Wychwood Avenue.

Concerns:

- Requires space outside of the public right-of-way (property easements) to build a new sidewalk on private property
- Requires complex adjustments to access points to the Midas lot on Wychwood Avenue and St. Clair Avenue West
- Multiple complex interests involved
- Indirect pedestrian access
- TTC and traffic delays on St. Clair Avenue West

Not recommended due to the impact to private property, cost, complex interests involved, and anticipated delays to traffic.

4. Adjust TTC Stop to Accommodate Pedestrian and Cycling Crossing



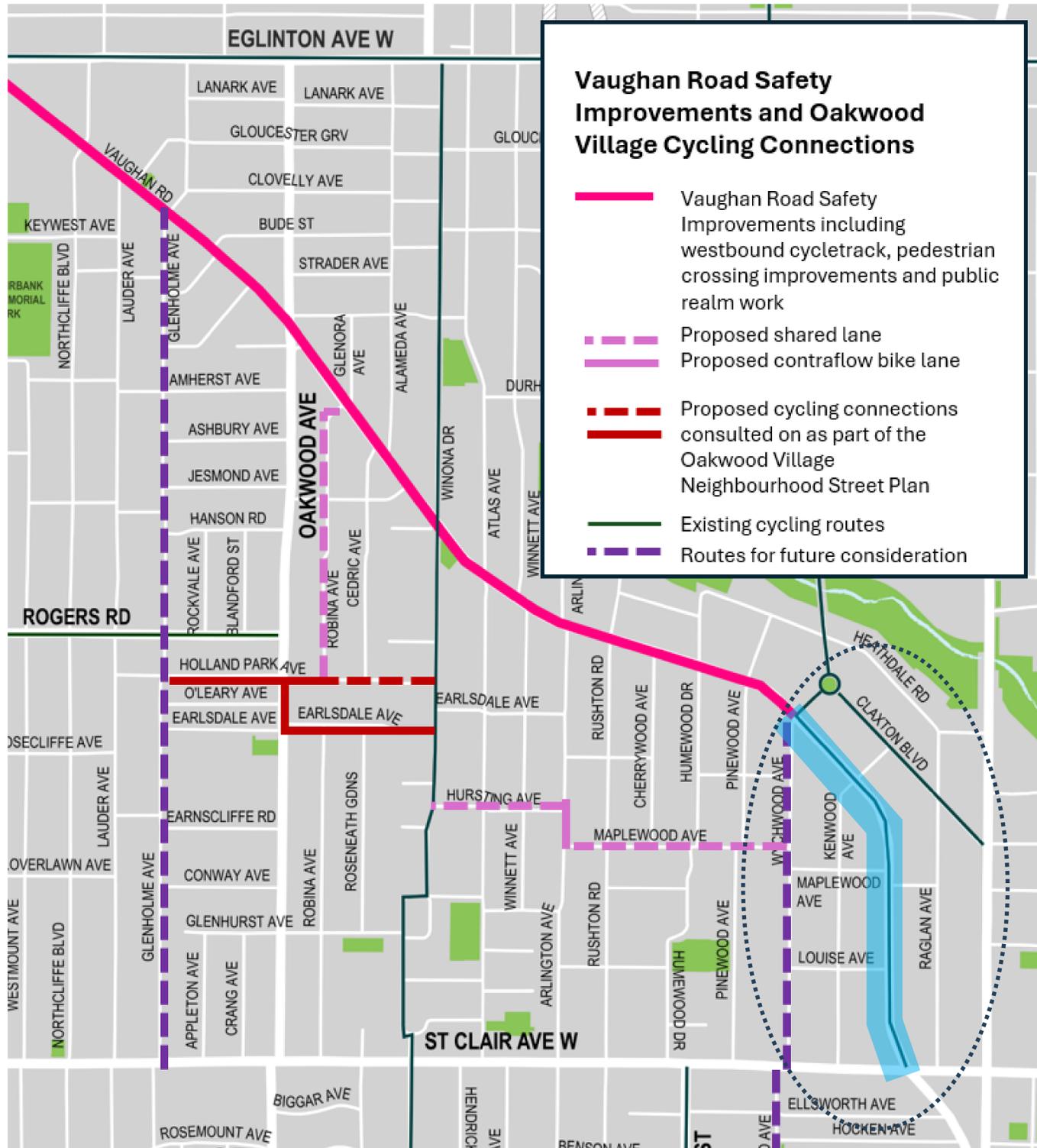
Southbound motor vehicles and people cycling could share a dedicated phase with northbound bikes, by relocating the eastbound TTC stop and removing the traffic island.

Concerns:

- Requires relocation of the eastbound TTC stop island platform to accommodate safe crossing
- High project costs and complex negotiations

Not recommended due to private property restrictions, cost and coordination timelines.

5. Continue Bikeway on Vaughan Road to St. Clair Avenue West Intersection

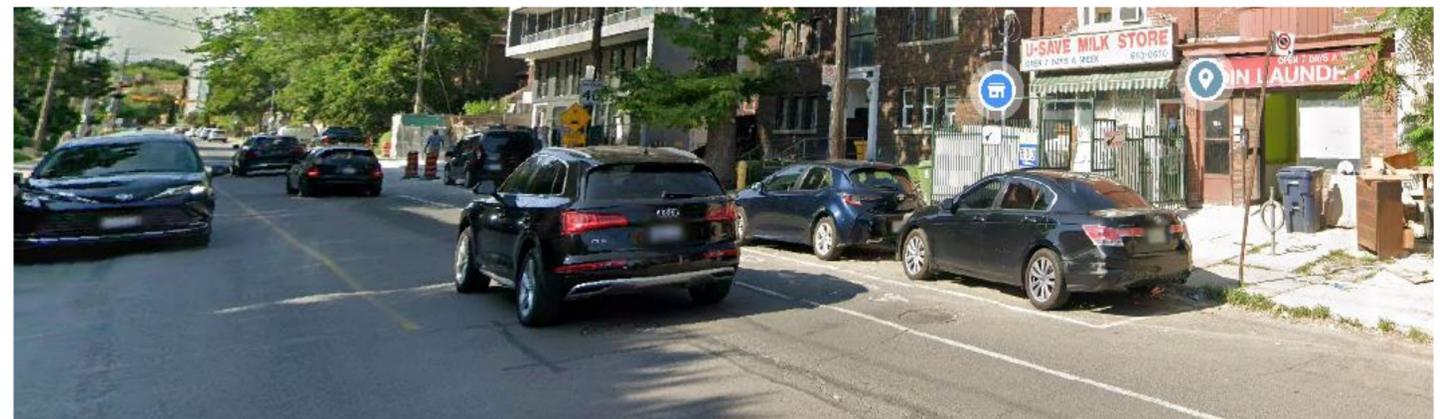


Focusing connectivity on Vaughan Road by adding southbound cycling.

Concerns:

- Would impact all parking on Vaughan Road between Wychwood Avenue and St. Clair Avenue West
- Does not connect with other south/eastbound cycling connections

Not recommended due to significant parking impacts and poor connectivity to existing network.



Revised Proposal – One-way Northbound between Louise Avenue and St. Clair Avenue West



As proposed, with Wychwood Avenue converted to one-way northbound, between Louise Avenue and St. Clair Avenue West.

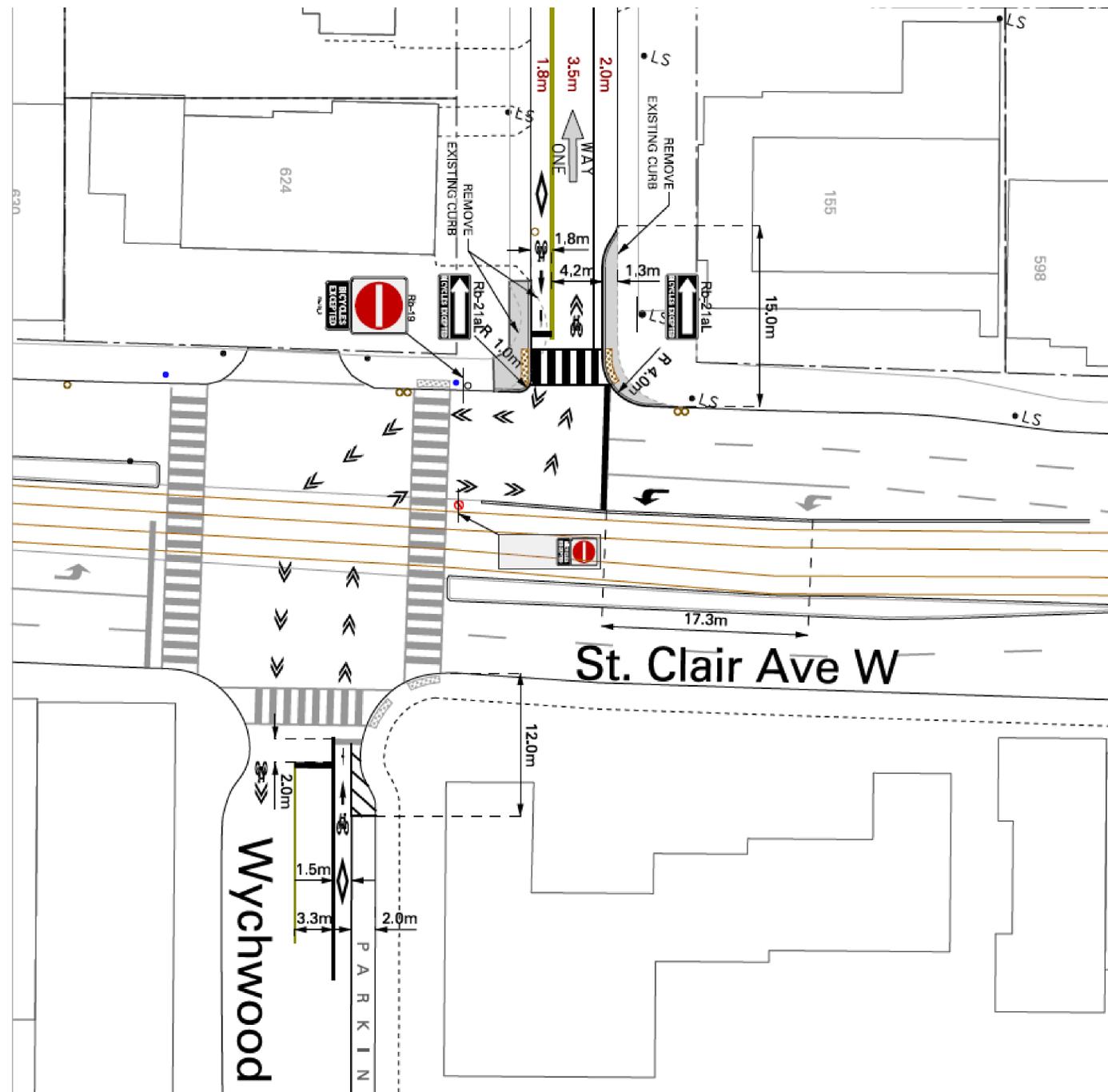
Benefits:

- Reduces the risk of conflict at the intersection and improves safety for all road users
- Safer cycling connections
- Maintains current TTC and motor vehicle operations at the Wychwood Avenue and St. Clair Avenue West intersection
- Addresses safety issues with existing southbound motor vehicle movements
- Cycling phase is only triggered when a person cycling is detected (~20 seconds)

Concern:

- 23 households that currently park south of Louise Avenue would enter Wychwood Avenue via St. Clair Avenue West instead of Vaughan Road

Recommended as it provides the safest crossing option with minimal impact to TTC, private property and general traffic.



Options Assessment Summary



	1. CONTRA-FLOW WITH NO INTERSECTION CHANGES	2. BRING WYCHWOOD INTO THE INTERSECTION	3. DEDICATED PHASING AND LOT ADJUSTMENTS	4. TTC STOP ADJUSTMENTS	5. CONTINUE BIKEWAY ON VAUGHAN ROAD TO ST. CLAIR AVE	AS PROPOSED: ONE-WAY NORTHBOUND LOUISE TO ST. CLAIR AVE
Change to local access by car / convenience	Green	Green	Green	Green	Green	Yellow
Intersection conflicts	Red	Yellow	Green	Green	Green	Green
Delays to St. Clair traffic and TTC	Green	Red	Yellow	Yellow	Green	Yellow
Impacts to multiple groups / interests	Green	Green	Red	Red	Red	Yellow
Complexity and timeline impacts	Green	Yellow	Red	Red	Red	Yellow
Cost impacts	Green	Yellow	Red	Red	Red	Yellow
Recommended?	NOT RECOMMENDED (SAFETY)	NOT RECOMMENDED (DELAYS)	NOT RECOMMENDED (COST/TIME)	NOT RECOMMENDED (COST/TIME)	NOT RECOMMENDED (COST/TIME)	RECOMMENDED OPTION



- The public meeting presentation and survey are available at:
toronto.ca/vaughanwychwood
- Survey and comment period closes March 26, 2026
- Staff will thoroughly review all feedback and report to Council in Q2 2026

[toronto.ca/
vaughanwychwood](https://toronto.ca/vaughanwychwood)





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