

## Wychwood Residents Meeting Summary

**Date:** Thursday, March 12, 2026

**Meeting Type:** Virtual

**Start time:** 6:30 p.m. **End Time:** 8:00 p.m.

### Project Overview:

Following feedback received as part of the Vaughan Road and Wychwood Avenue Safety Improvements public consultation in fall 2025, the City of Toronto is inviting the public to learn more and provide feedback on a revised design for Wychwood Avenue.

The revised proposal includes fixing on-street parking on the east side to maximize parking availability, introduction of a painted contraflow bike lane, intersection safety improvements, change in direction on Wychwood Avenue between Louise Avenue and St. Clair Avenue from southbound to northbound one-way, and a new signalized intersection at Vaughan Road.

### Meeting Objectives:

Provide an update on the status of the project and explain rationale for design. Hear from local residents on their thoughts about the project.

### Meeting Overview:

The meeting was facilitated by Kelly Rahardja, Senior Public Consultation Coordinator, and a presentation was provided by Kelsey Carriere, Senior Project Manager, Transportation Services with the City of Toronto. Attendees were given the opportunity to ask questions after the presentation via a question/answer box or verbally.

### Questions & Comments

The following questions, comments and answers were provided during the meeting and have been categorized by topic.

#### Project Design

Questions & Comments	Project Team Answers
<p>Why wasn't it considered to put a southbound directional lane for bikes on Pinewood Avenue, so you make a left on St. Clair and St. Clair to Wychwood South?</p>	<p>Staff explores both Pinewood Avenue and Kenwood Avenue as possible connections, but both streets meet St. Clair at a "T" which does not support a safe cycling connection across St. Clair Avenue to other existing cycling network routes including Christie, Davenport, Shaw. Wychwood Avenue also makes an ideal connection northbound across the ravine to Glencedar Avenue and Eglinton Avenue.</p>

Questions & Comments	Project Team Answers
Has the City considered simply changing Wychwood Avenue to not allow U-turns at that intersection? (To eliminate concerns around safety of cars heading South on Wychwood Avenue and crossing two lanes of traffic to make a turn to continue on St Clair Avenue)	A no U-turn scenario can address some of the safety issues, but compliance would be very low due to the offset of signage and sight lines to the signage. In addition, it would not help with the safe north-south crossing of Wychwood Avenue to the south side of St. Clair Avenue.
Could a bump out be added to Wychwood Avenue to discourage cars driving northbound illegally?	Staff will monitor this intersection and a bump out is a possibility that can be considered.

### Cycling

Questions & Comments	Project Team Answers
General concerns over the introduction of a bike lane as well as other changes (i.e. directional changes) to Wychwood Avenue. Questioning why add a bike lane when there is a low population of cyclists that use Wychwood Avenue already.	The goal of the City's Cycling Network Plan is to provide a city-wide network of safe and intuitive all-ages-and-abilities cycling routes to help people feel confident in using cycling as a mode of transportation to help address the City's congestion issues. City-wide and global studies confirm that cycling increases with the expansion of a safe intuitive network of cycling infrastructure.
Will contra flow bike lanes be installed on other streets?	Yes, our cycling network is constantly expanding. Wychwood Avenue will connect to upcoming east-west routes connecting to Oakwood Avenue and Vaughan Road, and as well as northbound to Eglinton Avenue and beyond.
Are the bike lanes being put in the same way as they are being put in north of Cedarvale Ravine?	Bike lanes and contraflows use the same consistent design throughout the City to providing that safe cycling infrastructure. Contraflows use simple line markings on the road to designate safe and legal space for cycling in both directions on one-way streets.
General support of the proposed bike lanes and excitement for a new connection route	Noted.
Concern over placing a contra flow bikeway on Wychwood Avenue when there are other roads in the surrounding area that doesn't involve signage, signal or directional changes.	Noted.

### Transit

Questions & Comments	Project Team Answers
As a transit user, will there be a bus stop brought back to the intersection of Vaughan Road and Wychwood Avenue?	We will take that back with our TTC colleagues.

### Statistics

Questions & Comments	Project Team Answers
Do we have statistics of how many bikes will use this? Do we have traffic statistics or the number of accidents at that intersection?	At peak afternoon volumes, we see 86 cars per hour. Some of the vehicles at peak hours are making the cut through; with the directional switch it would no longer act as a cut through, and we anticipate volumes to decrease. We cannot estimate how many people will cycle, but we see that usage increases once infrastructure has been implemented.
Are there statistics on Kenwood Avenue, which will presumably be absorbing the Wychwood Avenue through traffic at peak hours?	Currently Wychwood Avenue sees approximately 86 vehicles during peak hour (approximately one vehicle every 45 seconds to 1 minute). The number of vehicles are anticipated to be minimized to residents as Wychwood would no longer serve as a cut-through from Vaughan Road to St. Clair Avenue. Kenwood Avenue is not anticipated to be an alternative cut-through as at St. Clair Avenue vehicles would be forced back westbound.

### Infiltration & Compliance

Questions & Comments	Project Team Answers
What is stopping rideshare programs or drivers from disobeying the new directional changes and driving up the wrong way?	We alert the GPS apps and ride share companies of these changes to avoid this. We also see that with the addition of cycling infrastructure it is clearer that the street is a one-way except for bicycles.
Cyclists are part of the road and should follow the highway traffic act. Cyclists should be licensed.	We often hear this argument, but we do find that behaviour does improve with dedicated formalized cycling infrastructure. City Council has studied licensing of bikes many times and determined that it would cost more to implement and enforce than the revenue that would be generated.
Concern that traffic congestion will increase drastically on Louise Avenue, which will then be put onto St. Clair Avenue.	Traffic is not anticipated to increase on Louise Avenue as the overall traffic on Wychwood Avenue is expected to decrease since it will no longer serve as a cut through.

### Signage & Signaling

Questions & Comments	Project Team Answers
Are you going to have 'no through route' signage through to Vaughan on Wychwood?	We haven't developed the signage plan yet. However, as a preview: on Louise Avenue to Kenwood Avenue, there would be a 'no exit' sign. At Vaughan Road coming southbound on Wychwood Avenue, we can introduce a 'no through' to St Clair Avenue. Finally, a 'do not enter', sign southbound at Wychwood Avenue and Louise Avenue.
I live on Wychwood at the corner of Louise and Wychwood. Can you clarify what the signage will be at that cross section?	It will be a three-way stop. We will introduce stop signs and a 'do not enter' for traffic going westbound on Louise Avenue.
Why can't you put a 'no left turn' sign on Wychwood at St. Clair and get rid of the left turn lane instead?	There already is a 'no left' at the foot of Wychwood Avenue. It is tricky to prohibit that movement through signage.
Can you clarify the two 'do not enter signs' on slide 27 of the presentation?	It acknowledges that northbound vehicles on Wychwood Avenue can't turn into the oncoming traffic and up Wychwood Avenue.
Can you explain how the proposed signal light at Vaughan Road and Wychwood Avenue will work? How will the traffic flow be affected? And what about cars exiting the gas station?	The gas station can exit to Vaughan Road directly via the west exit or to Wychwood Avenue via the east exit. The existing signals at Kenwood Avenue and Humewood Drive, will be timed to be coordinated with the new Wychwood Avenue signal not to introduce unwarranted congestion at Wychwood Avenue.
Putting something at St Clair Avenue and Wychwood Avenue that tells traffic they can't go to Vaughan Road would be a good idea.	Noted. This can be addressed through signage.

### Parking

Questions & Comments	Project Team Answers
Where will the extra parking spots on the east side of Wychwood Avenue come from. What happens to people's driveways on the east side of Wychwood Avenue?	Parking along the east side of the street is in between the driveways. Since there are fewer driveways on the east side this provides a greater number of on-street parking spaces.

### Timelines

Questions & Comments	Project Team Answers
If the proposal is accepted, what is the timeline for installing changes?	If, through our consultation, we address the bulk of concerns from the community and there is willingness to proceed, we would present the revised proposal to Council in the second quarter of this year with line markings installed later in the fall.

### Consultation

Questions & Comments	Project Team Answers
Since November, how many people in the neighborhood when asked for feedback have viewed this change positively?	The full Vaughan Road and Wychwood Safety Improvements consultation report can be viewed here [LINK]. The comments regarding Wychwood triggered the development of this revised proposal and this more focused consultation.

### Vaughan Road

Questions & Comments	Project Team Answers
Is there an update on Vaughan Road project and how it will connect to this work?	The proposed changes to Vaughan Road will be presented to Council in Spring 2026. A large portion of Vaughan Road is earmarked for resurfacing in 2027-2028. The project will be implemented in coordination with the resurfacing. More details can be found on the project webpage.
Have the plans for Vaughan Road been finalized?	The concept has been finalized, but we are working on the detailed design with our engineering and construction services team. Based on the feedback we received through consultation, there was support for the project to proceed and it will be presented to Council, though detailed design is on-going.

### Other Topics

Questions & Comments	Project Team Answers
There is a major pothole issue with the City. The road conditions in the area have been atrocious, so you must think of the car users.	When we have a rough winter, it is hard on the road with plow use, as well as the freeze and thaw cycles. We do have a repair program in place for road conditions to be improved.
The old streetcar tracks on Wychwood Avenue south of St. Clair Avenue poses a hazard. Because the tracks are not visible, cyclists catch their wheels in the tracks. Is it part of the plan to fill in or remove the old tracks?	It is not part of this project, but we can revisit this when there are plans for south of St. Clair Avenue.
Concern about the two-way segment at Maplewood.	The short portion of Wychwood Avenue that is two-way between Maplewood west and Maplewood Avenue east will continue to be two-way, but added signage and line-markings will improve confusion at this intersection.

The following comments were submitted during the meeting and were recorded for reference by the project team.

<b>Comments</b>
Vaughan Road has much more space for parking than Wychwood Avenue as it is much wider. So why wouldn't the connecting route be Vaughan Road? <a href="#">Click here</a> to see slide 18 of the presentation.
An easy option would be to have a 'no left turn' sign on Wychwood Avenue and get rid of the left turn lane, rather than a directional switch of Wychwood Avenue.
Shift the bike lane to Pinewood Avenue. This would not impact businesses as the City does not allow any parking on St. Clair on the stretch between Wychwood Avenue and Pinewood Avenue. So, there would be no impact on business.
Shifting the traffic three times along a single street will create further confusion for drivers, which will inevitably have an impact on cyclists on the street.
The parking shift will aid with maximizing street parking which is critical on the street. However, the City has not properly addressed the safety concerns that are happening on Maplewood Avenue and Wychwood Avenue regarding sightlines/views for both cars and cyclists. Ultimately, the proposed solution of shifting the flow of traffic south of Louise will cause further confusion.

**Total Participants: 17**

## **Project Team and Attendees**

### **Councillors Office:**

- Nika Lennox – Constituency Assistant, Councillor Matlow's Office

### **Project Team:**

- Adam Popper – Manager, Cycling and Pedestrian Projects
- Kelley Rahardja – Senior Consultation Coordinator, Public Consultation Unit
- Kelsey Carriere – Senior Project Manager, Transportation Services
- Michael Carroll – Consultation Coordinator, Public Consultation Unit