Welcome

BRT in York Region. Source: YRRTC.

Jane Street Bus Rapid Transit

Interchange Way to Major Mackenzie Drive

Open House #3

June 15 and 23, 2026

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Land Acknowledgement

We acknowledge that York Region is located on the traditional territory of many Indigenous peoples including the Anishinaabeg, Haudenosaunee, Huron-Wendat and Métis peoples and the treaty territories of the Haudenosaunee, Mississaugas of the Credit First Nation and Williams Treaties First Nations. Today, this area is home to many diverse Indigenous Peoples, and we recognize their history, spirituality, culture and stewardship of this land. We also acknowledge the Chippewas of Georgina Island First Nation as our closest First Nation community.

Happy Valley Forest, York Region, Ontario. Source: Adobe Stock.

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York Region Rapid Transit Corporation

York Region Rapid Transit Corporation (YRRTC) is a Municipal Services Corporation of its sole shareholder, The Regional Municipality of York, under Ontario's *Municipal Act, 2001*.

YRRTC advocates for investments in higher-order transit, and works with York Region's municipalities, residents, and businesses to plan, design and deliver rapid transit infrastructure projects that connect communities.

BRT in York Region. Source: YRRTC.

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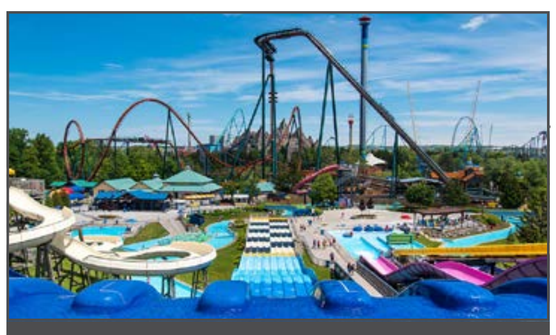
Linking People, Places, and Possibilities

The City of Vaughan continues to grow and evolve, with significant increases in population and employment anticipated over the next 30 years. Jane Street remains one of the city's most active and vital corridors, supporting residents, businesses, and visitors.

World-class healthcare, vibrant attractions and integrated transit connections make this corridor a destination for opportunity, amenities and community life. As the number of new homes and jobs continues to rise along Jane Street, Bus Rapid Transit (BRT) will play a key role in keeping Vaughan moving.

Cortellucci Vaughan Hospital

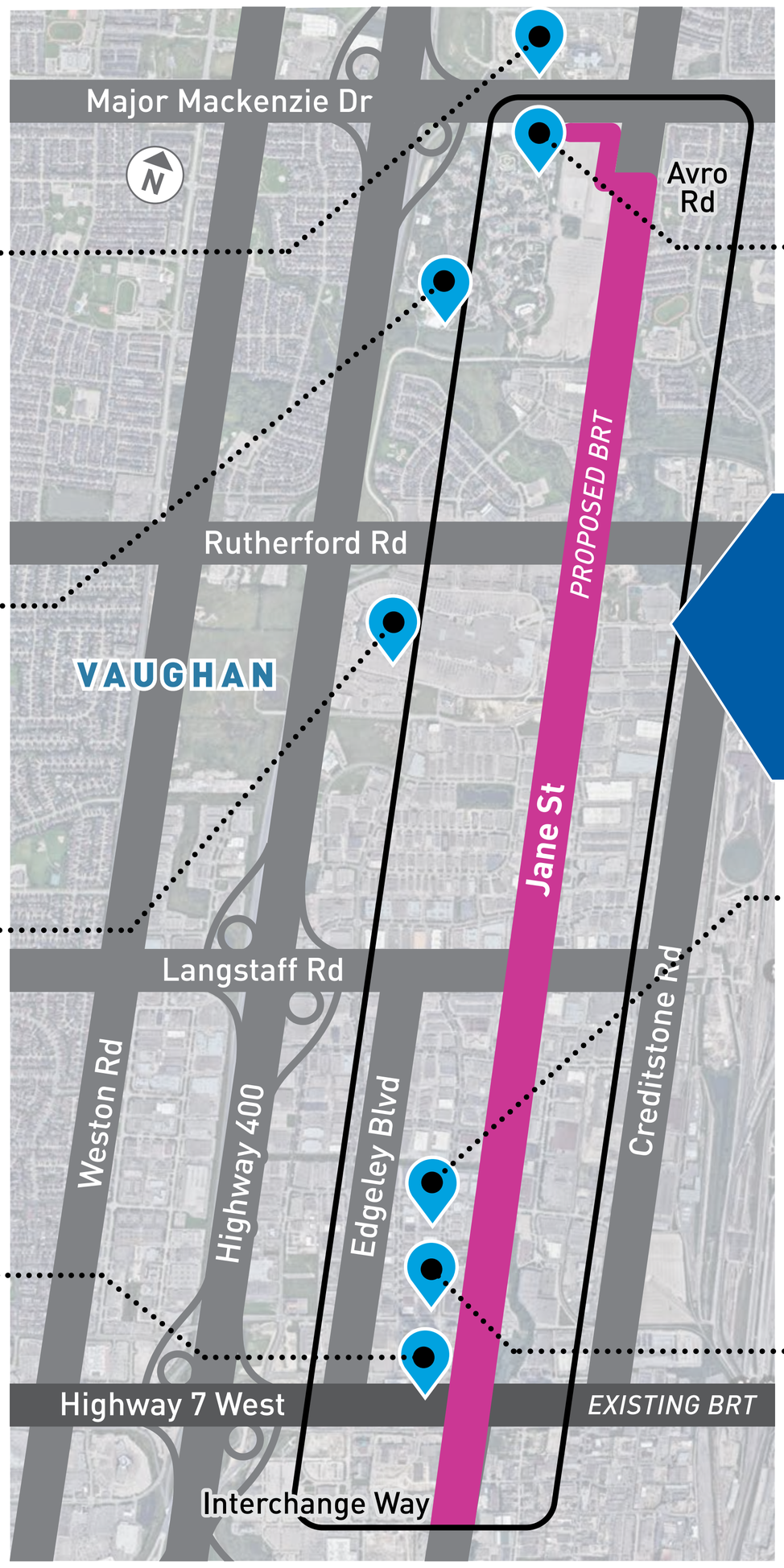
York University's School of Medicine

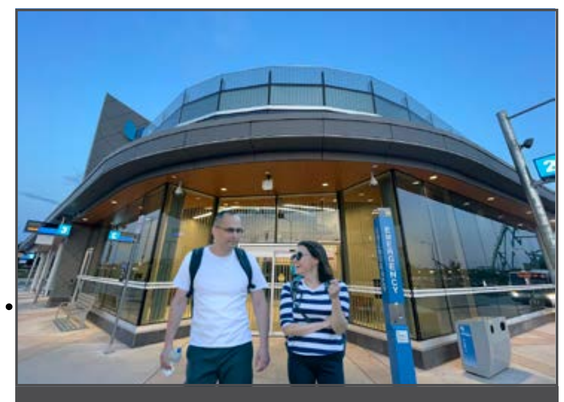


Canada's Wonderland

Vaughan Mills

VMC BRT Station





Major Mackenzie West Terminal

DAILY PASSENGER TRIPS

Today: **12,000**

2035: **20,500+**

SmartVMC Bus Terminal

VMC Subway Station

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Study Overview and Process

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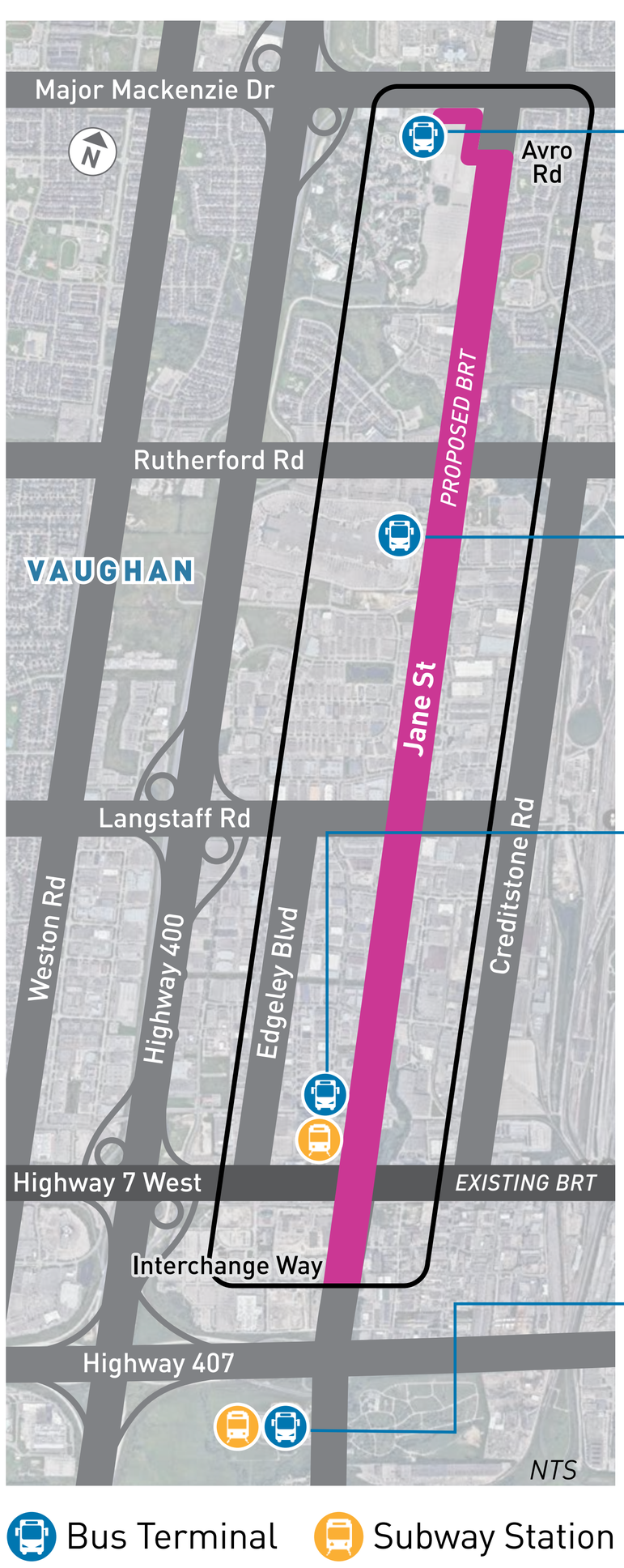
Study Overview

YRRTC is carrying out the Jane Street BRT study in the City of Vaughan. The study includes:

- Completing an Environmental Assessment
- Identifying and evaluating study area limits
- Planning BRT station locations and transit routes
- Developing a 30% preliminary design

The preliminary (30%) design will include BRT infrastructure, such as dedicated BRT lanes and stations, along with active transportation facilities for pedestrians and cyclists, as well as streetscaping.



Major Mackenzie West Terminal

Vaughan Mills Terminal

SmartVMC Bus Terminal

Highway 407 Terminal

Future Growth on Jane Street

Jane Street is undergoing a significant transformation, as high-density developments and greater employment opportunities are reshaping the physical and social character of the corridor. Much of this growth is concentrated within the Vaughan Metropolitan Centre (VMC) and Vaughan Mills.

63,000+
Current number of units proposed through active development applications

151,000+
People by 2051

23,000+
Jobs by 2051

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Transit and Rail Project Assessment Process (TRPAP)

Pre-Planning Phase | **TRPAP Phase**

- **Initiate background studies**
- **Identify and evaluate solutions**
- **Prepare preliminary design**
- **Review impacts to natural, socio-economic, and cultural environments**
- **Launch 120-day TRPAP, issue Notice of Commencement, and draft Environmental Project Report (EPR)**
- **Issue Notice of Completion, initiate 30-day public and agency review of EPR**
- **35-day Minister's review and Statement of Completion**

Open House #1
May 22, 2025

- Introduce study
- Share findings to date
- Corridor vision

Open House #2
November 25 and 27, 2025

- Study update
- Recommended improvements

Open House #3
June 15 and 23, 2026

- EPR findings and preferred design
- Project impacts and mitigation strategies

WE ARE HERE

The TRPAP, as defined in Ontario Regulation 231/08, is a streamlined environmental assessment process for transit and rail projects, and required for projects establishing a new transit corridor. The Jane Street BRT study is currently in the TRPAP phase, with the study to be completed in 2026.

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York Region's Rapid Transit Projects

priority bus rapid transit

Jane St.

- Interchange Way to Major Mackenzie Dr.

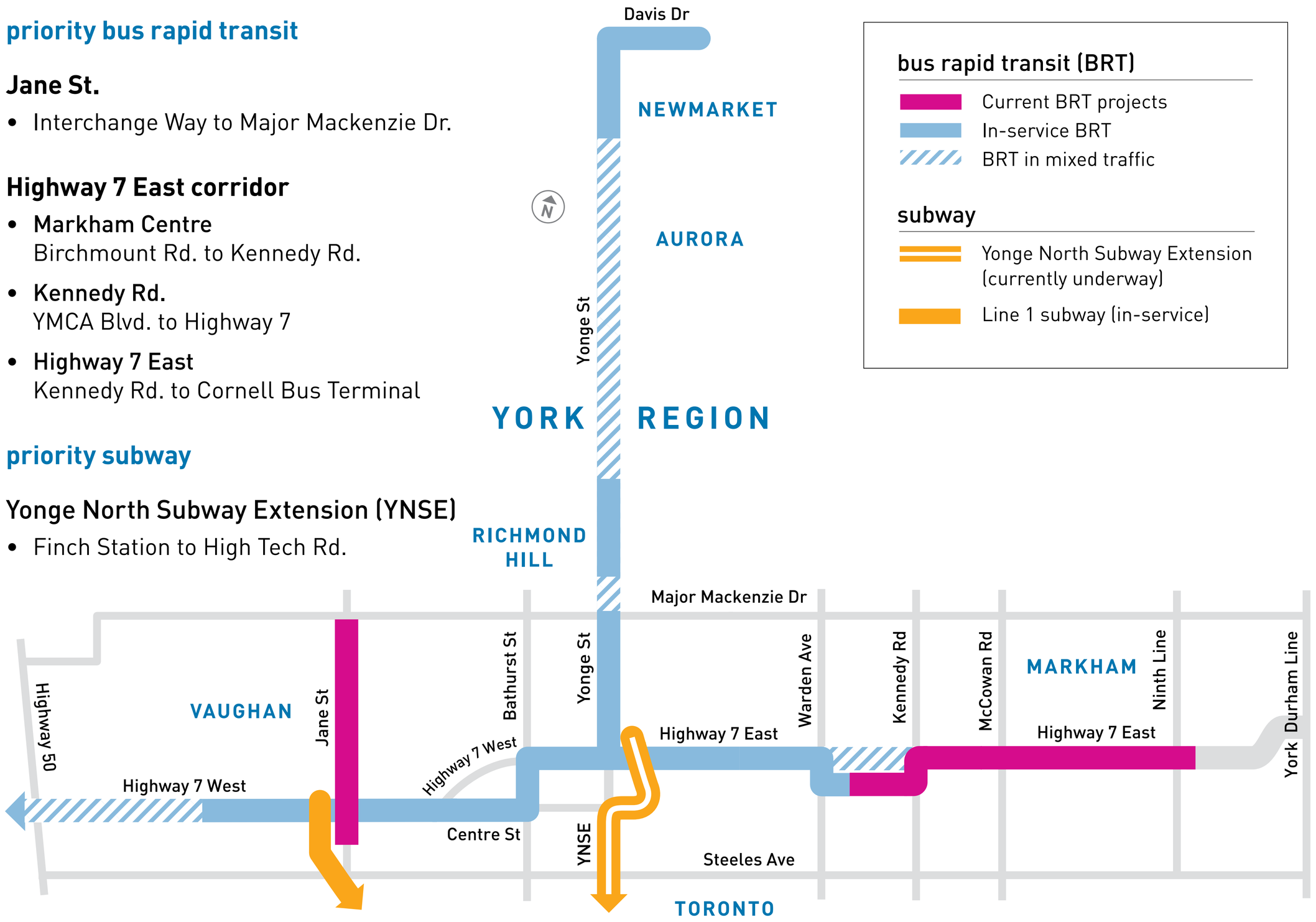
Highway 7 East corridor

- **Markham Centre**
  Birchmount Rd. to Kennedy Rd.
- **Kennedy Rd.**
  YMCA Blvd. to Highway 7
- **Highway 7 East**
  Kennedy Rd. to Cornell Bus Terminal

priority subway

Yonge North Subway Extension (YNSE)

- Finch Station to High Tech Rd.



The priority BRT segments along Jane Street in Vaughan and Highway 7 East in Markham will spur housing supply, job creation, social equity, and economic growth in the Greater Golden Horseshoe. Together, these rapid transit corridors will unlock transformative growth, enabling seamless, multimodal travel and shape a more connected, sustainable future for businesses and residents.

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What We've Heard

Key feedback received and how it's shaped the current design of the Jane Street BRT

Building the Jane Street BRT with maximum benefits by leveraging the success of the Route 320 Jane Express

- ✓ Dedicated BRT lanes and station infrastructure
- ✓ Service to three transit terminals in the study corridor and one beyond it
- ✓ Connections to higher-order transit (including Viva Orange [Highway 7 BRT], Brampton Züm and the Line 1 TTC Subway)
- ✓ Transit signal priority
- ✓ Connections to major destinations, including Cortellucci Vaughan Hospital, York University's future School of Medicine, Canada's Wonderland and Vaughan Mills

Prioritize fast and reliable BRT service

- ✓ Transit signal priority
- ✓ BRT stations with stop spacing to maximize coverage
- ✓ On-street BRT stations servicing SmartVMC and Vaughan Mills Terminals to improve BRT travel time
- ✓ Boulevard BRT segment from Avro Road to Major Mackenzie West Terminal to bypass congestion

Jane Street BRT service to Highway 407 Terminal expands transfer opportunities

- ✓ Beyond the study limits, BRT will operate in mixed traffic to Highway 407 Terminal

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What We've Heard *(continued)*

Protected cycling facilities and boulevard enhancements will improve the active mobility experience

- ✓ Cycle tracks (multi-use paths in constrained locations) and wider sidewalks
- ✓ Marked crossings at intersections for increased visibility, providing a dedicated space for pedestrians and cyclists to cross

Comfortable and safe connections to BRT

- ✓ Dedicated pedestrian and cyclist facilities
- ✓ Fully illuminated corridor
- ✓ BRT stations with security surveillance and emergency call buttons

Improve walking connections between bus terminals and BRT stations

- ✓ Enhanced pedestrian realm proposed along Highway 7 between the on-street BRT station, VMC area and higher-order transit
- ✓ Multi-use paths on Riverock Gate are proposed between the on-street BRT station and Vaughan Mills Terminal

Manage traffic during construction and BRT operations

- ✓ During construction, a Traffic and Transit Management Plan will be developed

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Frequently Asked Questions (FAQs)

Why do the BRT lanes end south of Interchange Way?

The limits of the proposed dedicated BRT lanes balance the benefits of the Jane Street BRT while minimizing infrastructure requirements at the 407 ETR interchange. An extension of BRT lanes further south is not precluded from a future study.

What are future protected stations? Why not build them as part of the Jane Street BRT project?

Future protected stations are where ridership patterns may not justify BRT service on opening day and are planned for future service. Partial construction will be considered to minimize additional future construction impacts.

Why do the preferred station locations at SmartVMC Bus Terminal and Vaughan Mills Terminal remain on Jane Street, creating a transfer of up to 200 metres?

BRT station locations were selected by balancing accessibility with efficient BRT travel times. A direct connection to SmartVMC and/or Vaughan Mills Terminals would add travel time to the BRT route and reduce the reliability of the BRT service. Improvements to pedestrian and cycling connections are proposed in these areas as identified on the design drawings.

Will Transit Signal Priority (TSP) be implemented on Jane Street for the Jane Street BRT?

Yes, TSP, prioritizing bus movement through the intersection will be included.

How long will it take to build BRT on Jane Street?

The current Environmental Assessment and preliminary design phase began in January 2025 and is expected to be completed in 2026. The detailed design and construction phases for the project are not yet funded. Once funding is secured, construction timing will be confirmed. York Region and YRRTC continue to advocate to senior levels of government for capital funding.

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BRT Stations and Streetscaping Design

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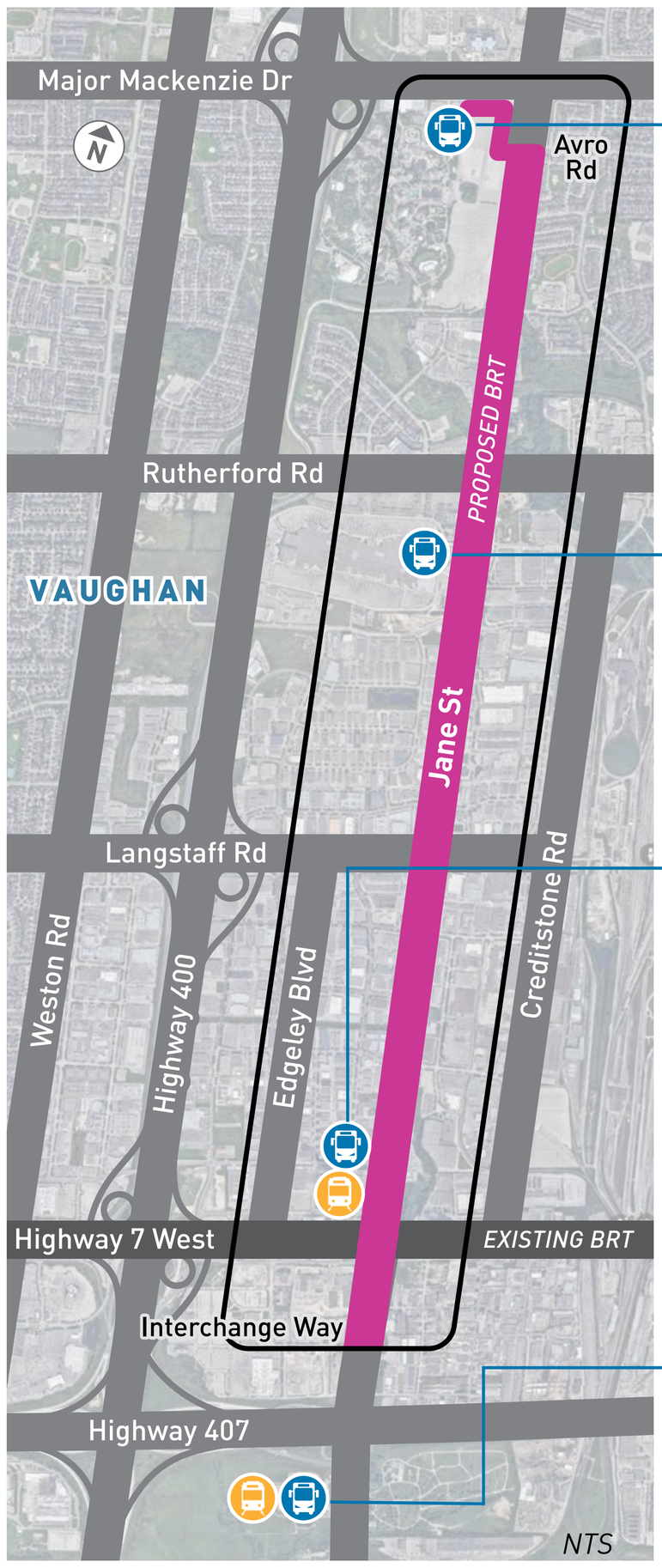
Transit Service Plan

Transit Route Description

The Jane Street BRT service will operate as one route from Highway 407 Terminal to Major Mackenzie West Terminal along Jane Street.

BRT buses will travel in mixed traffic between Highway 407 Terminal and Interchange Way, and in dedicated BRT lanes from Interchange Way to Major Mackenzie West Terminal.

BRT buses will stop at new BRT stations located in the centre-median of Jane Street.



Major Mackenzie West Terminal

Vaughan Mills Terminal

SmartVMC Bus Terminal

Highway 407 Terminal

Key Connections

The Jane Street BRT service will provide key connections to local and inter-regional transit services:

- YRT
- Viva Orange (Highway 7 BRT)
- Brampton Züm
- TTC
- GO Transit
- Ontario Northland

Changes to Existing Services

The Jane Street BRT service will replace the existing Route 320 Jane Express.

Local transit continues to operate in mixed traffic with curbside stops.

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Recommended BRT Station Locations

Jane Street BRT will operate in dedicated BRT lanes from Interchange Way to Major Mackenzie West Terminal and service:

9 new stations

2 future protected station

3 bus terminals (within study area)

The preferred connections to service the SmartVMC, Vaughan Mills and Major Mackenzie West Terminals are presented today.

Beyond the study limits, BRT will operate in mixed traffic to service the Highway 407 Terminal.

Recommended BRT station locations were selected based on:

Transit ridership projections

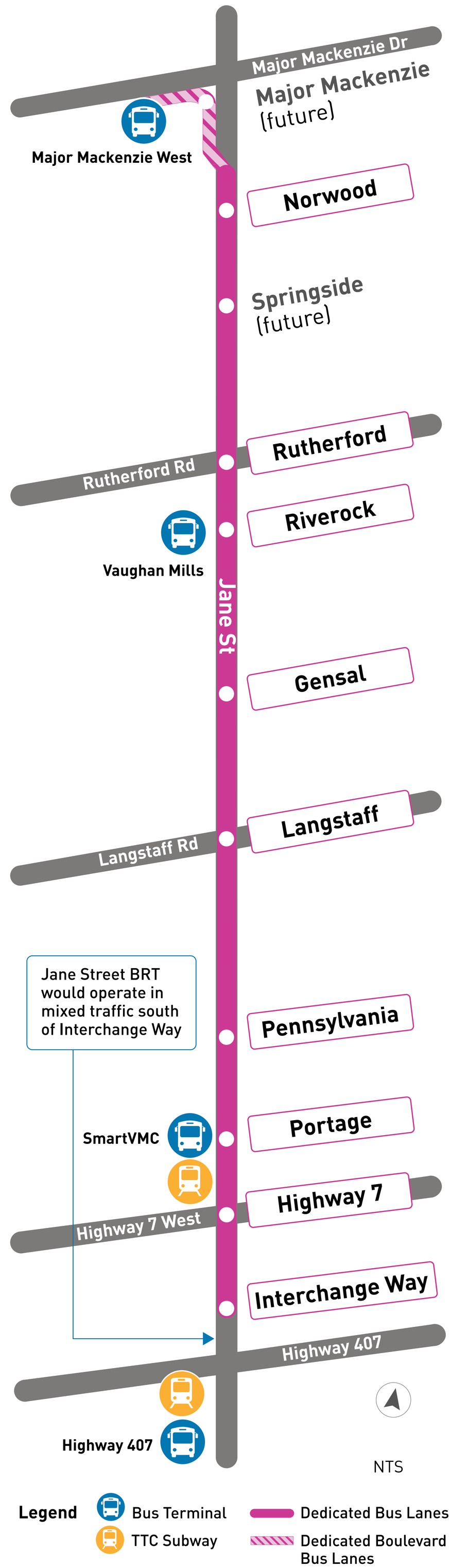
Expanding access to underserved communities

BRT station coverage

Connectivity to:

- Areas of existing high-ridership
- Active transportation network
- Areas of proposed housing development
- Intersecting bus routes or future transit corridors

Public, stakeholder, and agency comments



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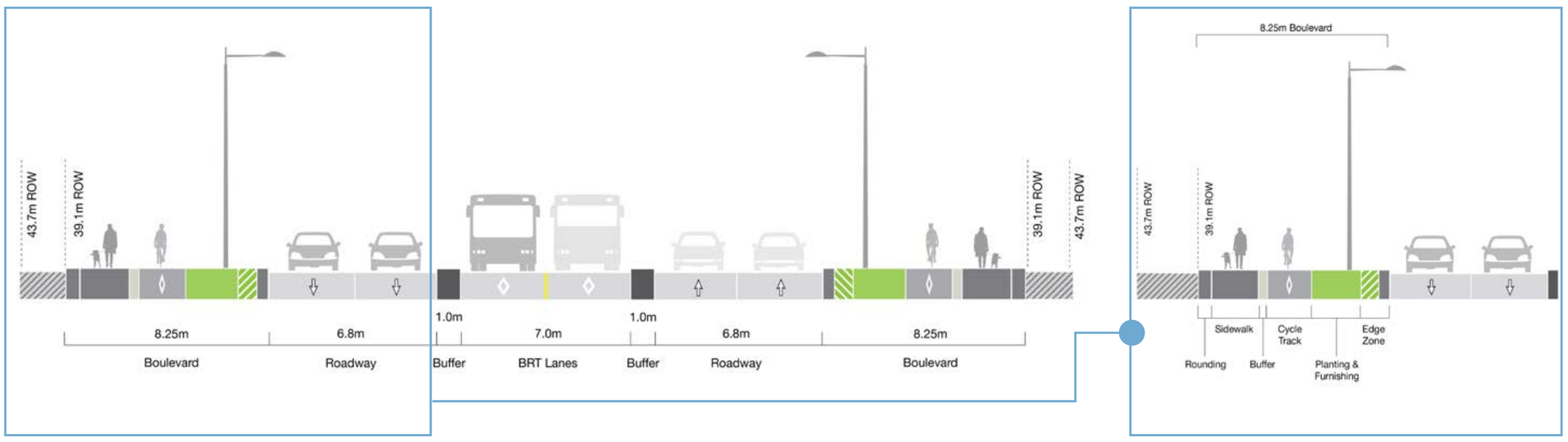
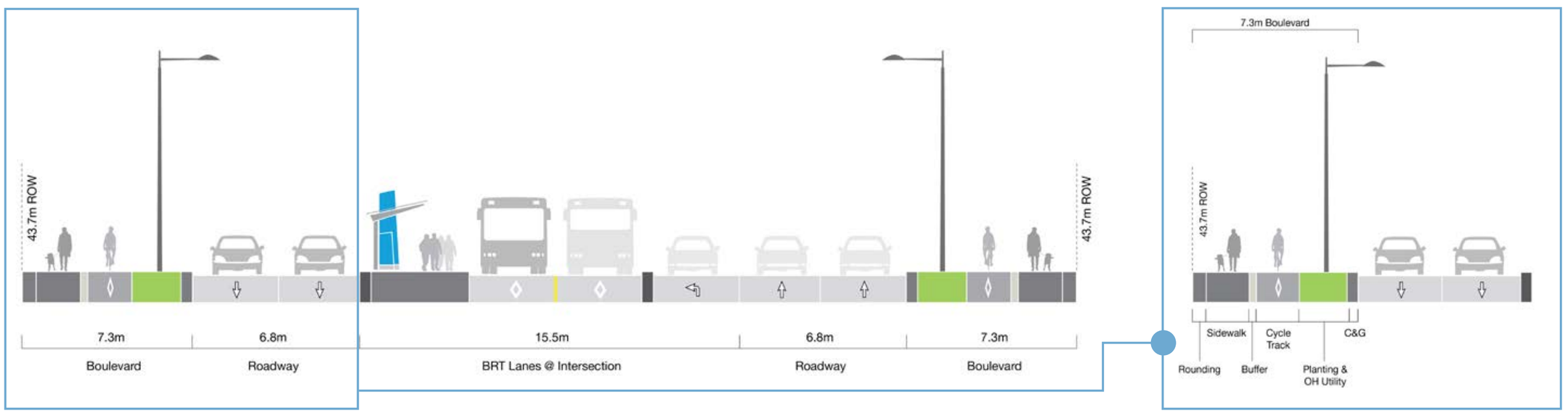
Streetscape Vision

Along the Jane Street BRT corridor, pedestrian and cycling facilities (cycle tracks and sidewalks, with multi-use paths in constrained areas) will be located in the boulevard. The boulevard also holds space for local YRT bus stops, utilities, and landscaping.

Preferred Cross-Section at Midblock

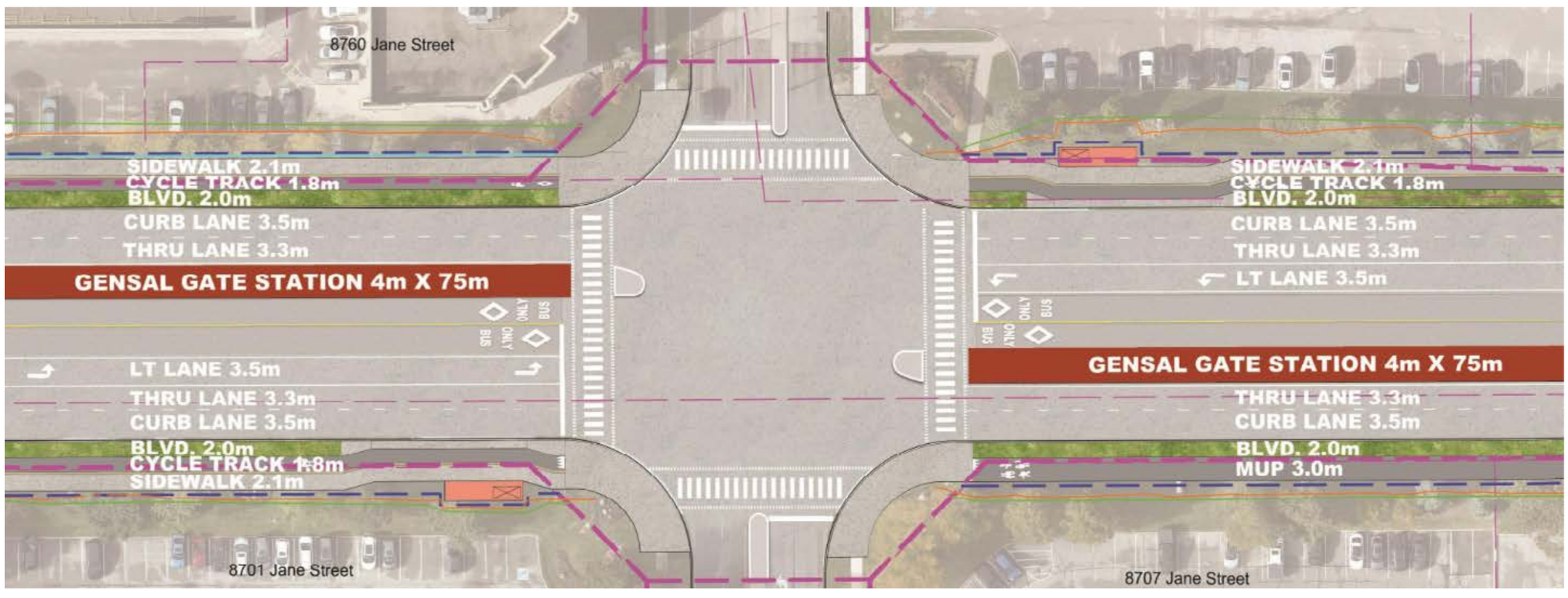


Preferred Cross-Section at Intersections with Stations



Intersection Crossing Treatment

Marked crossings are proposed at all intersections to provide increased visibility and dedicated space to accommodate pedestrian and cyclist crossings.



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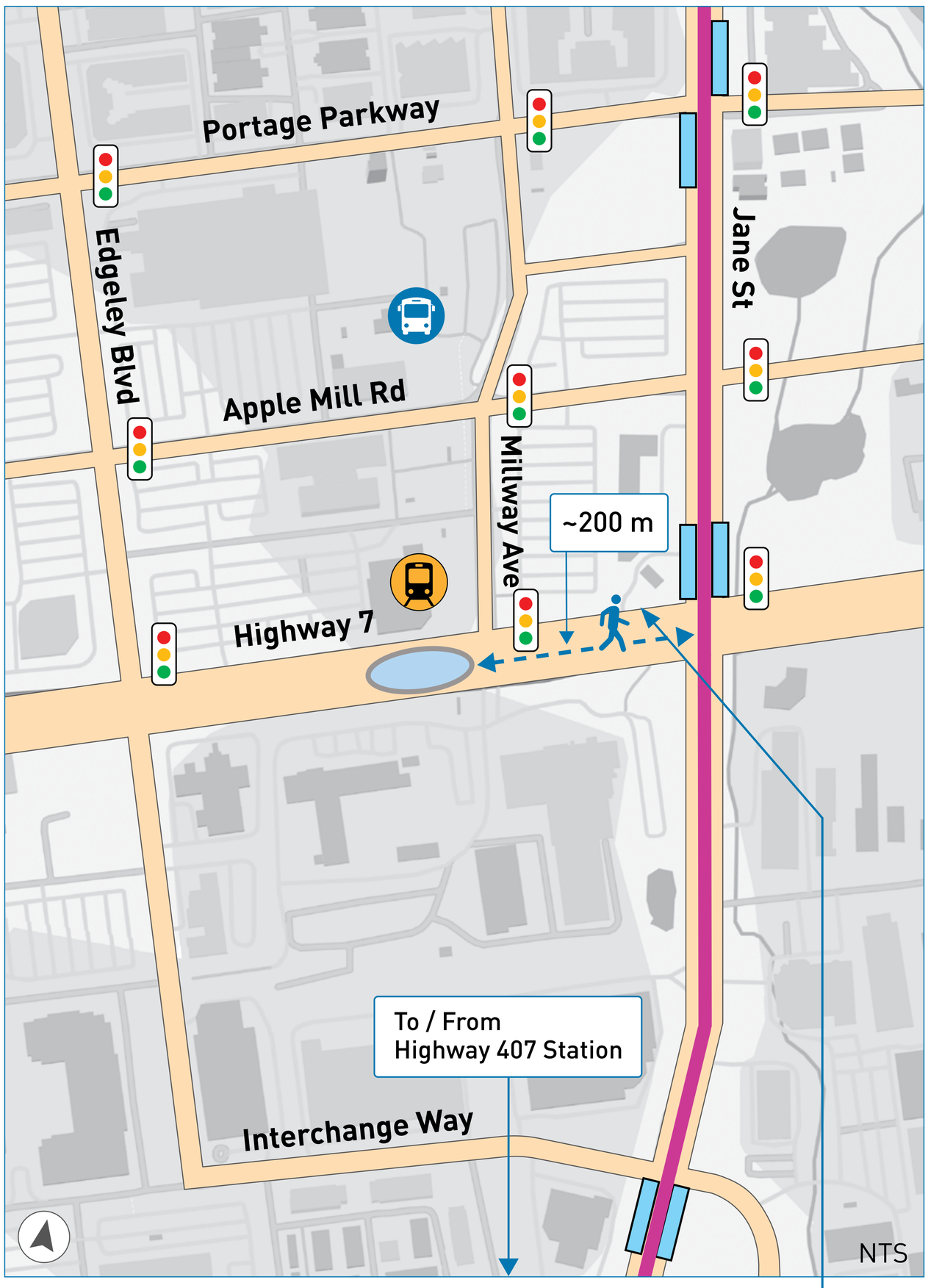
SmartVMC Bus Terminal Connection

Preferred Option

Technical analysis identifies an **on-street BRT station on Jane Street** as the preferred approach to service the area.



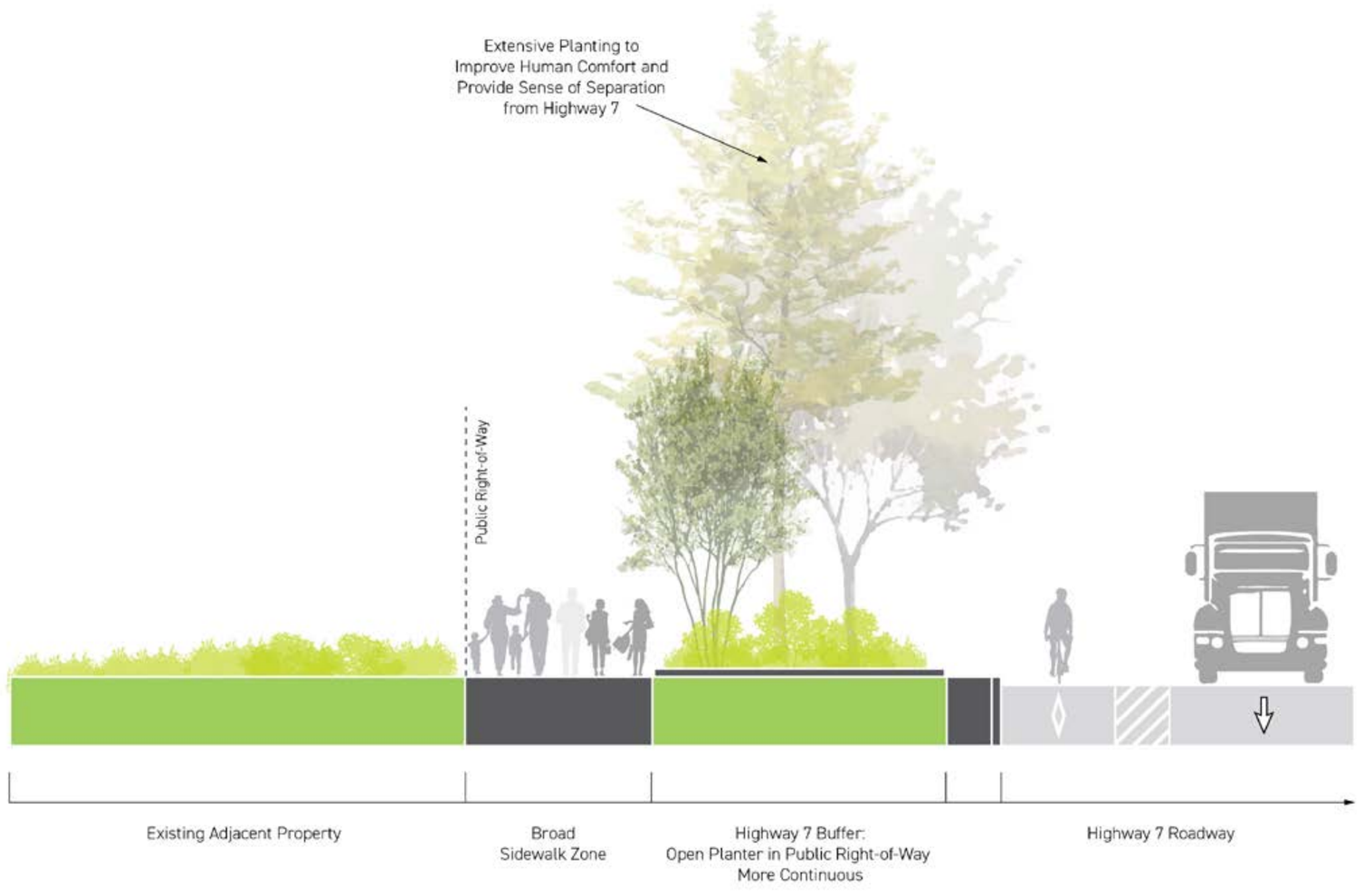
Route Description

- Centre-median BRT lanes along Jane Street, north of Interchange Way
- Route will service the bus terminal and VMC area with on-street BRT stations at Portage Parkway, Highway 7 and Interchange Way
- To improve the ~200m transfer and overall pedestrian experience between Jane Street BRT and the VMC area, widening the Highway 7 north boulevard, including a widened and covered sidewalk, from Jane Street to Millway Avenue is under consideration.

Legend

- Dedicated Bus Lanes
- Proposed BRT Station
- Existing BRT Station
- Signalized Intersection
- ~200 m transfer
- SmartVMC Bus Terminal
- Line 1 VMC Subway Station

Cross-section at north side of Highway 7 between Millway Avenue and Jane Street



An improved sidewalk is proposed along the north boulevard of Highway 7 to enhance the connection from Jane Street BRT to higher-order transit (including the Viva Orange [Highway 7 BRT] and the Line 1 TTC Subway), and the VMC area.

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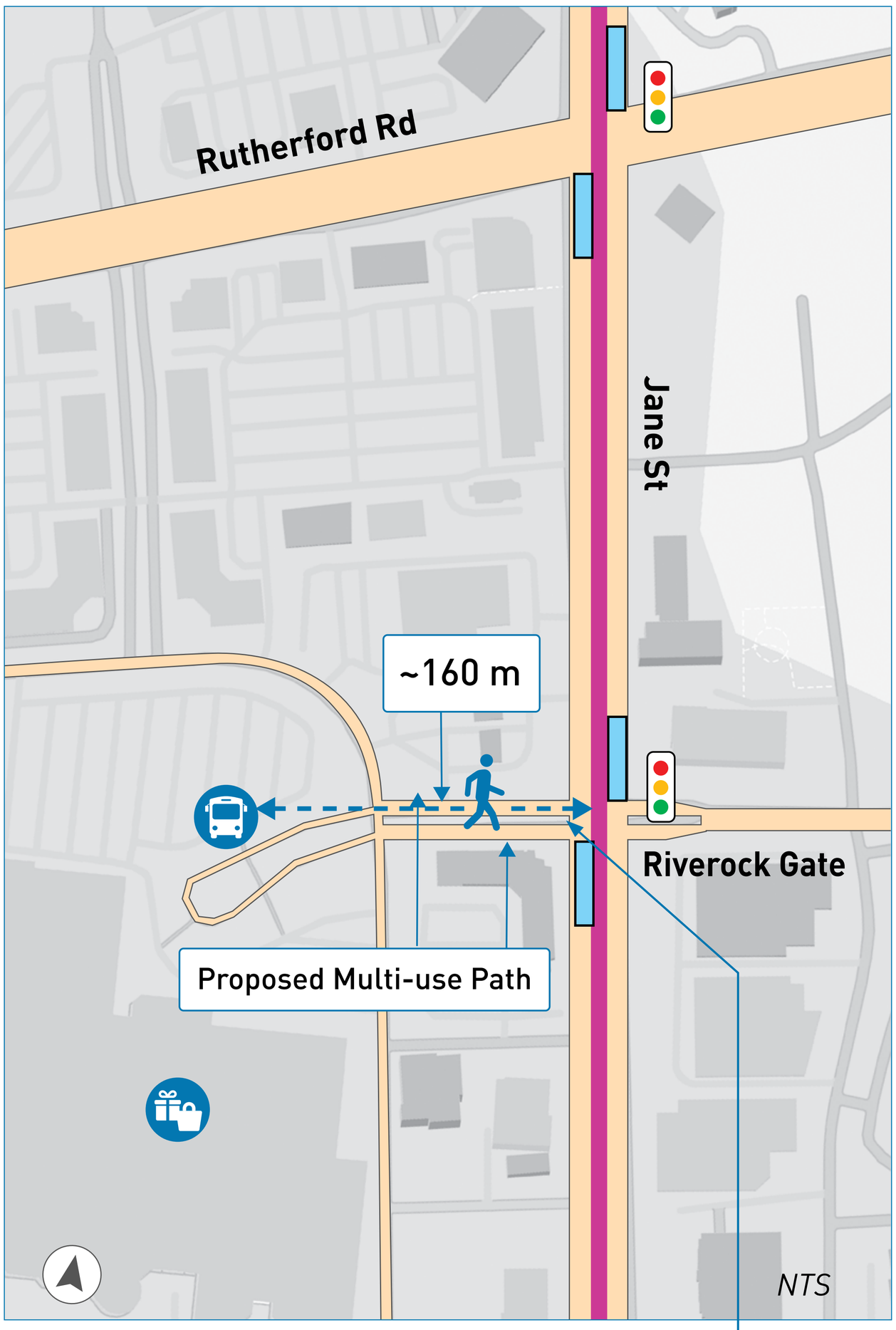
Vaughan Mills Terminal Connection

Preferred Option

Technical analysis identifies an **on-street BRT station on Jane Street** as the preferred approach to service the area.



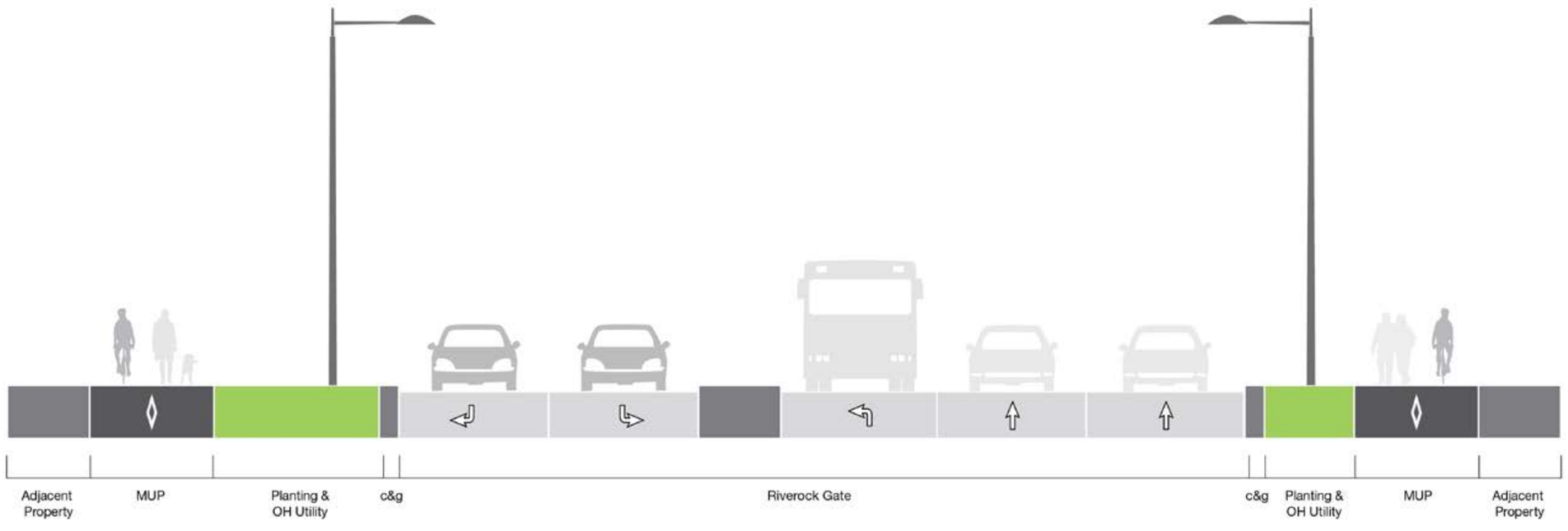
Route Description

- Centre-median BRT lanes continue along Jane Street
- Route will service the bus terminal and surrounding area with an on-street BRT station at Riverock Gate
- To improve the ~160m transfer between Jane Street BRT and Vaughan Mills Terminal, a multi-use path is proposed on the north and south boulevards of Riverock Gate

Legend

- Dedicated Bus Lanes
- Proposed BRT Station
- Signalized Intersection
- ~160 m Transfer
- Vaughan Mills Terminal
- Vaughan Mills

Cross-section at Riverock Gate west of Jane Street



Multi-use paths are proposed along the north and south sides of Riverock Gate west of Jane Street to improve connections between Jane Street BRT and Vaughan Mills Terminal.

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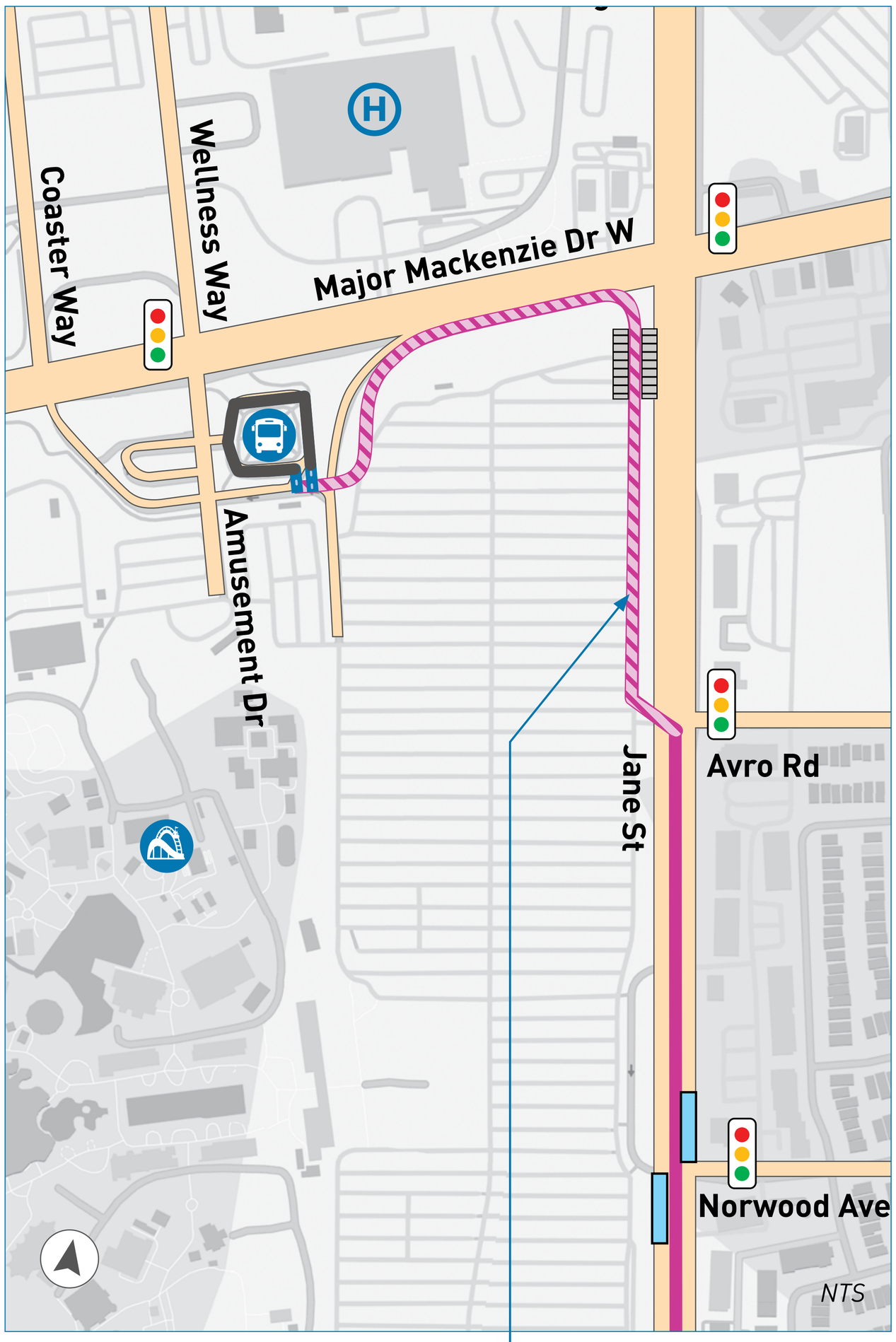
Major Mackenzie West Terminal Connection

Preferred Option

Technical analysis identifies **accessing the terminal via dedicated boulevard BRT lanes** as the preferred approach.



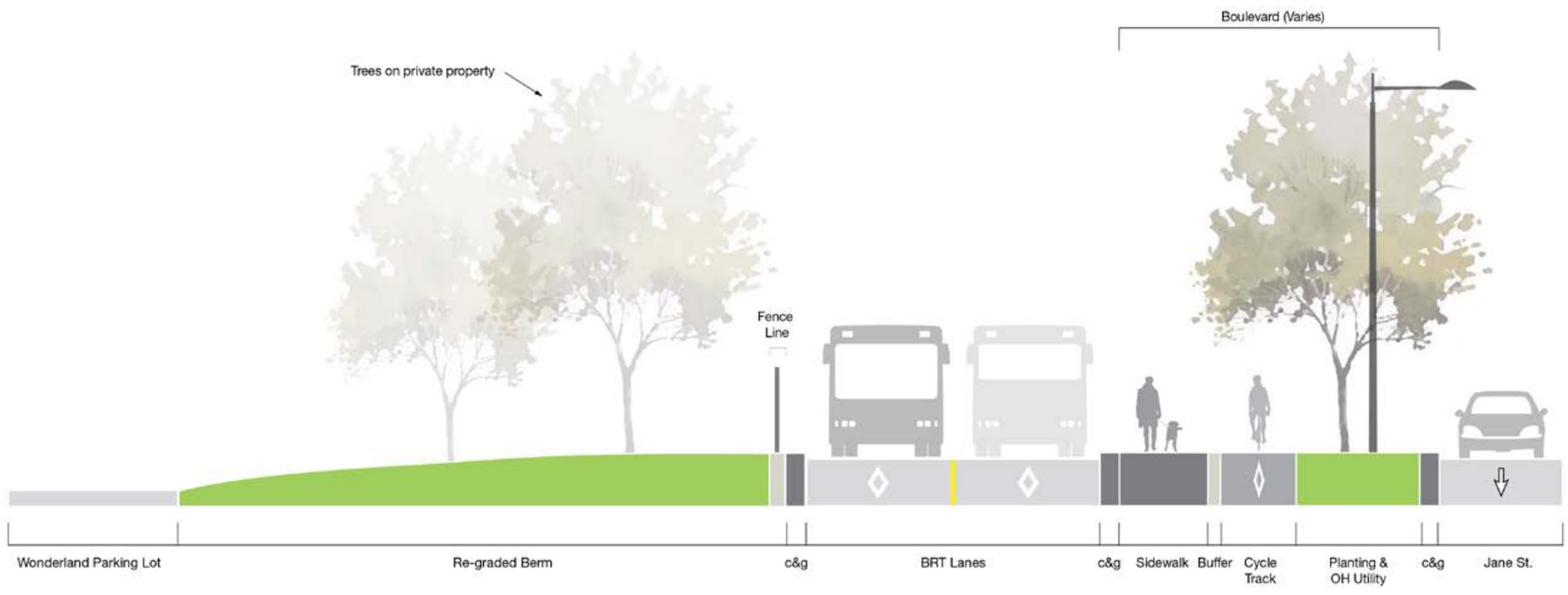
Route Description

- Centre-median BRT lanes continue along Jane Street to south of Avro Road
- BRT lanes on Jane Street transition at Avro Road from the median to the west boulevard of Jane Street, and south boulevard of Major Mackenzie Drive
- Route services Major Mackenzie West Terminal directly, and the area with an on-street BRT station at Norwood Avenue and a (future protected) BRT station at Major Mackenzie Drive

Legend

- Dedicated Bus Lanes
- Dedicated Boulevard Bus Lanes
- Future Station
- Bus Loop
- Proposed BRT Station Platform
- Signalized Intersection
- Major Mackenzie West Terminal
- Canada's Wonderland
- Cortellucci Vaughan Hospital

Cross-section at Jane Street BRT boulevard segment (Avro Road to Major Mackenzie West Terminal)



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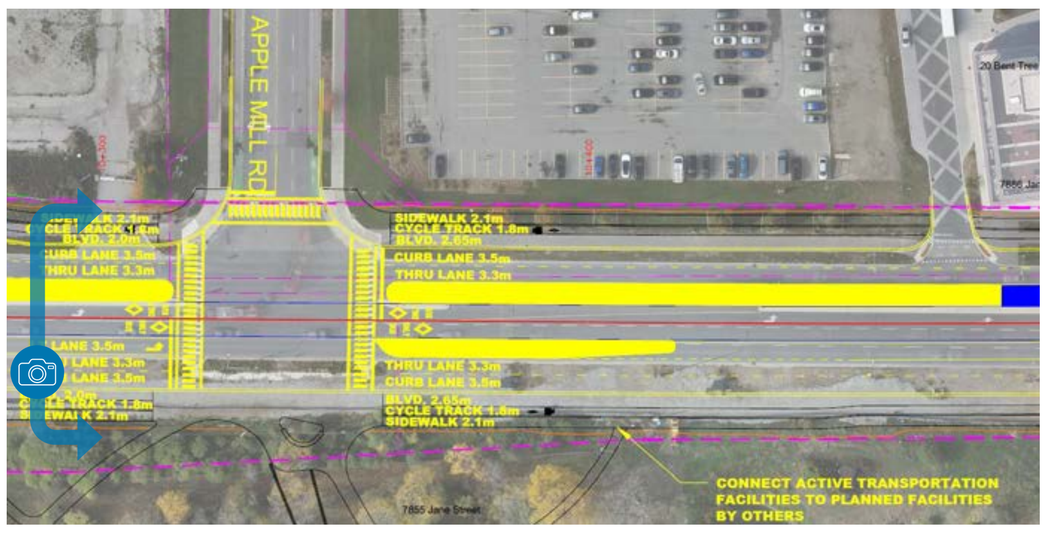
Streetscape Concept

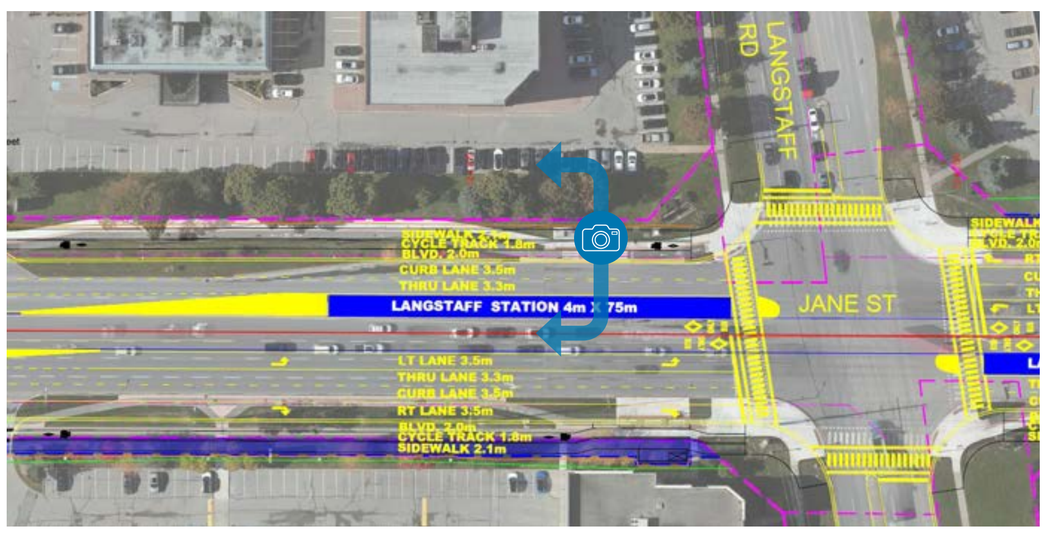
The following artistic renderings provide conceptual views of the planned improvements along the Jane Street BRT corridor. The images are conceptual only and subject to change.

Jane Street BRT, south of Apple Mill Road, looking north



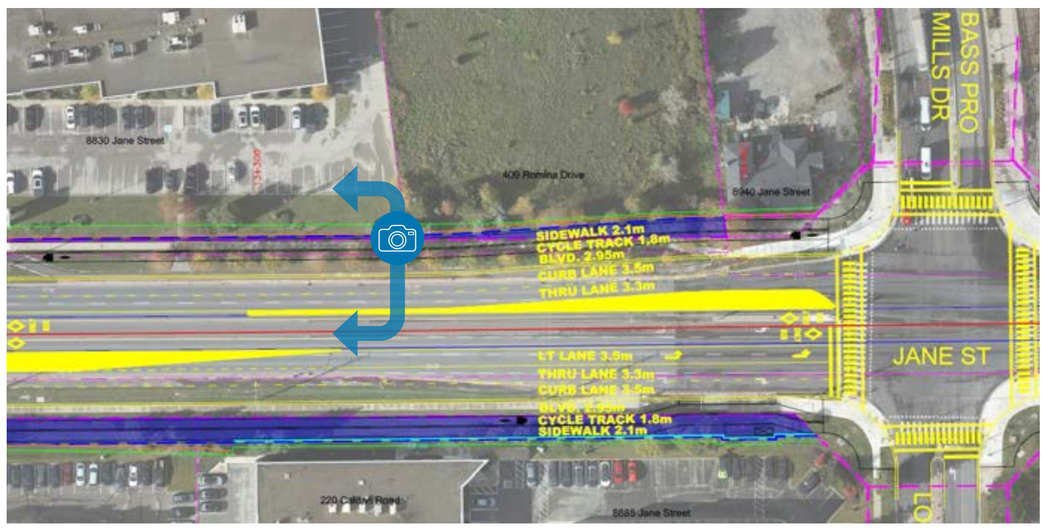
Conceptual Only

Jane Street BRT at Langstaff BRT Station, looking south



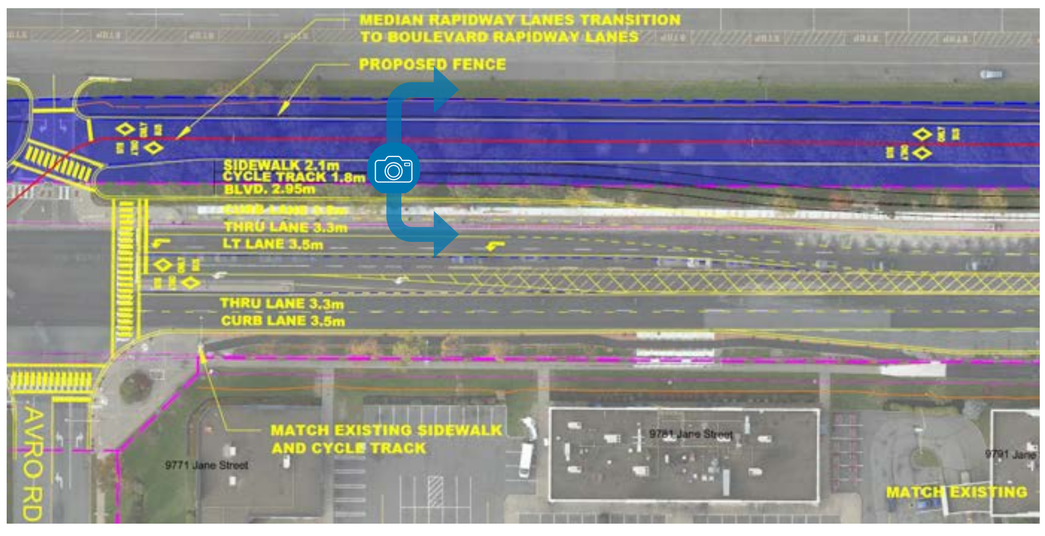
Conceptual Only

Jane Street BRT south of Bass Pro Mills Drive, looking south



Conceptual Only

Jane Street BRT at boulevard BRT lanes (north of Avro Road, looking north)



Conceptual Only

These renderings are for illustration purposes only and may not accurately represent the final design, materials, colours, or layout.

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BRT Station Concept

Jane Street BRT stations will be designed to address today's needs while allowing for future flexibility, prioritizing BRT safety and incorporating key features from existing BRT stations to further elevate the customer experience.

This rendering was prepared by YRRTC in May 2026 and is for illustration purposes only and may not accurately represent the final design, materials, colours, or layout.

Key features:

- **Lighting and heated enclosure**
- **Seating**
- **Security surveillance and public address system**
- **Real-time passenger information displays**
- **Emergency call buttons**
- **Off-board fare collection advancements**

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Impacts and Mitigations

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Key Impacts and Mitigations

Key environmental, social, and cultural impacts as a result of the proposed Jane Street BRT were identified, along with measures to mitigate them. These findings help ensure the project is designed in a way that considers the community, protects the environment, and minimizes disruption during construction and operation.

Transportation

Key Impacts

- Enhanced transit accessibility, service reliability and increased capacity with Jane Street BRT
- Removal of Jane 320 Express Route due to redundancy with BRT service
- Protected left-turn signals on Jane Street and right-in/right-out access restrictions at non-signalized locations will result in some delays for drivers

Mitigation Measures

Transit

- Maintain local bus service to support wider BRT station spacing
- Offer passengers convenient transfer points between services to enhance the broader transit network
- Implement transit signal priority (TSP) to support efficient BRT operations

Traffic

- Monitor traffic volumes and adjust signal timings as necessary
- Coordinate traffic signals to minimize impacts to drivers
- Median treatments to prioritize emergency medical services access

Cultural Heritage

Key Impacts

- Impacts to one built heritage resource (property encroachment and removal/relocation of pillars), one cultural heritage landscape (property encroachment and tree removals), and one commemorative feature (removal/relocation of plaque)

Mitigation Measures

- Establish protection measures to mitigate potential construction impacts
- Minimize tree removals and replace with compatible plantings
- Develop relocation measures for elements that need to be removed and reinstated

Air Quality

Key Impacts

- Decrease in vehicle-related greenhouse gas emissions by 17%, resulting in improved local air quality

Mitigation Measures

- None required

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Key Impacts and Mitigations *(continued)*

Archaeology

Key Impacts

- Archaeological potential identified at two locations
- These sites require Stage II Archaeological Assessment to clear archaeological potential on lands impacted by the construction to ensure any potential resources are identified and protected

Mitigation Measures

- Coordinate with interested Indigenous Communities and conduct Stage II Archaeological Assessments where required
- If the proposed work extends beyond the current study area, conduct further archaeological assessments

Noise

Key Impacts

- Changes in sound levels from the project are expected to be negligible and generally imperceptible
- Temporary noise impacts due to construction activities

Mitigation Measures

- No permanent noise mitigation required
- Adhere to noise control by-laws during construction

Natural Environment

Key Impacts

- Removal of trees and vegetation
- No impacts to designated features (Provincially Significant Wetlands) as they are not present in the study area
- No anticipated impacts to Aquatic Species at Risk or Terrestrial Species of Conservation Concern
- Potential impacts to aquatic habitat at Black Creek and West Don Tributary crossings
- Limited impacts to urban tolerant and commonly occurring wildlife/habitats

Mitigation Measures

- Design to minimize impacts to the natural environment
- Develop Landscape, Restoration, and Compensation Plans with tree protection zones and details on tree replanting
- Improvements at watercourse crossings
- Adhere to recommended environmental construction avoidance window restrictions to minimize adverse impacts to wildlife and fisheries
- Develop Erosion and Sediment Control and Invasive Species Management Plans

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Key Impacts and Mitigations *(continued)*

Construction Impacts

Key Impacts

- Temporary rerouting of transit services, vehicle traffic, cycling routes, and sidewalks around construction zones
- Potential impacts to built heritage resources due to construction vibration
- Dust from construction activities
- Potential delays in accessing businesses and services along the project corridor

Mitigation Measures

- Retain local transit service during construction
- Coordinate lane closures and stage construction activities in the same area
- Develop a Construction Traffic and Transit Management Plan
- Develop a Construction Environmental Management Plan outlining mitigation measures for erosion and sediment control, dust, noise, vibration, spill response, and protection of environmental features during construction
- Develop a Construction Staging and Mitigation Plan

Property Impacts

Key Impacts

- Approximately 68 properties will be impacted to fit all elements of the BRT, roadway, and boulevard, based on the preliminary design
- Property requirements will be finalized through the completion of detailed design

Mitigation Measures

- Optimize the project's design in future phases to minimize property acquisition requirements
- Respect and protect individual property owners' rights by providing fair compensation within the framework of the *Expropriations Act* for any property interest acquired or affected by the project
- Prioritize amicable property acquisition between YRRTC, York Region and the property owners
- Engage with and inform communities, residents, businesses, and institutions who may be directly impacted by the project

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Property Acquisition

To facilitate the new BRT infrastructure, small portions of private property may be purchased or leased. This may include:

Temporary easements for construction activity

Permanent easements for the installation, operation, and maintenance of infrastructure

Partial acquisitions to make way for wider sidewalks, new transit stops, and more

The preliminary design aims to minimize impacts on property owners

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If property is required, the process is completed in partnership with York Region Realty Services.

More information is available on the conceptual design roll plans.

For property acquisition matters, please contact YRRTC@york.ca.

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Next Steps and Study Schedule

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Your Feedback Matters!

Thank you for sharing your input throughout the Open House process. Your feedback has played an important role in shaping future transit planning on Jane Street, helping to build a more accessible and efficient system for the community. Your insights have contributed to a design that aims to enhance the transit experience for everyone.

How to get involved

Complete a comment form to share your feedback

Stay informed. Request to join the mailing list to receive project notifications at **yrrtc.ca/jane_brt**

Have questions about the project or want to provide feedback? Email YRRTC at **yrrtc@york.ca**

Follow us on social media:

@rapidtransitYR

@rapidtransitYR

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What Happens Next?

- Collect feedback from Open House #3
- Revise study documentation (Environmental Project Report [EPR]) considering feedback from agencies, stakeholders, Indigenous Communities and the public
- Issue the Notice of Completion and file the EPR in summer 2026

Initiate Background Studies

Open House #1

(May 22, 2025)

Identify & Evaluate Options for Preliminary Design

Open House #2

(November 25 and 27, 2025)

Launch TRPAP and Complete Environmental Project Report (EPR)

Open House #3

(June 15 and 23, 2026)

Complete TRPAP (2026)

WE ARE HERE

What happens after TRPAP completion?

Completion of the TRPAP brings the Jane Street BRT project one step closer to shovel readiness and positions it to secure capital funding. Advancing the project beyond the TRPAP phase will require funding from senior levels of government. York Region and YRRTC continue to advocate for this support.

YORK REGION RAPID TRANSIT CORPORATION

York Region