



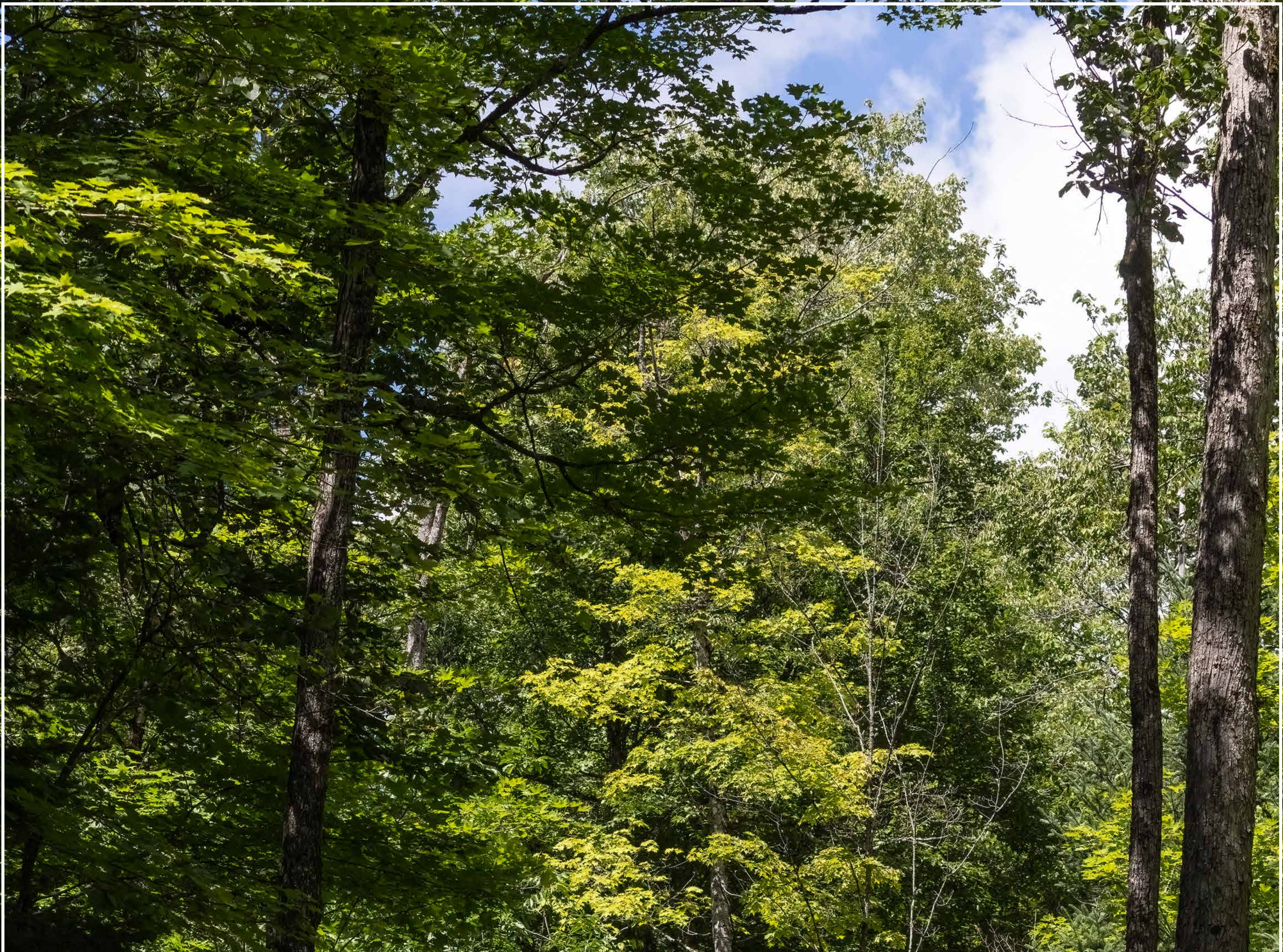
Welcome

BRT in York Region. Source: YRRTC.

Jane Street Bus Rapid Transit

Highway 7 to Major Mackenzie Drive

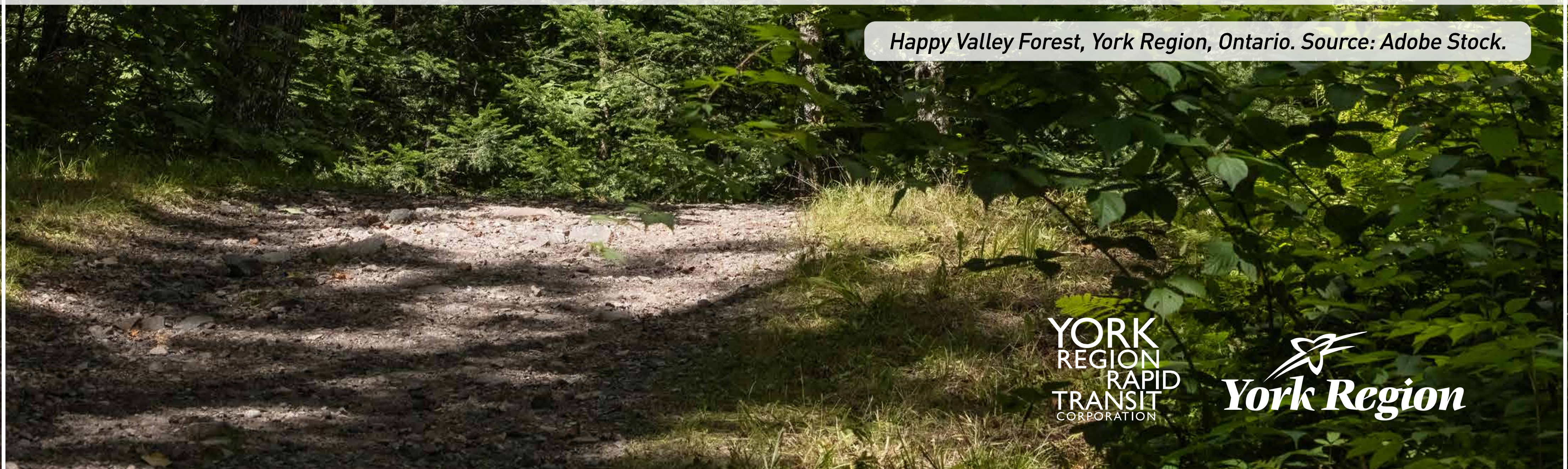
Open House #2



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.



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.



Linking People, Places, Possibilities

Vaughan is one of Canada’s fastest-growing cities, and Jane Street is one of the city’s busiest corridors. World-class healthcare, vibrant attractions, and integrated transit connections make this corridor a destination for opportunity, amenities, and community. As the number of new homes and jobs continues to rise along Jane Street, Bus Rapid Transit (BRT) will keep Vaughan moving.



Cortellucci Vaughan Hospital

York University’s School of Medicine



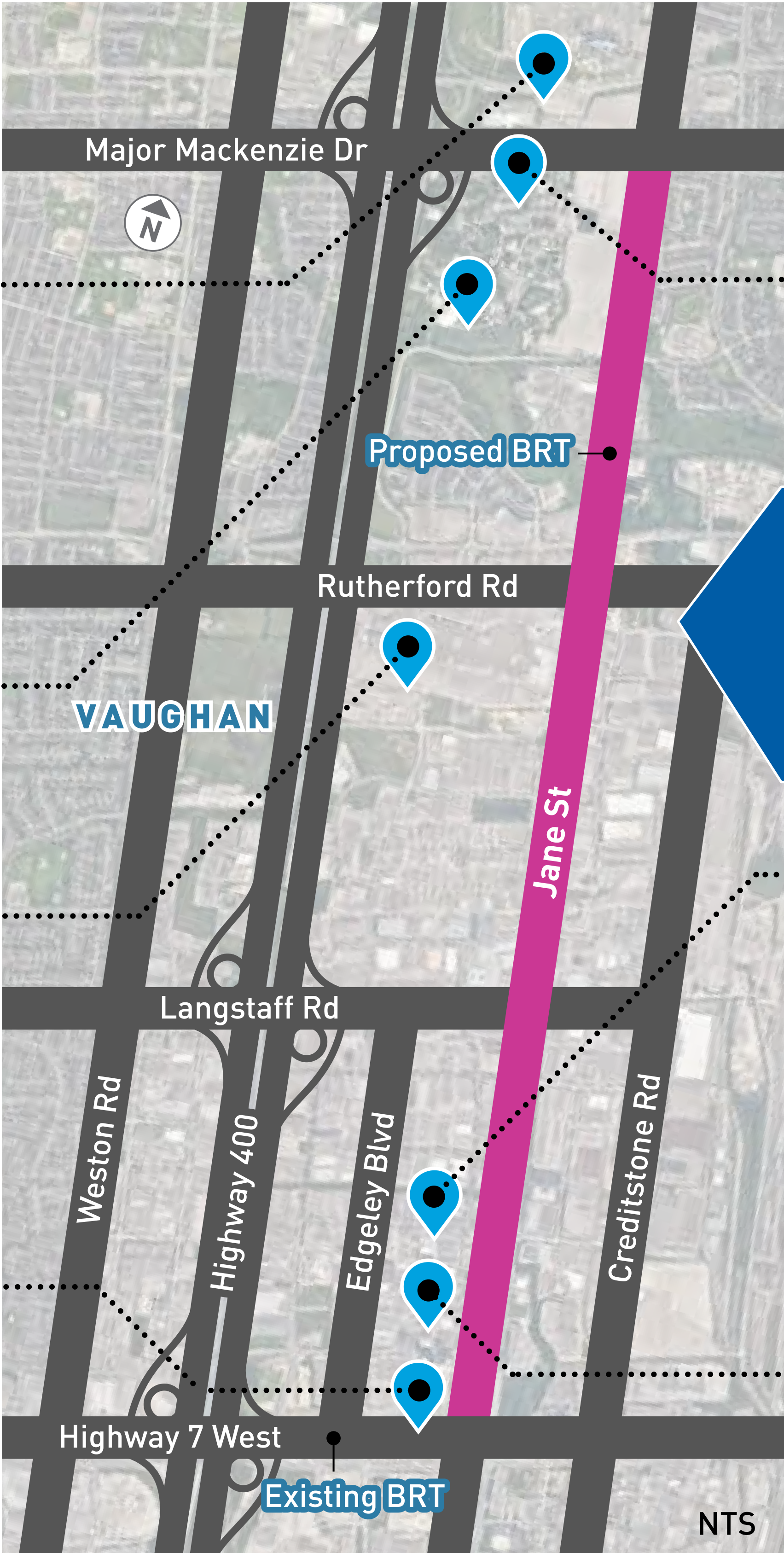
Canada’s Wonderland

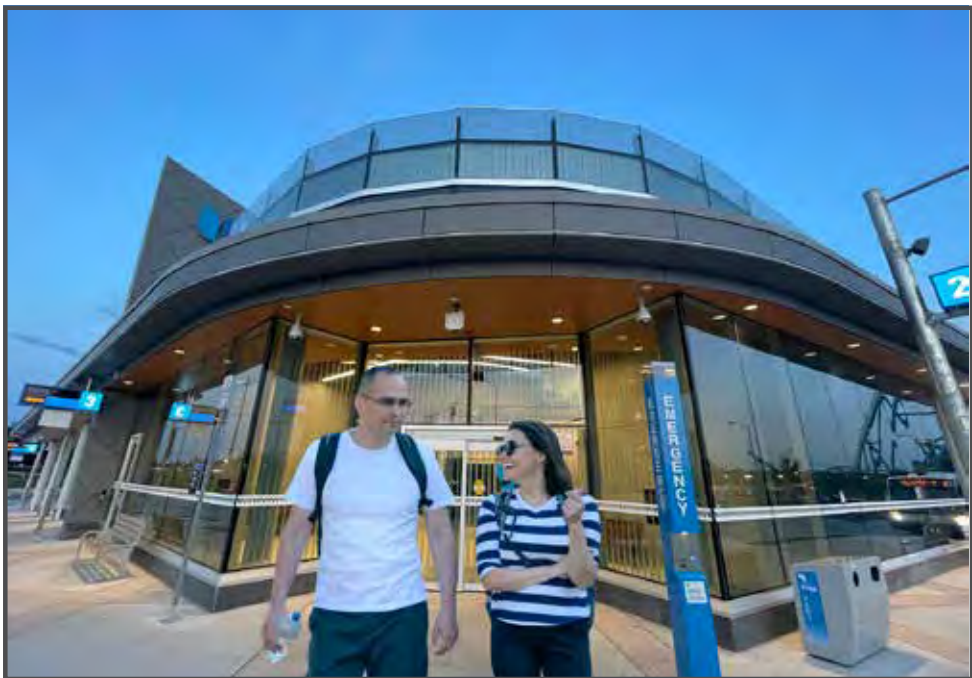


Vaughan Mills



VMC BRT Station





Major Mackenzie West Bus Terminal

DAILY PASSENGER TRIPS

Today: 12,000

2035: 20,500+



SmartVMC Bus Terminal



VMC Subway Station

Study Overview and Process



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.

Population and Employment



58,000+

Current number of units proposed through active development applications



151,000+

People by 2051



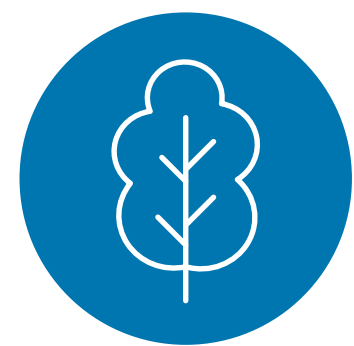
23,000+

Jobs by 2051

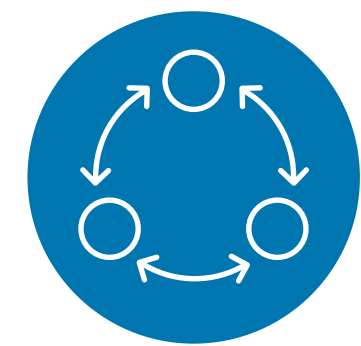
This will reshape the area into a future urban environment that is more:



Transit-Supportive



Green



Multi-Modal



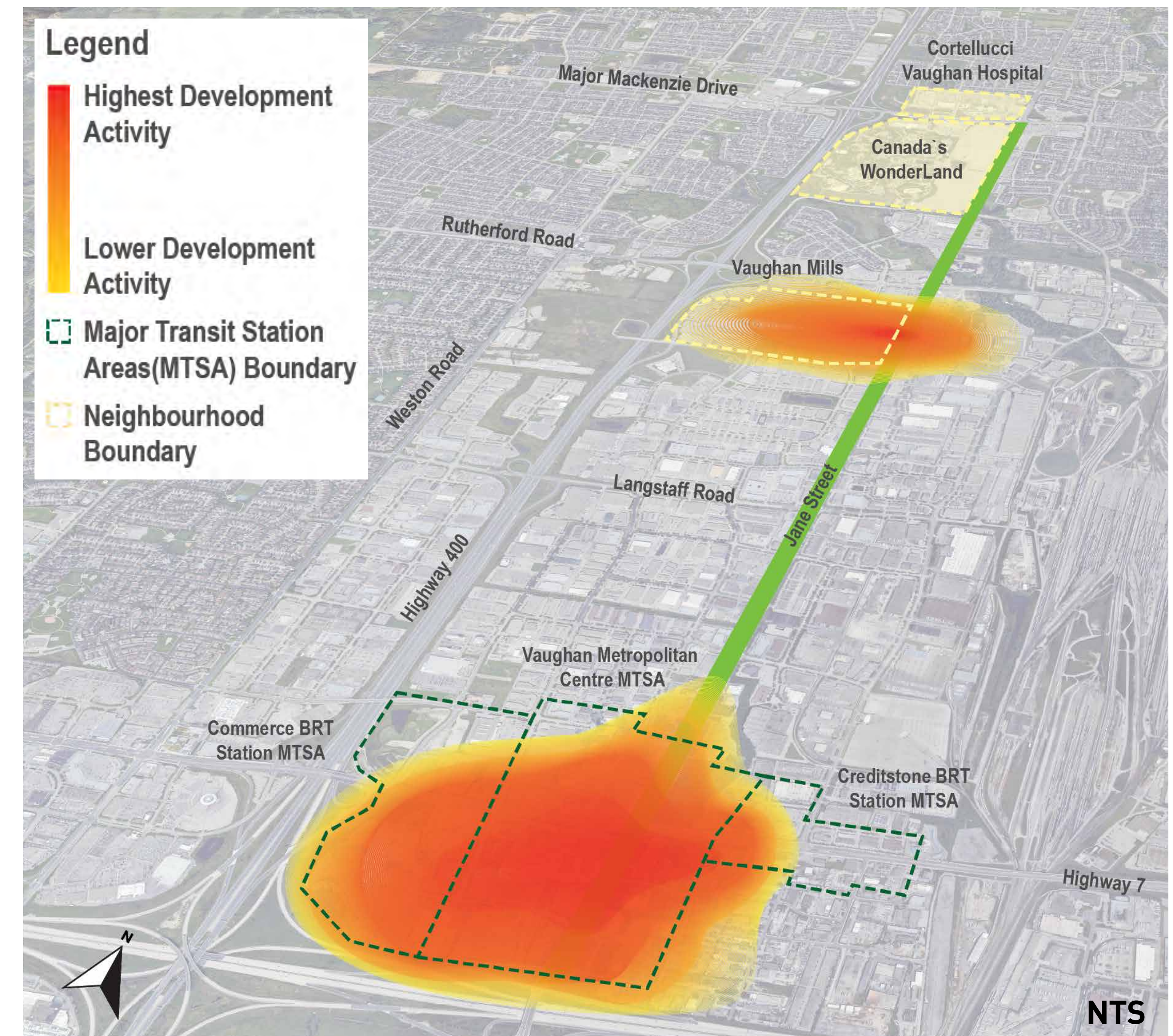
Compact



Walkable



Cyclable



Development Activity Along the Study Corridor

Sources:

1. The development heat map was generated using a list of active development applications available at the time of publication (August 2025).
2. Estimates for population and employment were informed by relevant secondary plans and municipal reports. While not definitive, these figures highlight the substantial growth anticipated along the corridor.

Study Overview

York Region Rapid Transit Corporation (YRRTC) is carrying out the Jane Street Bus Rapid Transit (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

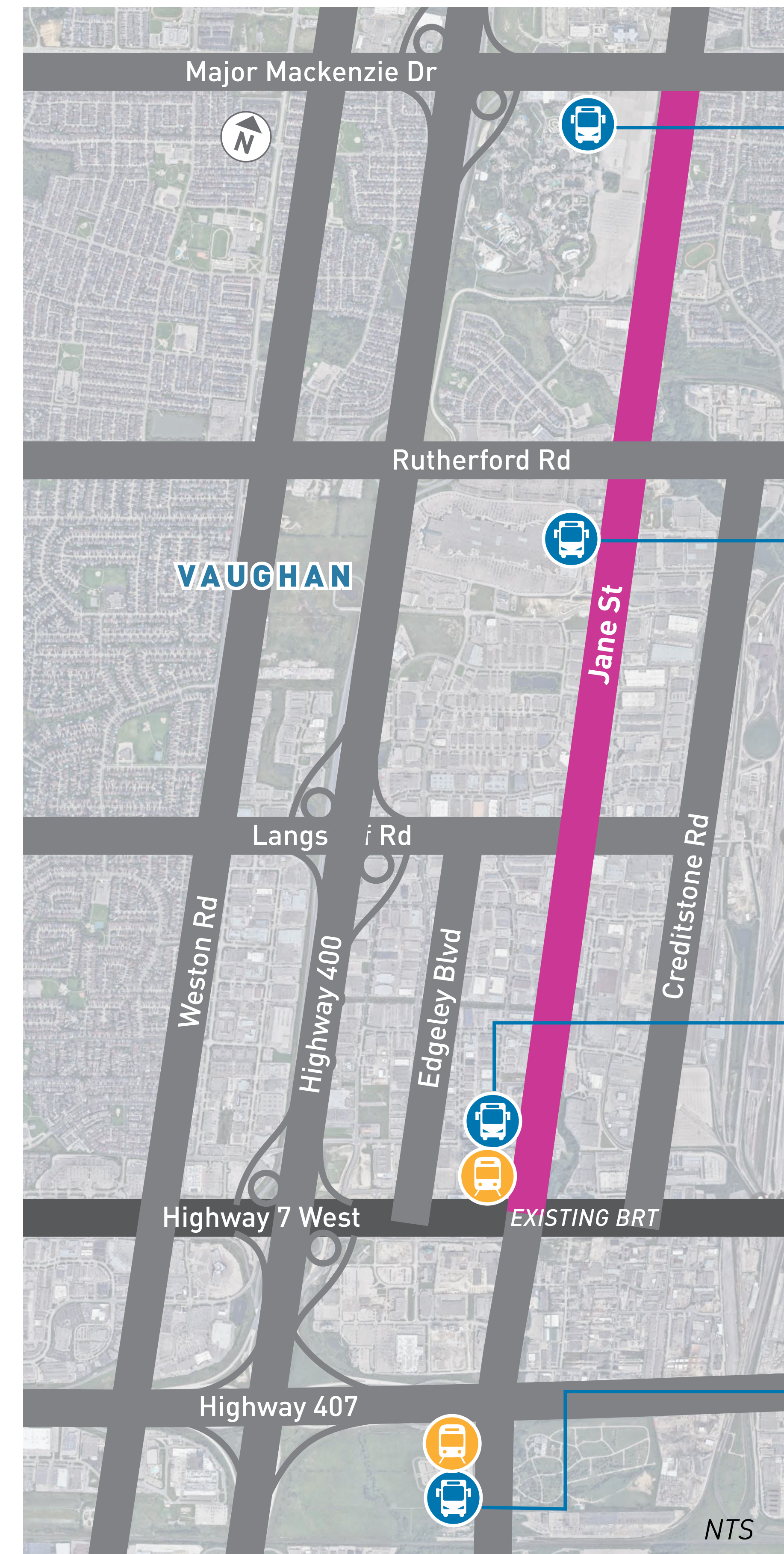


The preliminary (30%) design will include BRT infrastructure, such as dedicated rapidway lanes and stations, active transportation facilities for pedestrians and cyclists, and streetscaping.

Share your
feedback!



Jane Street BRT Study Area



Legend

Study Area Subway Station



Major Mackenzie West
Bus Terminal



Vaughan Mills Bus Terminal



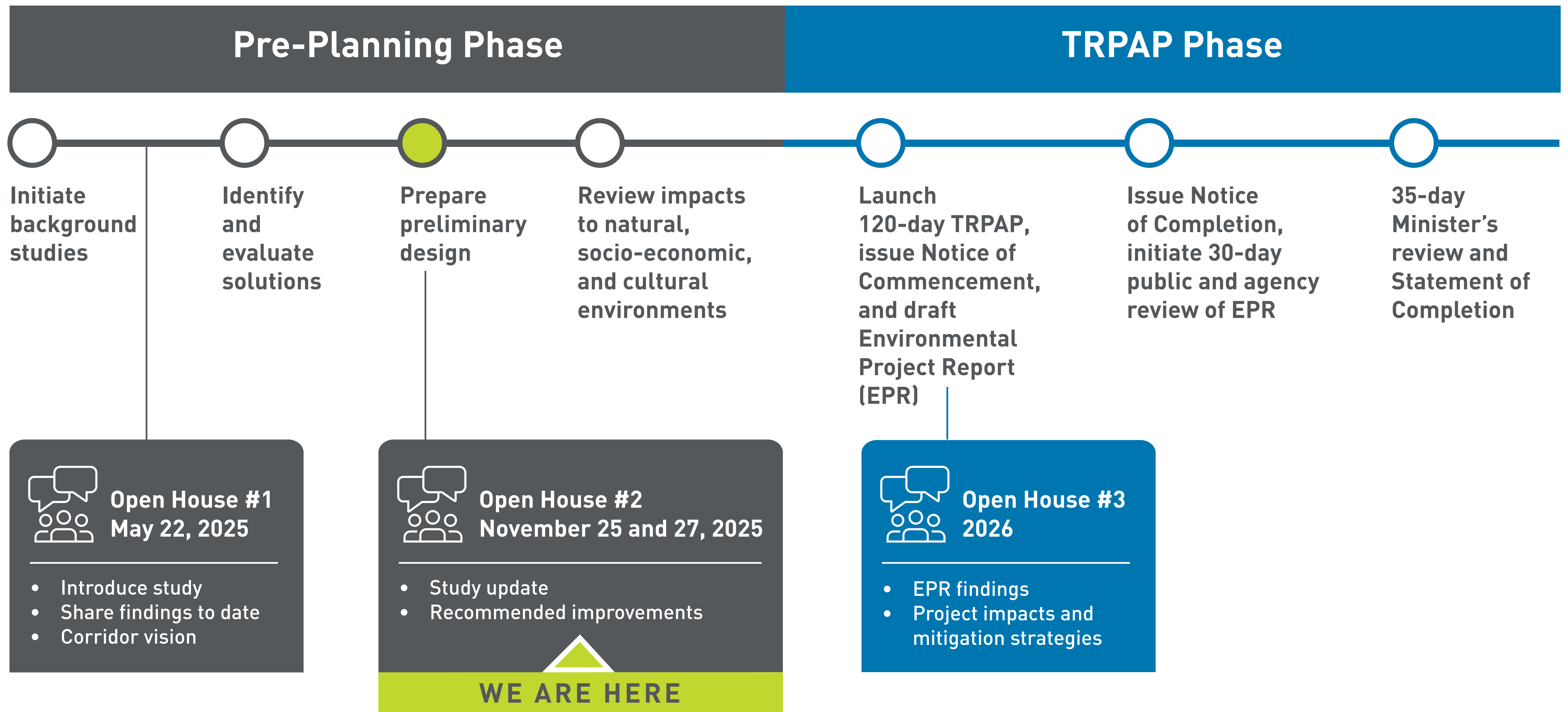
SmartVMC Bus Terminal



Highway 407 Bus Terminal

Source: YRRTC.

Transit and Rail Project Assessment Process (TRPAP)



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 pre-planning phase, with the TRPAP phase to begin in 2026.

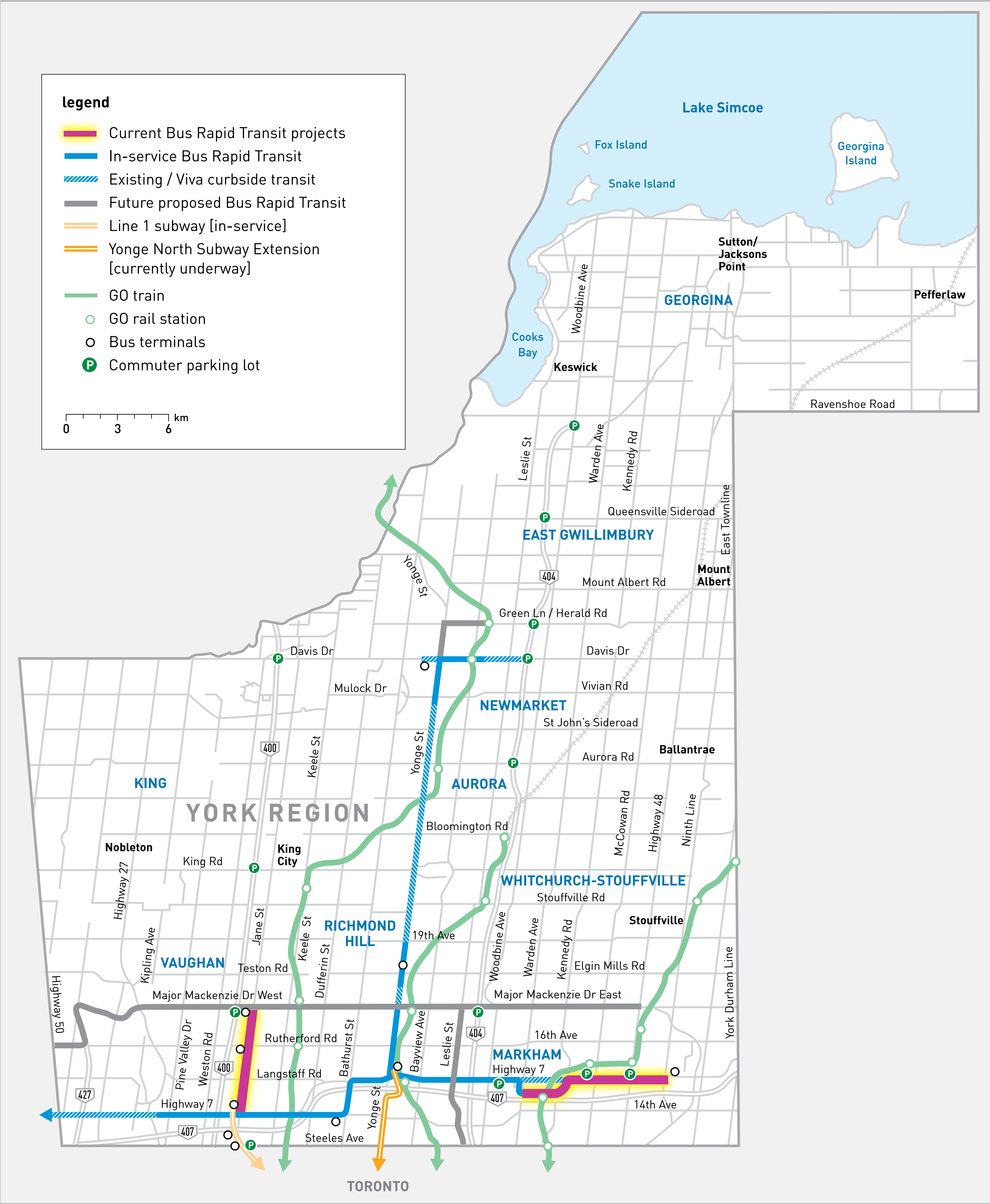
Planning and Policy Context

Key provincial, regional and municipal planning documents that inform the Jane Street BRT study are listed below. These studies identify Jane Street as a higher-order transit corridor to support the broader rapid transit network.

- Greater Golden Horseshoe (GGH) Transportation Plan (2022)
- Metrolinx 2041 Regional Transportation Plan (2018)
- York Region Official Plan (2022)
- York Region Transportation Master Plan (TMP) (2022)
- Vaughan Official Plan (2025)
- Vaughan Metropolitan Centre TMP Update (2025)
- Vaughan Complete Streets Guide (2024)
- Vaughan Mills Centre Secondary Plan (2014)



Rapid Transit Network



Source: YRRTC, last revised November 2025. Map is subject to change.

York Region’s Future Rapid Transit Network

York Region is building a connected rapid transit network to support future growth and improve interregional connectivity and mobility.

What We've Heard

Feedback from the public, stakeholders and technical agencies to date has helped shape the project vision and current conceptual design.



Build the Jane Street BRT with maximum benefits



Build on the success of the Route 320 Jane Express



Manage traffic during BRT operations



Prioritize fast and reliable BRT service



Make strong connections with the transit network

GO & Brampton Transit, BRT and TTC Subway



Include protected cycling facilities



Minimize construction disruptions



Extend study area and connect to 407 Bus Terminal



Improve walkability

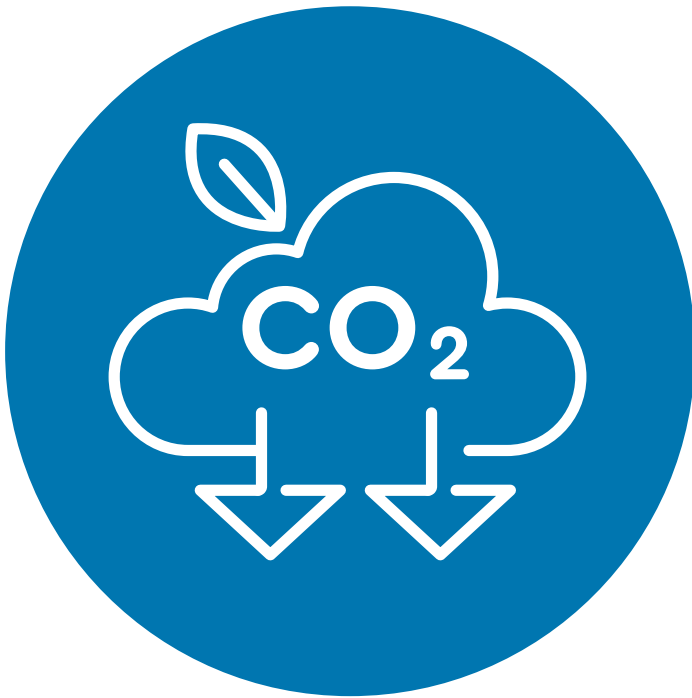
BRT Stations and Streetscaping Design



BRT Benefits



Sustainable growth



Climate goals



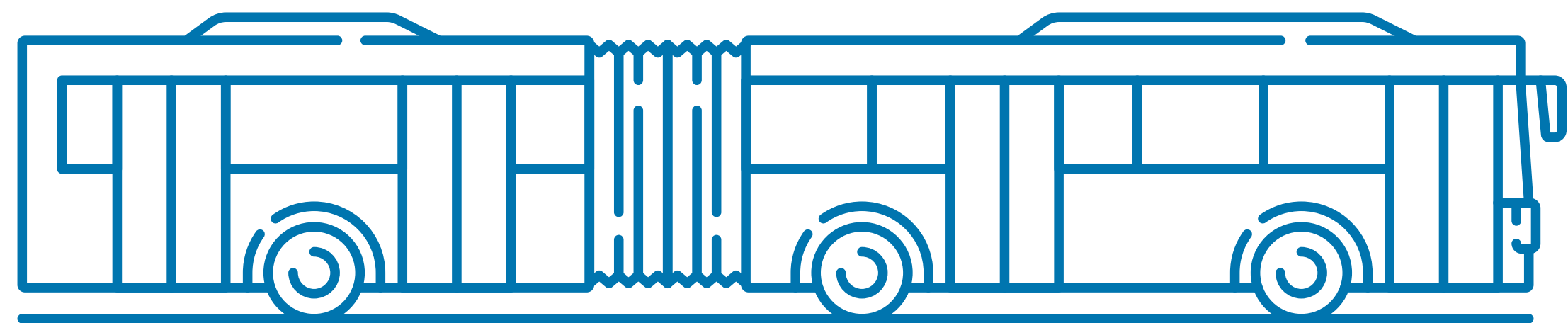
Fast, safe travel



Access for all

BRT on-time reliability

York Region Transit's Viva service achieved **96% on-time performance** in 2024



Source: York Region media release [May 5, 2025]. York Region Transit reports record high ridership, up by 12% to 23.7 million riders in 2024.



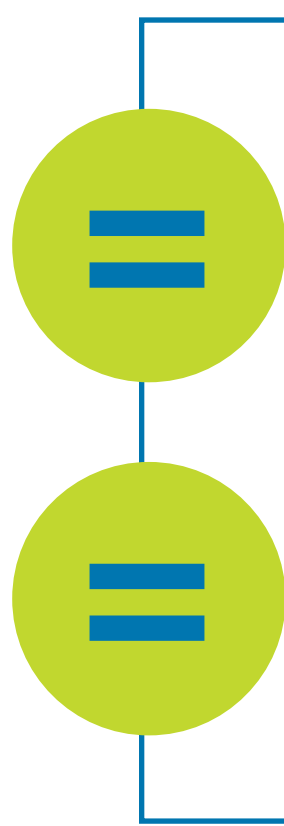
Every dollar invested in public transit creates **\$2.40** in total economic activity and generates an additional dollar in GDP through wages, taxes, and business spending



Each **\$1 million** invested supports **15** jobs in construction, manufacturing, and technology development

Source: Federal Budget Undermines Stable Transit Funding by Redirecting Earmarked Investments - CUTA.

1 bus



up to **70** fewer cars

less traffic congestion & greenhouse gas emissions

Source: YRRTC. Benefits of Bus Rapid Transit (BRT).

Added safety

Traffic-free BRT lanes for emergency service vehicles



42% - 67% fewer collisions along roads with BRT lanes

Source: Based on data provided by York Region Public Works Department, Corridor Control and Safety, Traffic Data [April 2024].

Transit Routes and Bus Terminals

Outcomes To Date



- Dedicated bus rapidway lanes from Interchange Way to Major Mackenzie Drive
- Replaces Route 320 Jane Express



- Local transit will continue in mixed traffic with curbside stops

Jane Street BRT service is expected to continue south of the study corridor in mixed traffic to connect to Highway 407 Bus Terminal

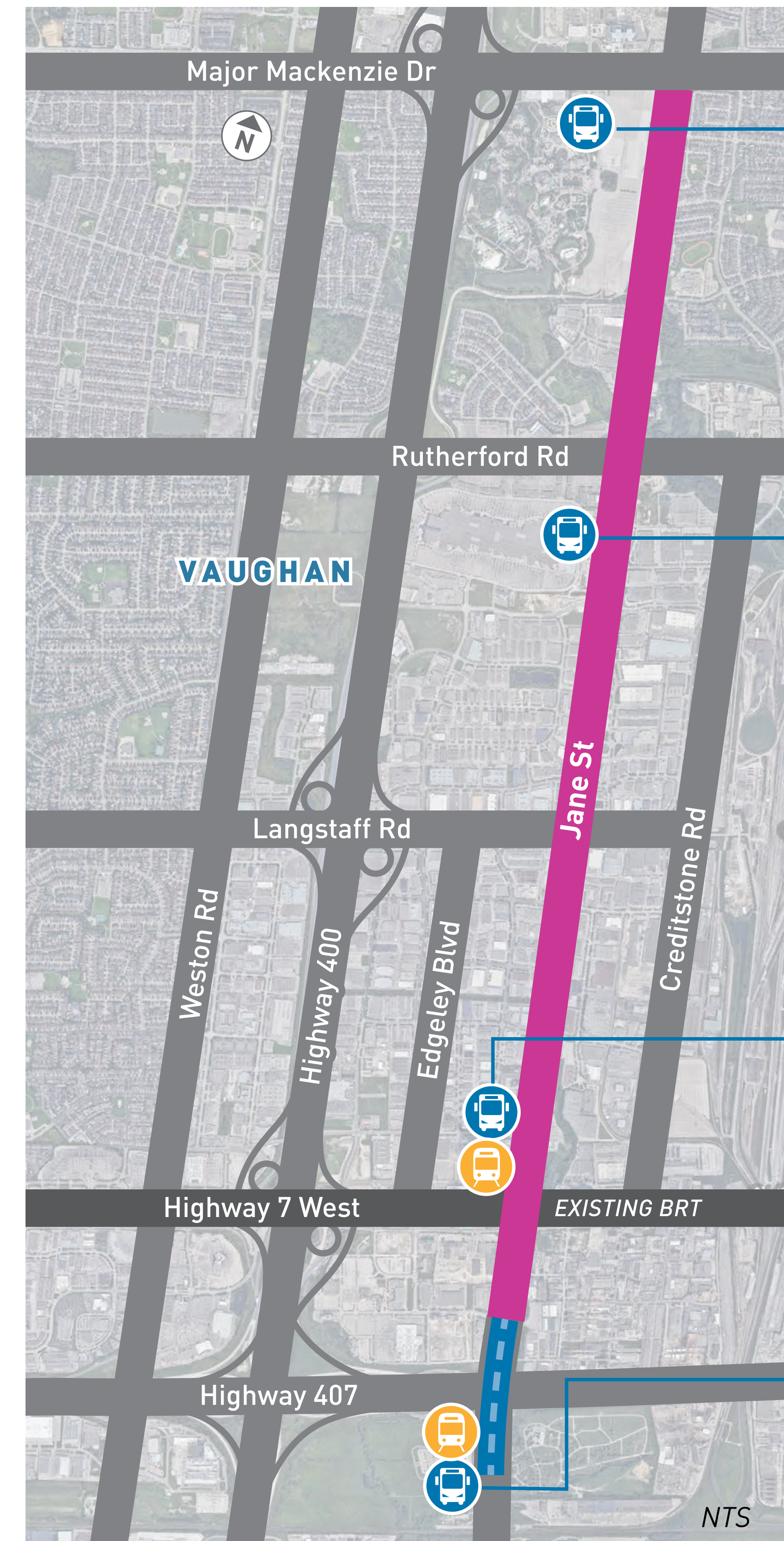


Transit Connections

Jane Street BRT will connect riders to:

- TTC Subway
- Highway 7 BRT
- GO and Brampton Transit
- YRT at four bus terminals

Jane Street BRT Area Map



Major Mackenzie West Bus Terminal



Vaughan Mills Bus Terminal



SmartVMC Bus Terminal



Highway 407 Bus Terminal

Legend
Study Area Subway Station Bus in Mixed Traffic

Source: YRRTC.

Servicing Existing Bus Terminals



Jane Street BRT route options for servicing the existing bus terminals were shared at Open House #1, and evaluated using the following considerations:



Impacts on travel time



Access



Traffic operations



Property requirements



Capital and operating costs



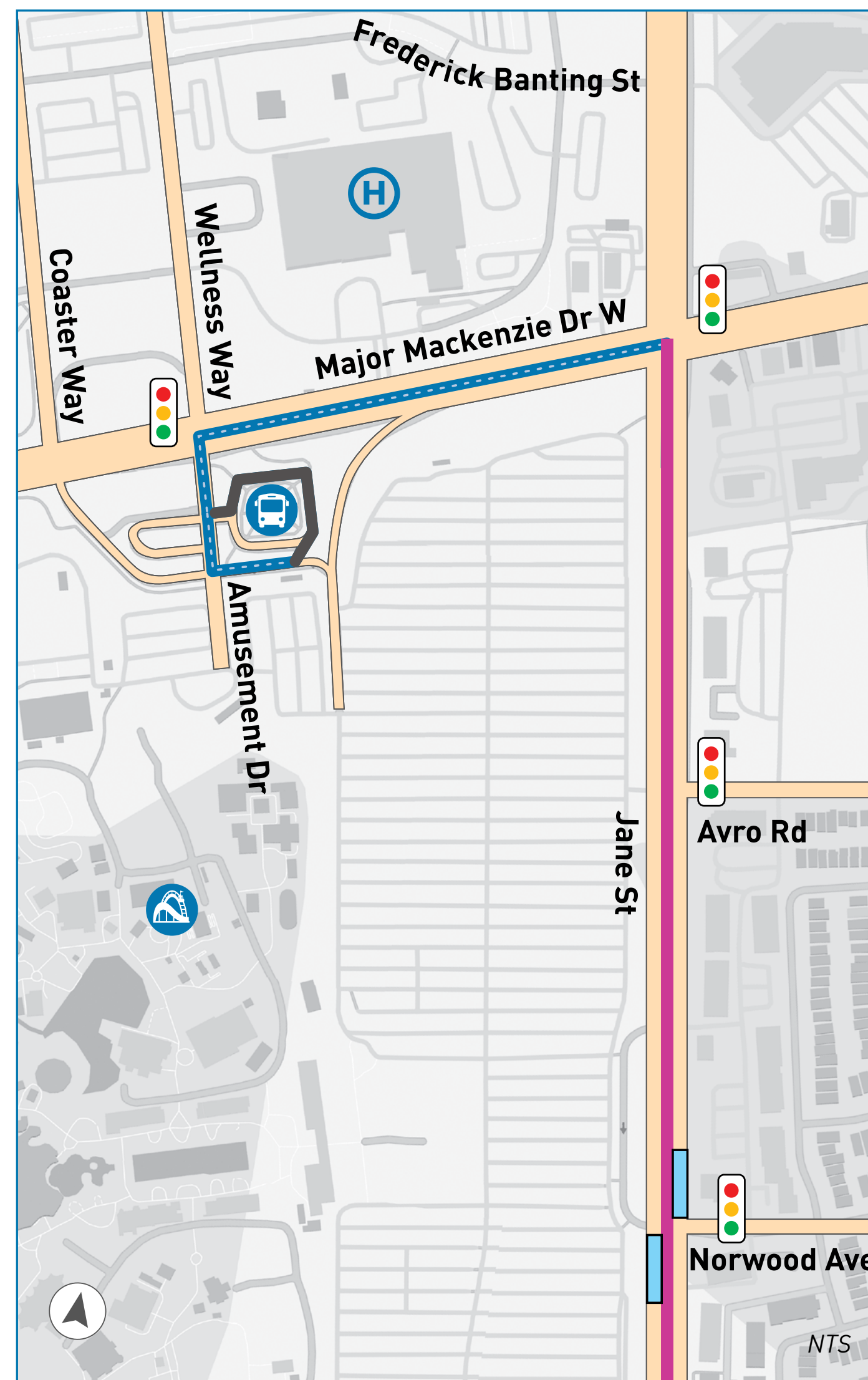
Consultation with the public, key stakeholders, and technical review agencies

Share your feedback!



Connecting to Major Mackenzie West Bus Terminal

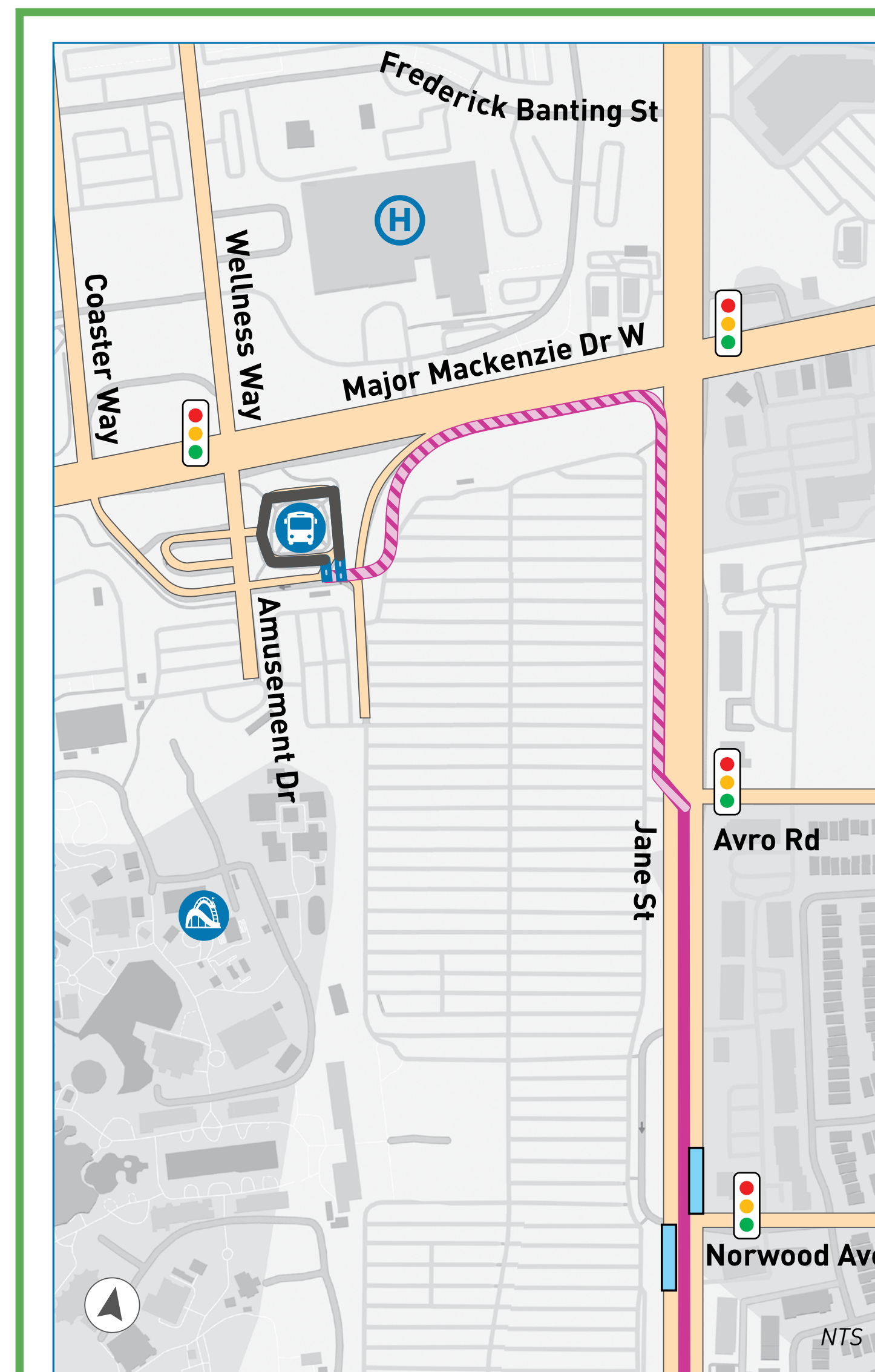
Five options were evaluated and considered for connecting BRT into Major Mackenzie West Bus Terminal



OPTION 1

Mixed Traffic

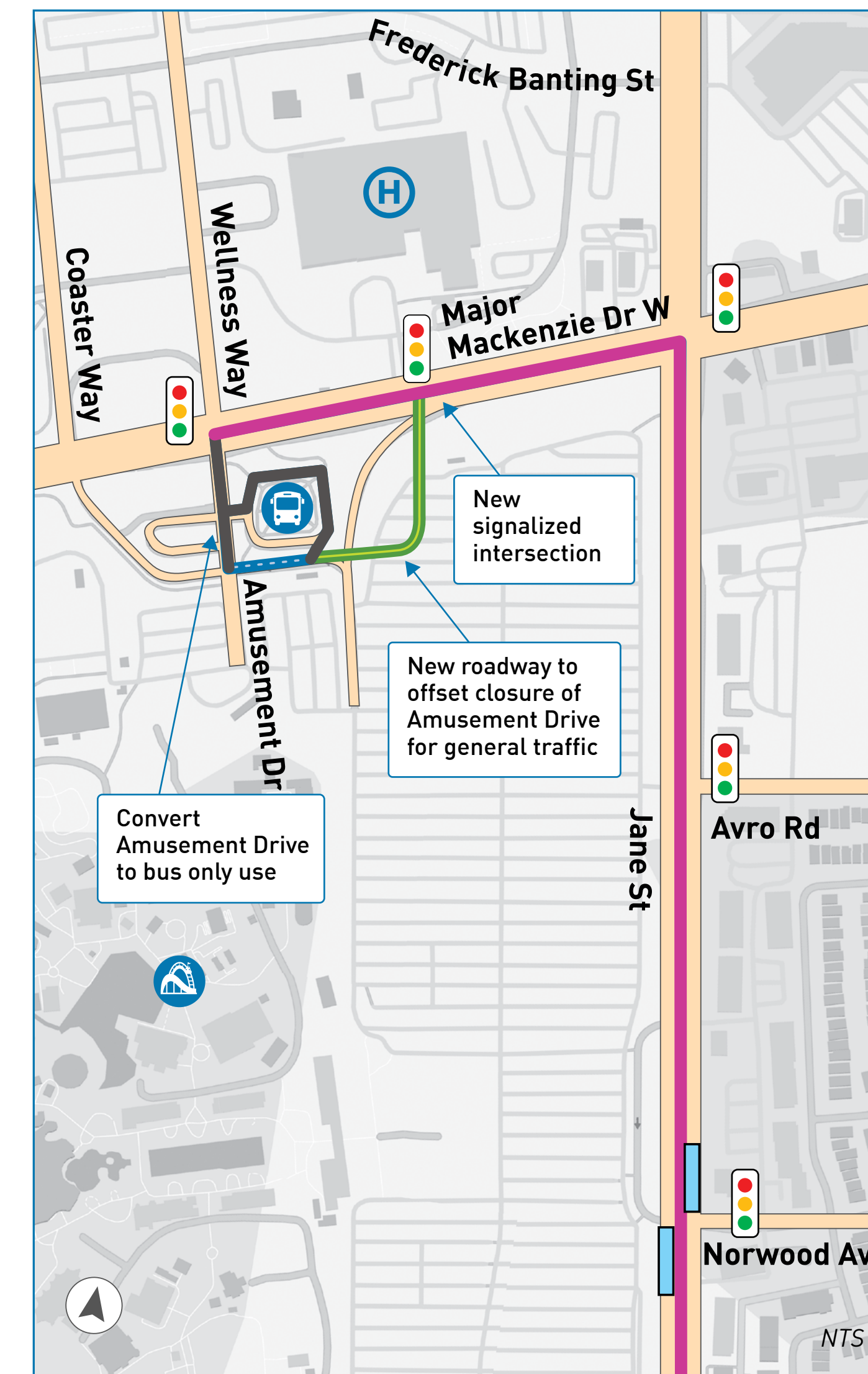
- Long BRT travel time
- Low capital cost
- High operating costs due to mixed traffic service



OPTION 2

Dedicated Rapidway into Terminal

- Short BRT travel time
- Moderate capital cost
- Low operating costs



OPTION 3

BRT in Median with New Roadway

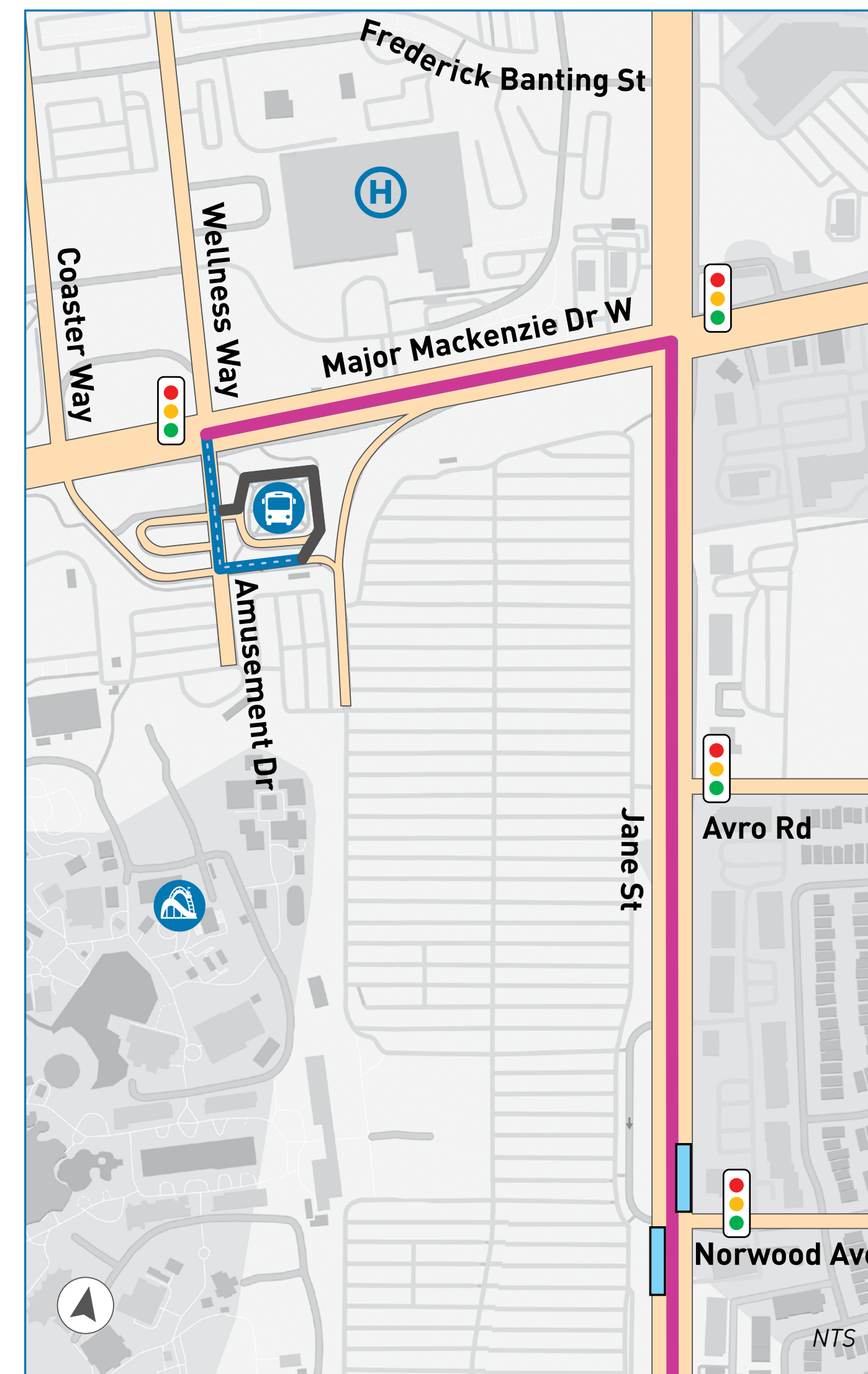
- Moderate BRT travel time
- High capital cost for additional rapidway and road infrastructure
- Moderate operating cost

LEGEND

-  Dedicated Bus Lanes
-  Dedicated Boulevard Bus Lanes
-  Bus in Mixed Traffic
-  Bus Loop
-  Potential BRT Station Platform
-  New Roadway
-  Signalized Intersection
-  Major Mackenzie West Bus Terminal
-  Canada's Wonderland
-  Cortellucci Vaughan Hospital

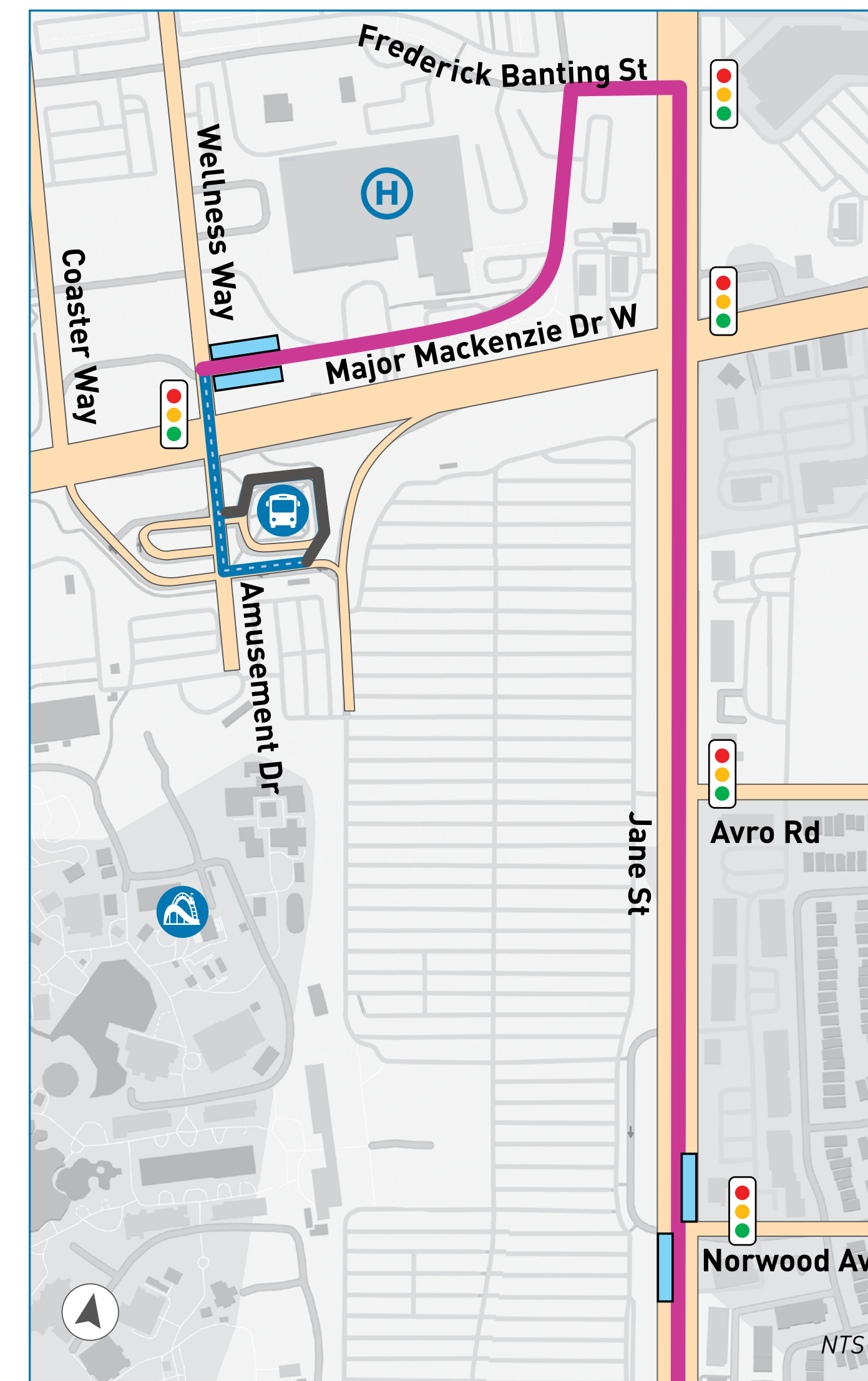
Connecting to Major Mackenzie West Bus Terminal (continued)

Five options were evaluated and considered for connecting BRT into Major Mackenzie West Bus Terminal



OPTION 4 BRT in Median (Alternative)










- Moderate BRT travel time
- High capital cost for additional rapidway infrastructure
- Moderate operating cost



OPTION 5 BRT North to Frederick Banting and through hospital property

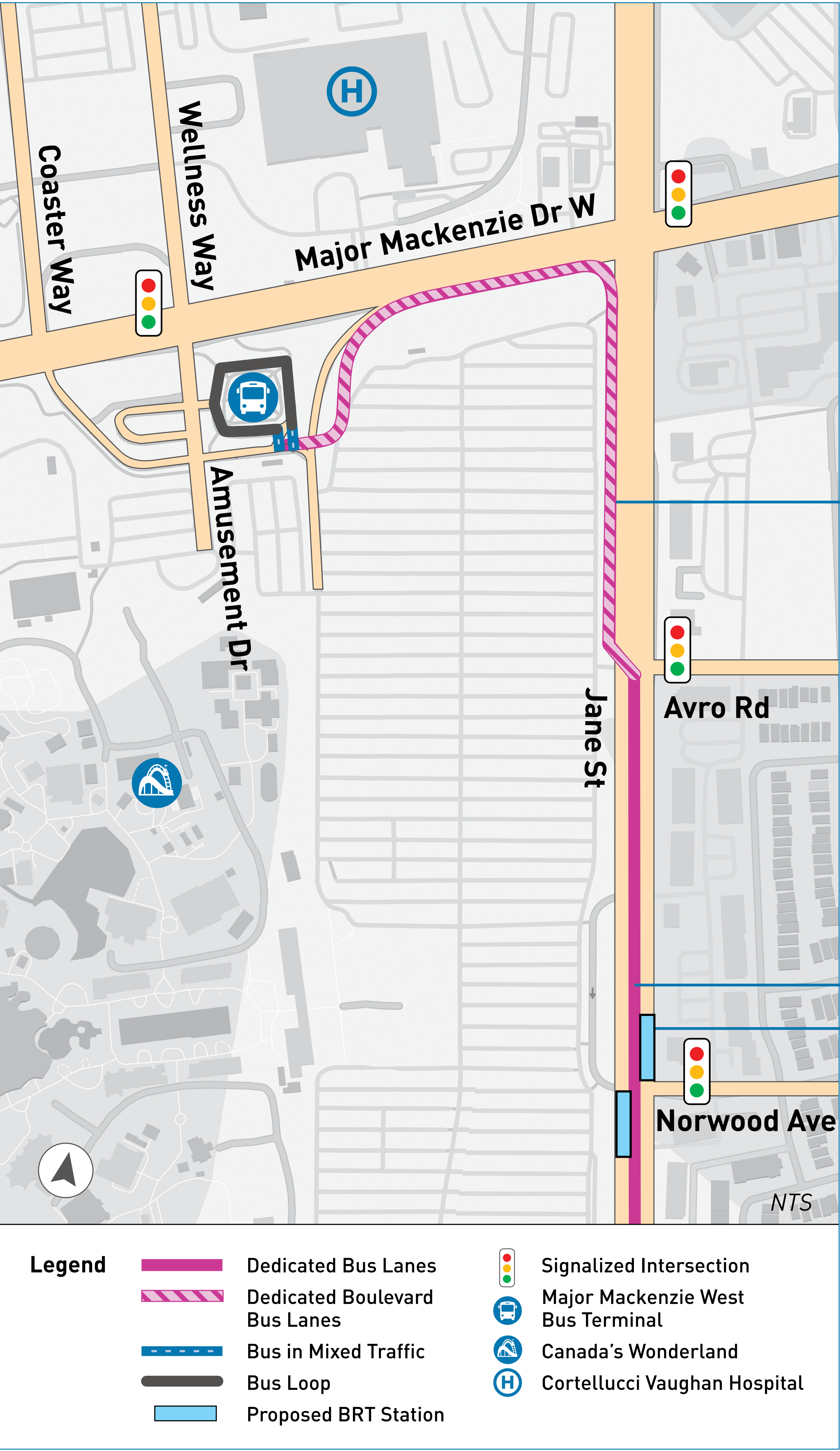
- Very long BRT travel time
- Very high capital cost for additional rapidway infrastructure
- High operating cost due to additional travel distance

LEGEND

-  Dedicated Bus Lanes
-  Dedicated Boulevard Bus Lanes
-  Bus in Mixed Traffic
-  Bus Loop
-  Potential BRT Station Platform
-  Signalized Intersection
-  Major Mackenzie West Bus Terminal
-  Canada's Wonderland
-  Cortellucci Vaughan Hospital

Major Mackenzie West Bus Terminal Preferred Option

Supported by technical analysis, **Option 2 with Dedicated Rapidway into Terminal**, is the preferred way of connecting Jane Street BRT to Major Mackenzie West Bus Terminal.



Route Description

- Jane Street BRT would run to and from Major Mackenzie West Bus Terminal in dedicated rapidway lanes
- The dedicated boulevard rapidway would be on the south boulevard of Major Mackenzie Drive, between the terminal and Jane Street
- The rapidway would transition from dedicated boulevard lanes on the west side of Jane Street, to a median rapidway at Avro Road, continuing south
- On-street BRT station at Norwood Avenue



Dedicated Boulevard Rapidway Lanes



Dedicated Median Rapidway Lanes



Proposed Median BRT Station

Share your feedback!



Major Mackenzie West Bus Terminal Preferred Option



Major Mackenzie West Bus Terminal. Source: YRRTC.

Key Benefits



Travel Time and Reliability

- Route bypasses the busy Major Mackenzie Drive and Jane Street intersection, improving travel time and reliability of BRT service



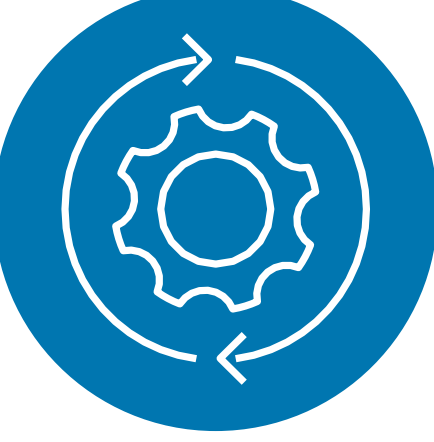
Existing Infrastructure

- Preserves recently constructed infrastructure, and reduces construction disruption



Safety

- Pedestrian safety is enhanced due to additional separation



Future Service

- Does not preclude future BRT service on Major Mackenzie Drive

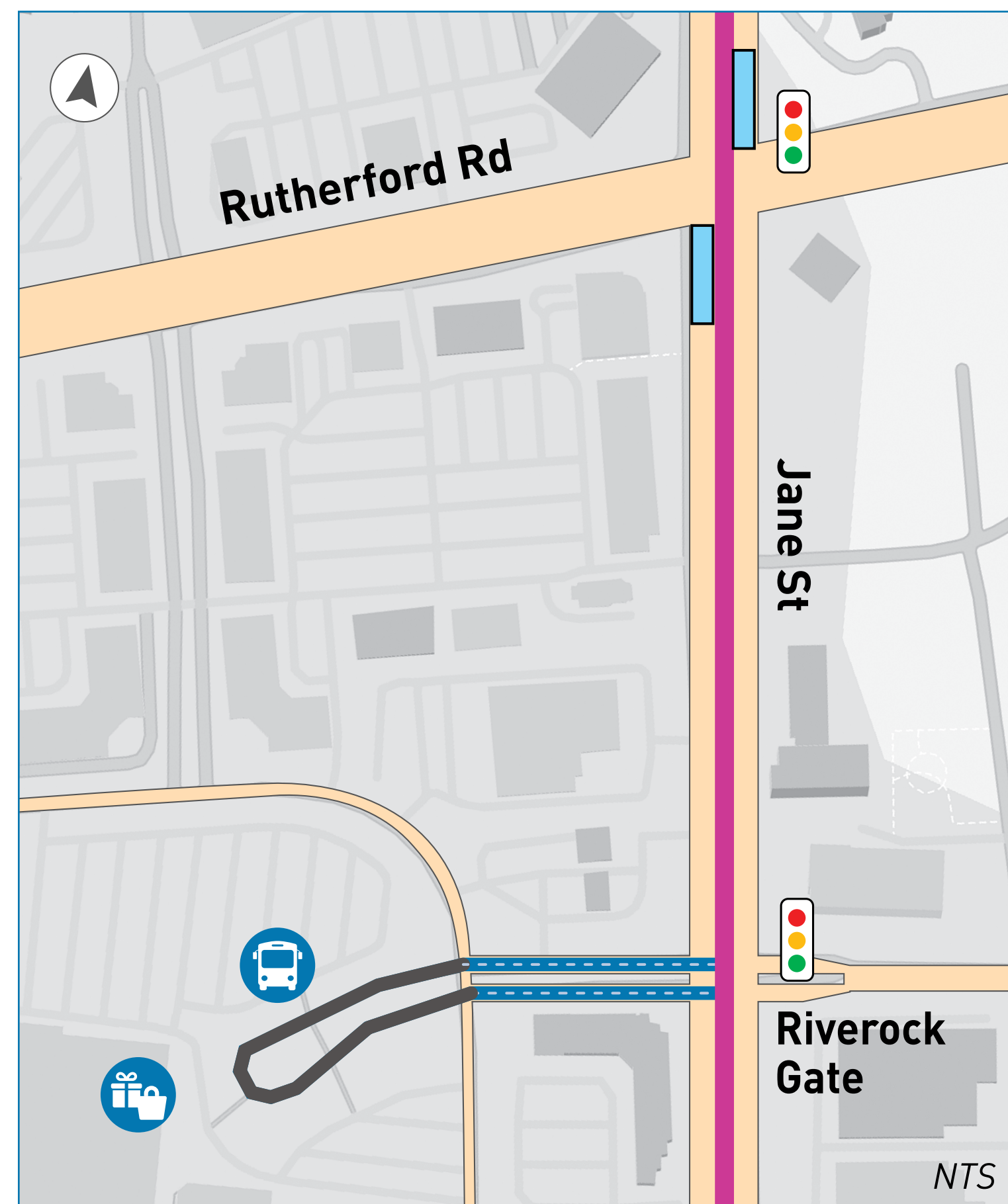


Access

- Continued access to Cortellucci Vaughan Hospital via existing pedestrian tunnel

Connecting to Vaughan Mills Bus Terminal

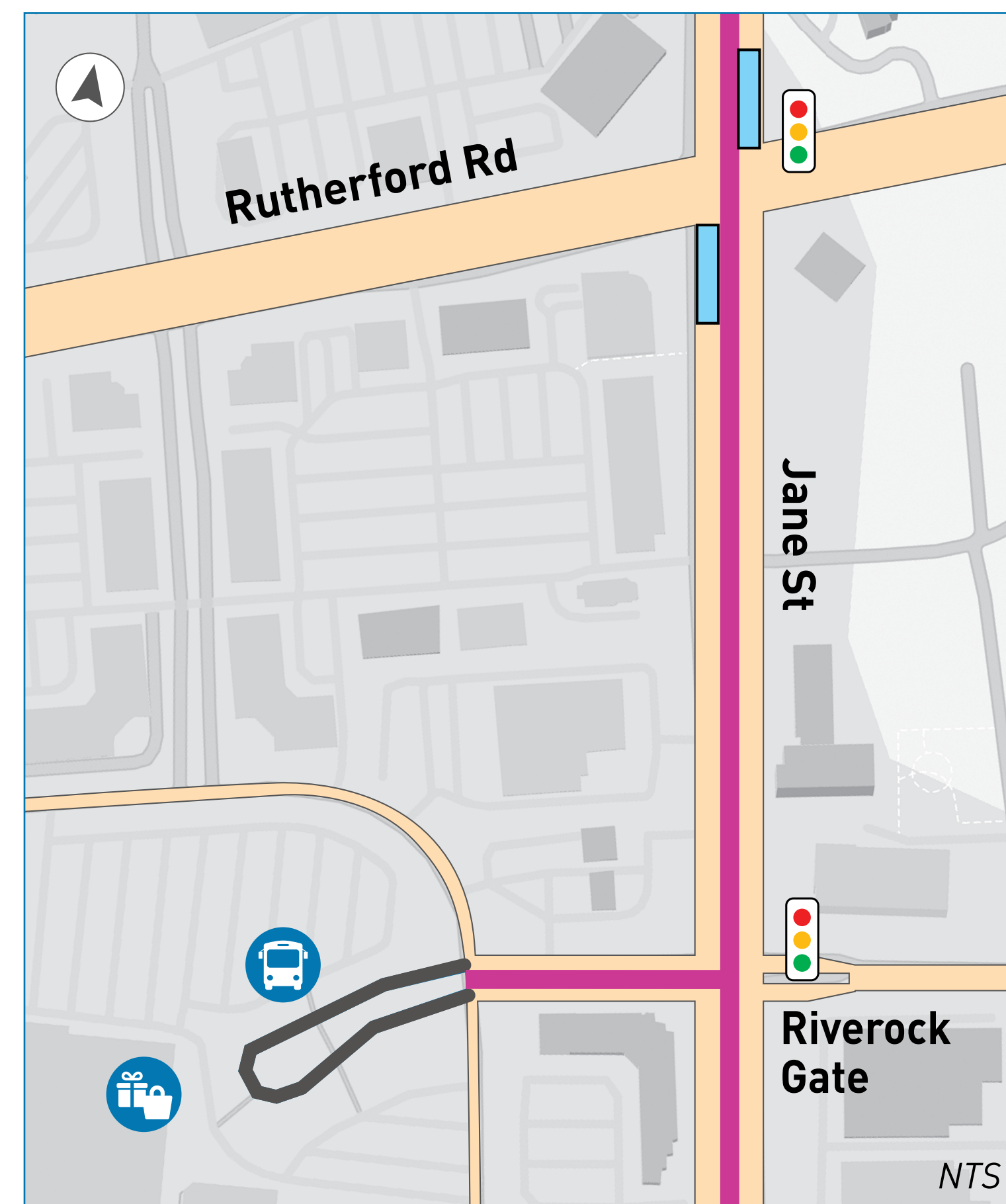
Three options were evaluated and considered for connecting BRT to Vaughan Mills Bus Terminal



OPTION 1

Mixed Traffic on Riverrock Gate to Vaughan Mills Bus Terminal

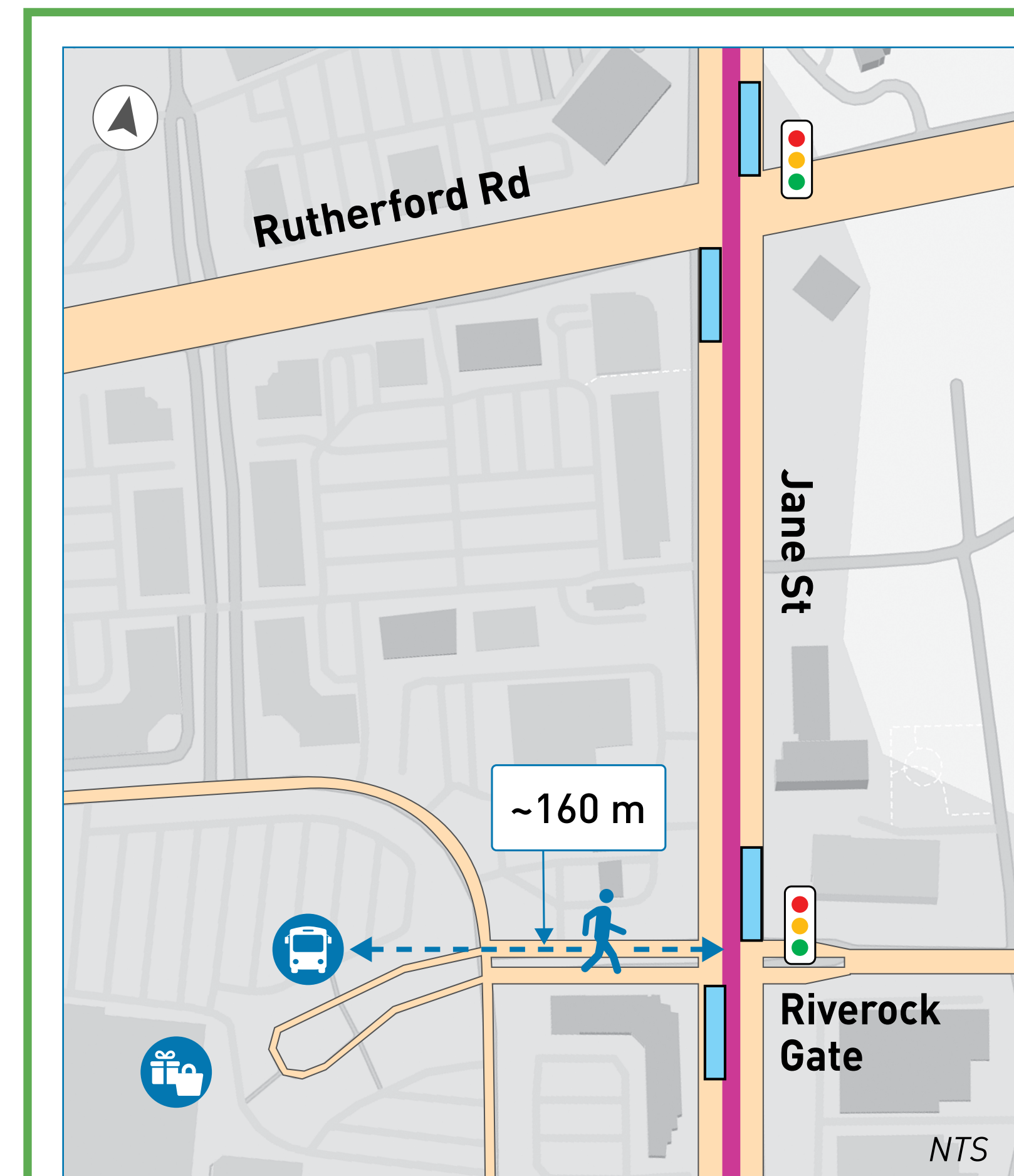
- Long BRT travel time as vehicles transition from and to median rapidway lanes to and from Riverrock Gate
- Lowest capital cost
- High operating cost due to mixed traffic service
- Capacity constraints within the terminal



OPTION 2

Dedicated Rapidway on Riverrock Gate to Vaughan Mills Bus Terminal

- Moderate BRT travel time
- High capital cost for additional rapidway infrastructure on Riverrock Gate
- Moderate operating cost
- Moderate property impacts along Riverrock Gate to accommodate rapidway lanes
- Capacity constraints within the terminal











OPTION 3

BRT Remains on Jane Street

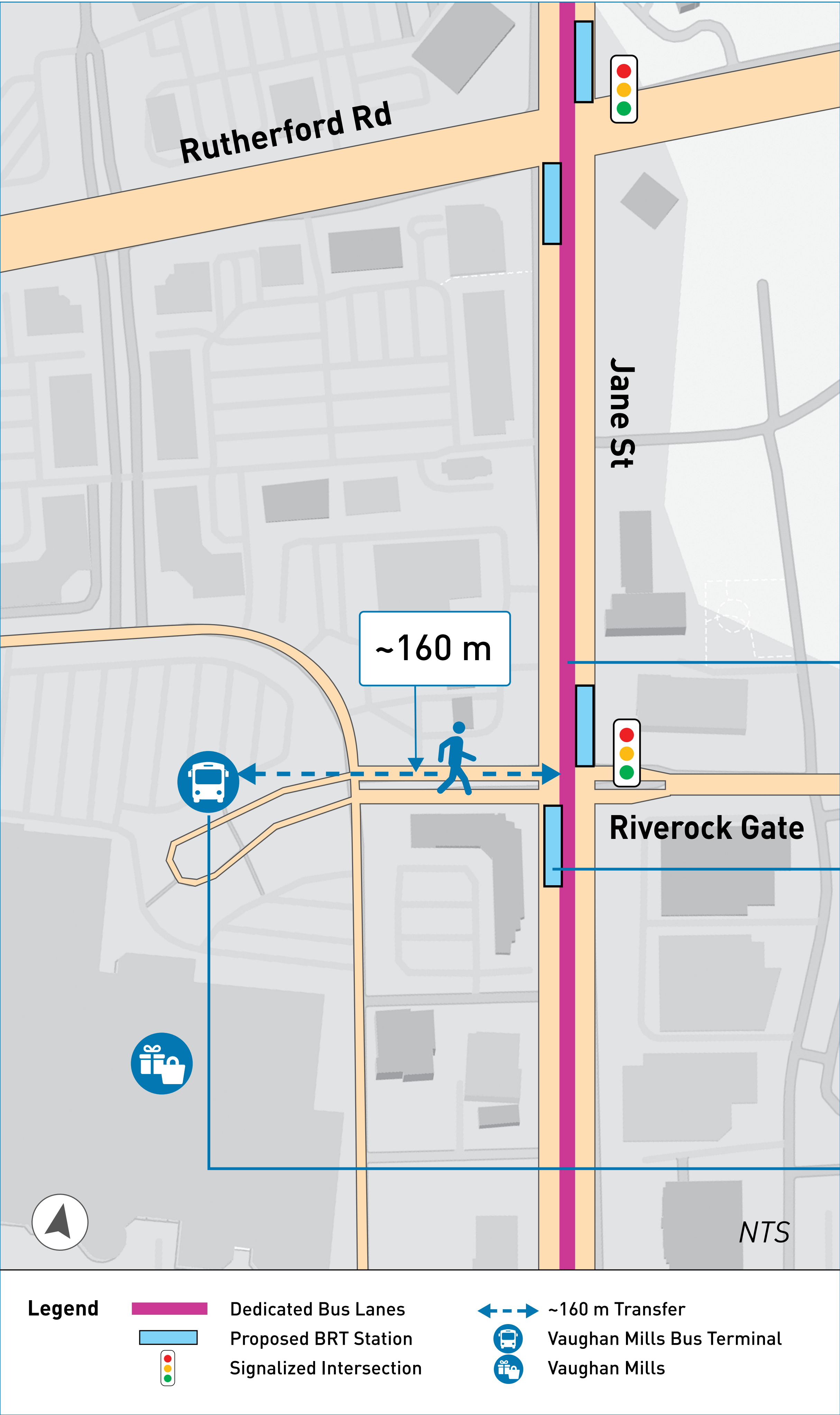
- Shortest BRT travel time
- Moderate capital cost for new BRT station
- Lowest operating cost
- Requires a ~160 m transfer for passengers between BRT station and Vaughan Mills Bus Terminal

LEGEND

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

Vaughan Mills Bus Terminal Preferred Option

Supported by technical analysis, **Option 3, where BRT Remains on Jane Street** with an on-street station, is the preferred way of servicing the area.



Route Description

- Median rapidway lanes continue along Jane Street
- Route would service the bus terminal with on-street station at Riverrock Gate and Jane Street
- ~160 m transfer to bus terminal

Design options for the pedestrian and cycling transfer are being reviewed to improve connectivity



Dedicated Median Rapidway Lanes



Proposed Median BRT Station



Vaughan Mills Bus Terminal

Share your feedback!



We want to know what amenities would improve your walking or cycling experience between the BRT station platform and the bus terminal



Vaughan Mills Bus Terminal Preferred Option



Vaughan Mills Bus Terminal. Source: YRRTC.

Key Benefits



Travel Time and Reliability

- Services an on-street station, improving travel time and reliability of BRT service
- Simpler traffic signal phasing minimizes delays for all road users



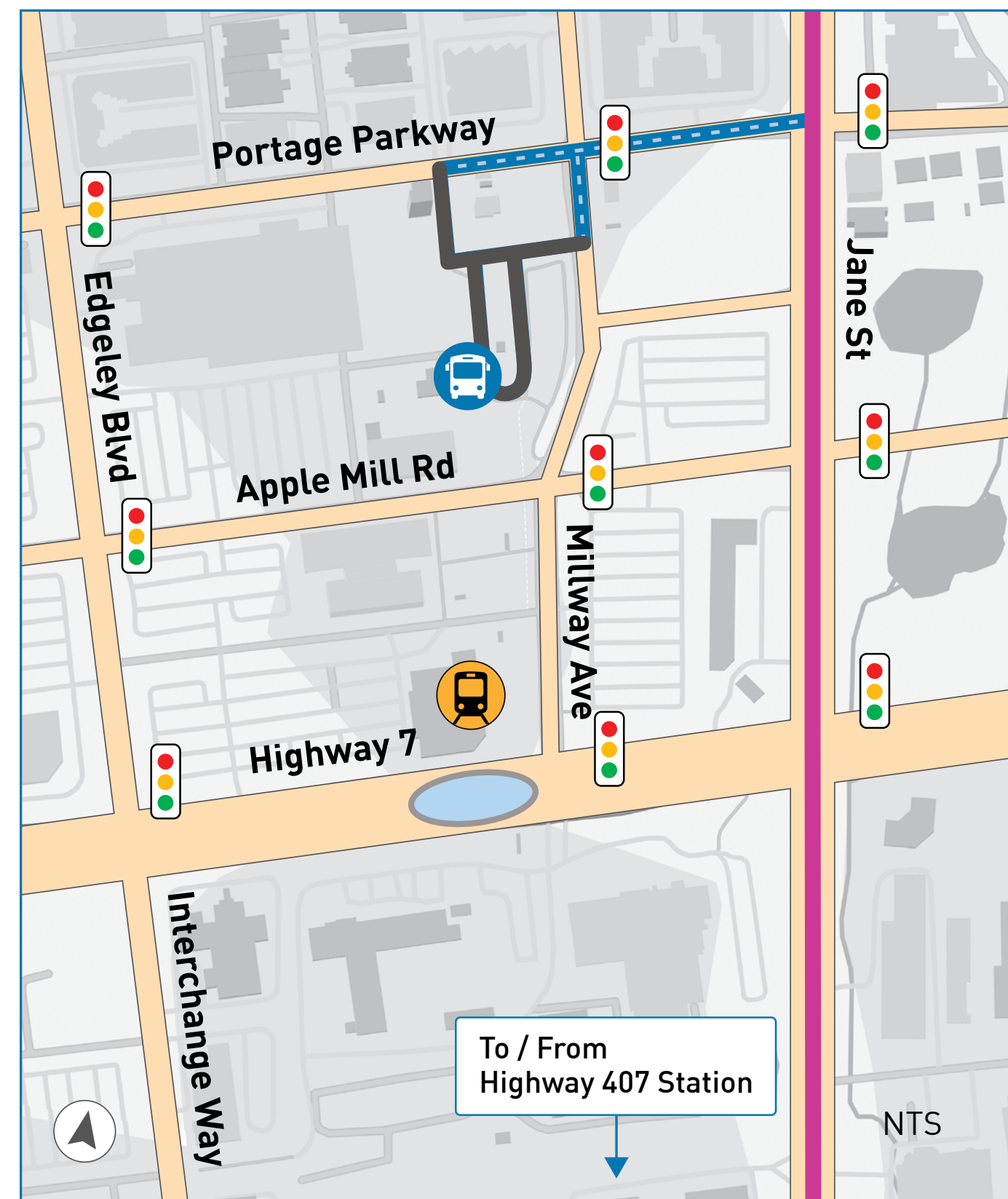
Access

- Improved access to BRT for communities east of Jane Street



Connecting to SmartVMC Bus Terminal

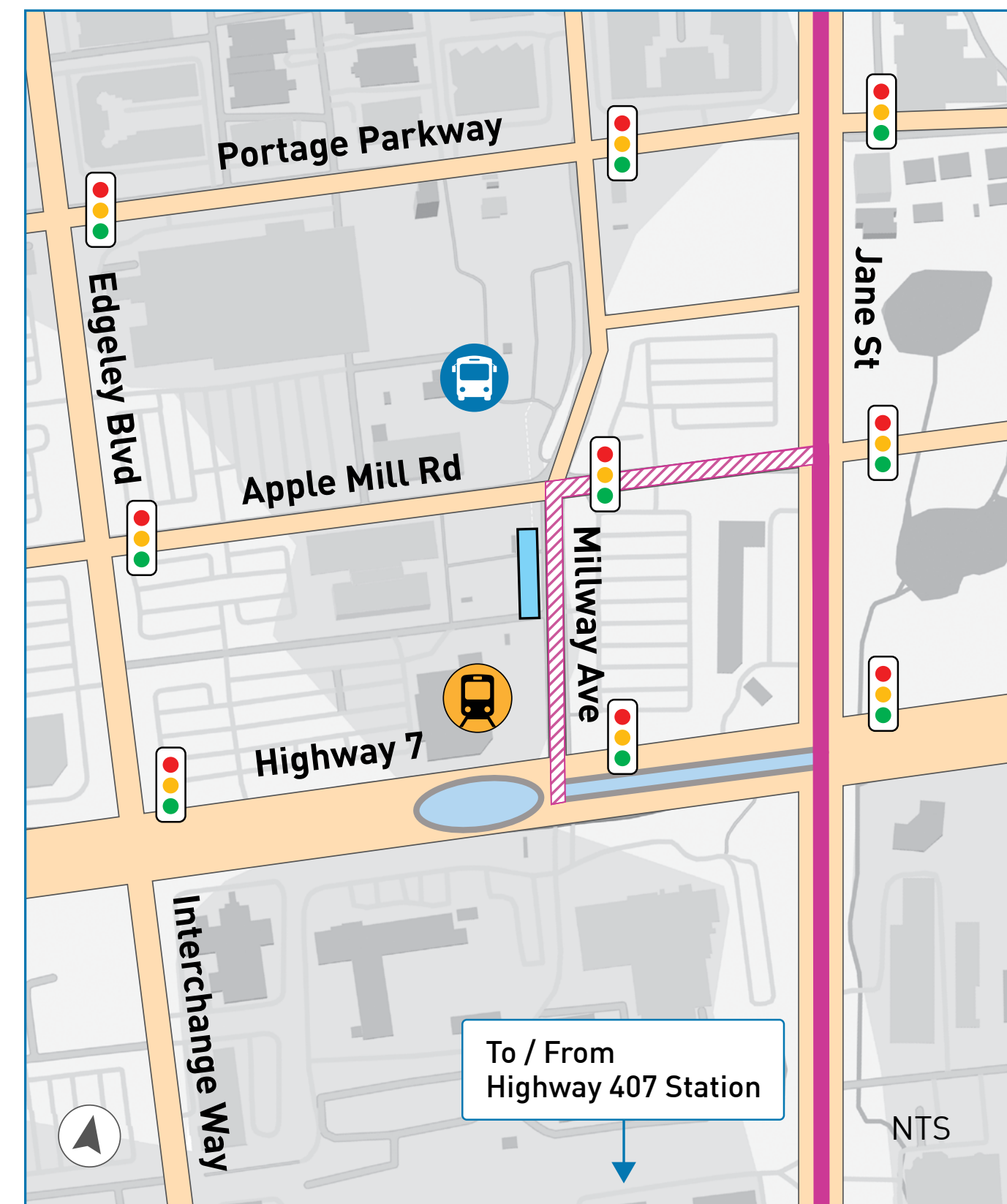
Five options were evaluated and considered to connect BRT to SmartVMC Bus Terminal



OPTION 1

Mixed Traffic to SmartVMC Bus terminal

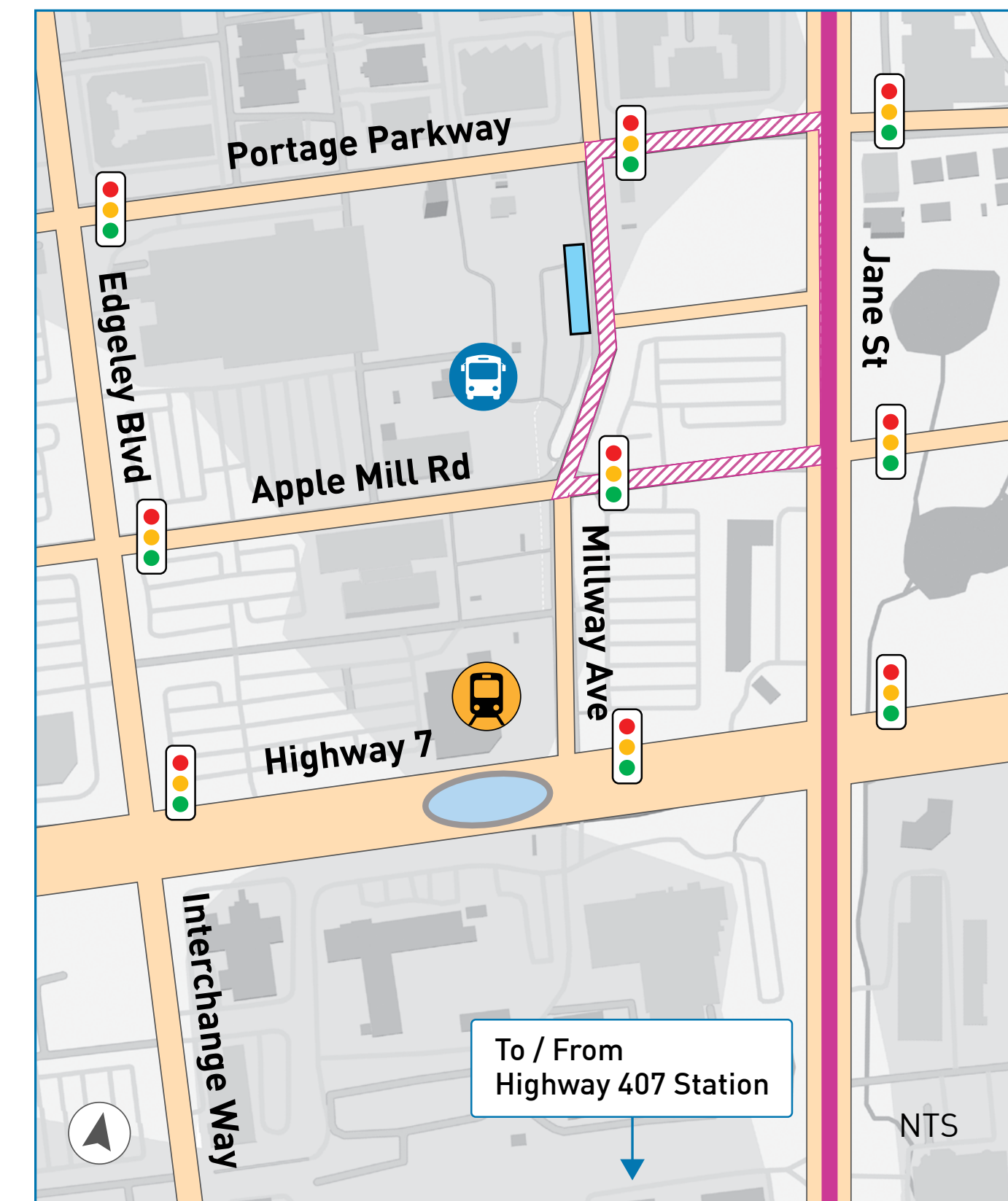
- Moderate BRT travel time
- Moderate capital cost
- High operating cost due to mixed traffic service
- Direct transfers to SmartVMC Bus Terminal and good access to destinations



OPTION 2

One-Way BRT Apple Mill Loop

- Moderate BRT travel time and good access to destinations
- High capital cost
- Moderate operating cost due to one-way loops and additional turns
- Moderate transfer distances to connecting services









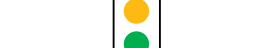



OPTION 3

One-Way Portage Parkway Loop

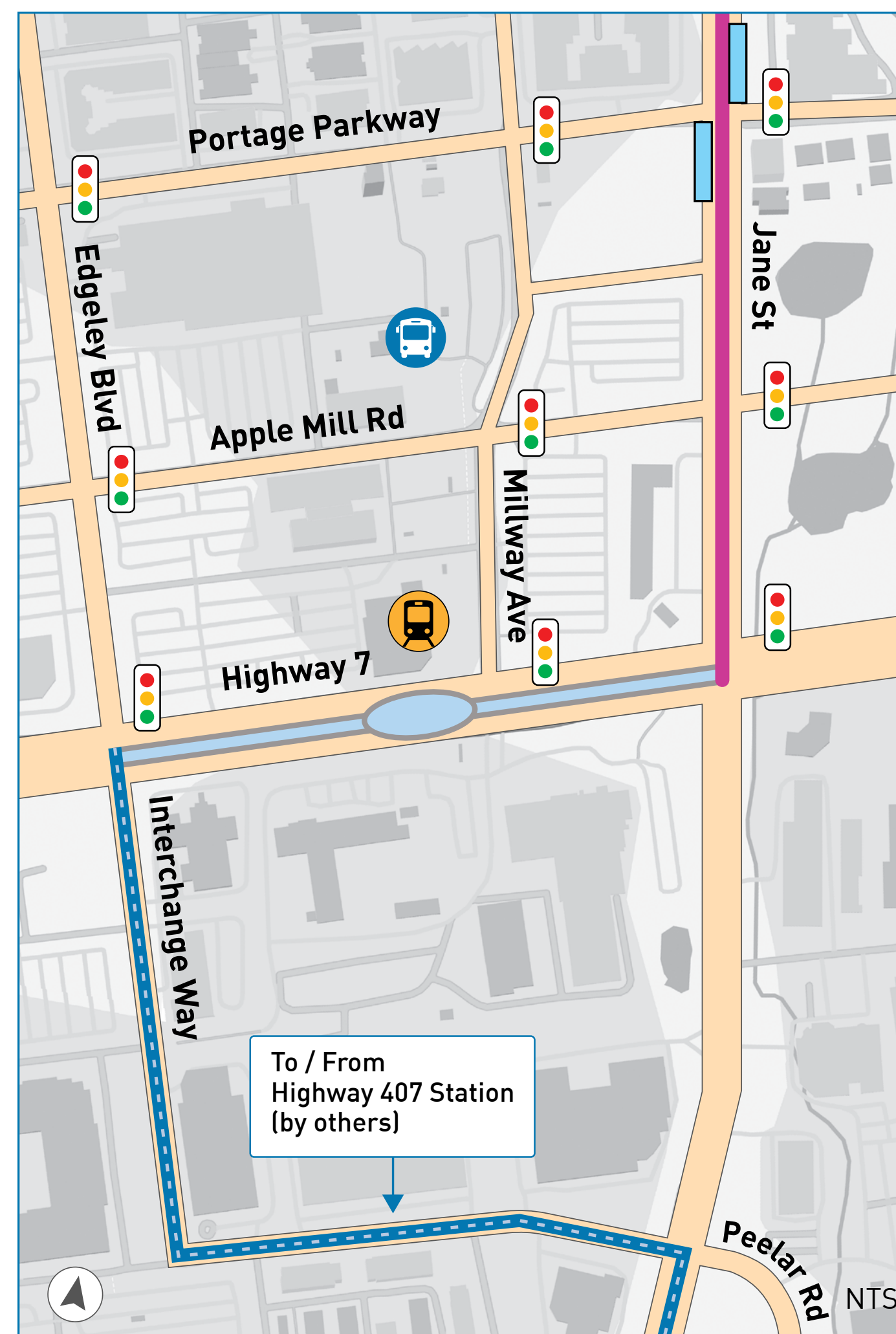
- Moderate BRT travel time and good access to destinations
- High capital cost
- Moderate operating cost due to one-way loops and additional turns
- Moderate transfer distances to connecting services

LEGEND

-  Dedicated Bus Lanes
-  Bus in Mixed Traffic
-  One-Way Dedicated Bus Lane
-  Bus Loop
-  Potential BRT Station Platform
-  Existing Bus Lanes
-  Existing BRT Station
-  Signalized Intersection
-  SmartVMC Bus Terminal
-  Line 1 VMC Subway Station

Connecting to SmartVMC Bus Terminal (continued)

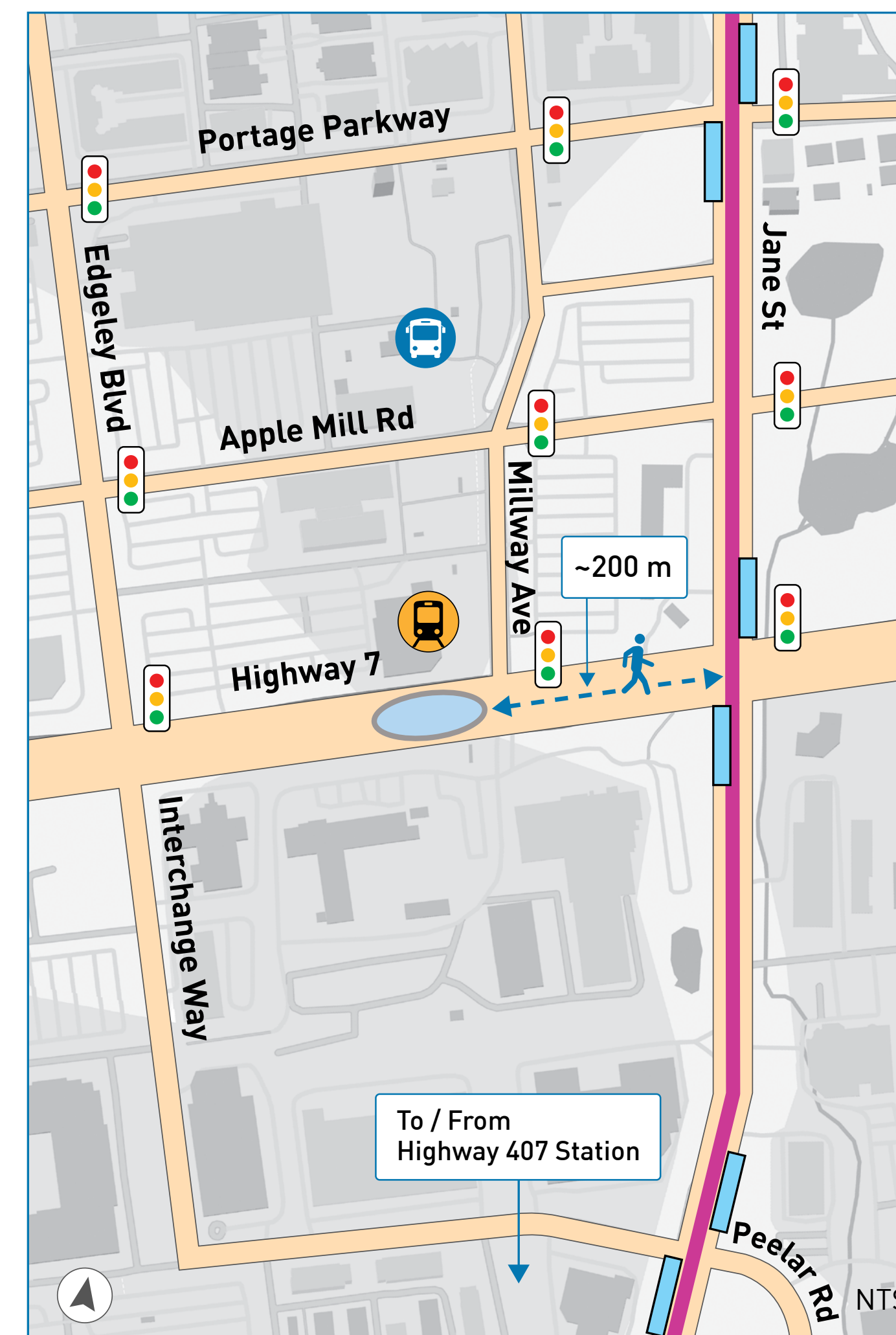
Five options were evaluated and considered to connect BRT to SmartVMC Bus Terminal



OPTION 4

Existing Highway 7 BRT Infrastructure

- Long BRT travel time with long mixed traffic segment along Interchange Way
- Moderate capital cost
- Moderate operating cost













OPTION 5 - remains under review

BRT Remains on Jane Street

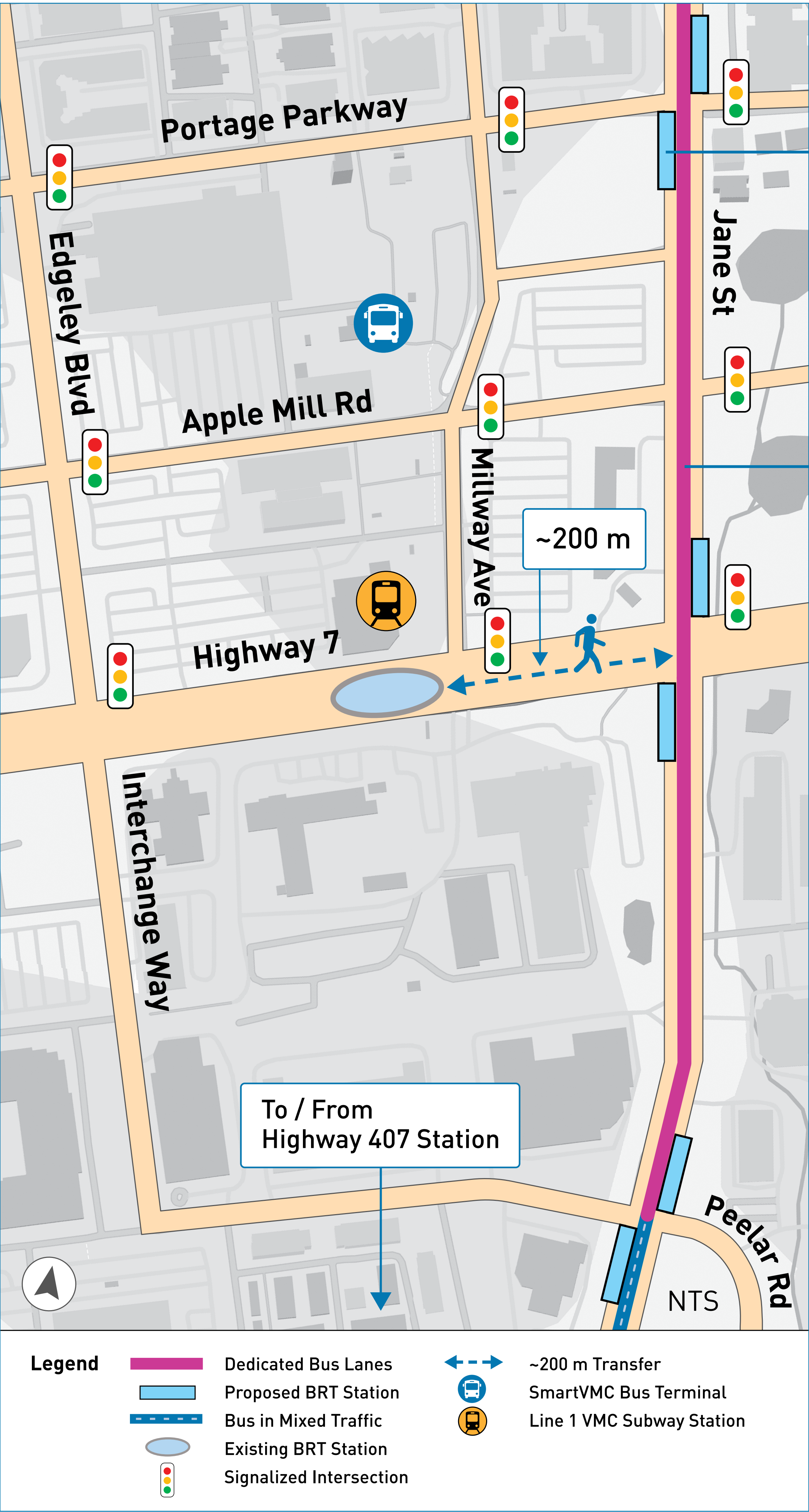
- Shortest BRT travel time with direct route along Jane Street
- Moderate capital cost
- Low operating cost
- No impact on SmartVMC Bus Terminal
- Requires a ~200 m transfer for passengers between Jane Street BRT station and existing Highway 7 VMC BRT Station

LEGEND

-  Dedicated Bus Lanes
-  Bus in Mixed Traffic
-  One-Way Dedicated Bus Lane
-  Potential BRT Station Platform
-  Existing Bus Lanes
-  Existing BRT Station
-  Signalized Intersection
-  ~200 m transfer
-  SmartVMC Bus Terminal
-  Line 1 VMC Subway Station

SmartVMC Bus Terminal Connection

Planning and evaluation of conceptual design options for enhancing connectivity remain under review.
Final preferred option to be presented at Open House #3.



Proposed Median BRT Station



Dedicated Median Rapidway Lanes

Route Description

- On-street BRT station at Portage Parkway
- Median rapidway lanes along Jane Street, north of Interchange Way
- Route continues in mixed traffic south of Interchange Way to service Highway 407 Bus Terminal
- Requires a ~200 m transfer for passengers between BRT station and VMC

Design options for the pedestrian and cycling transfer are being reviewed to improve connectivity

Key Benefits

Travel Time and Reliability

- Services an on-street station, improving travel time and reliability of BRT service
- Simpler traffic signal phasing minimizes delays for all road users

Share your feedback!



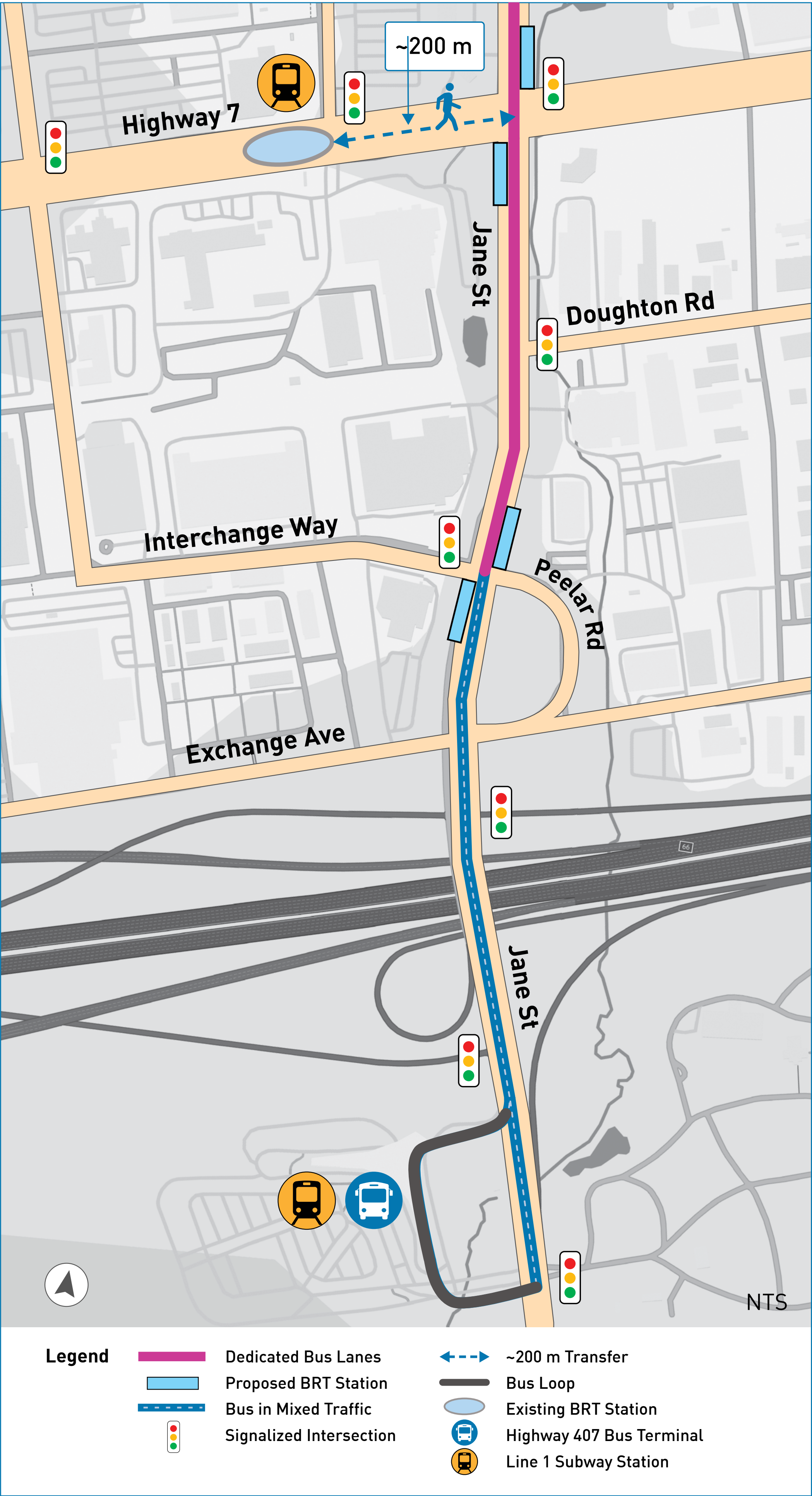
We want to know what amenities would improve your walking or cycling experience between the BRT station platform and the bus terminal



Servicing Highway 407 Bus Terminal



Highway 407 Bus Terminal. Source: YRRTC.



Key Connections

- The terminus for the Jane Street BRT would be the Highway 407 Bus Terminal. The BRT would operate in mixed traffic south of Interchange Way. This terminal provides connections to:
 - YRT
 - GO Transit
 - TTC Subway
 - Ontario Northland

Proposed BRT Station Locations

The proposed Jane Street BRT station locations were identified based on:



Transit ridership projections



Connectivity to:

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



BRT station coverage



Expanding access to underserved communities



Public, stakeholder, and agency comments



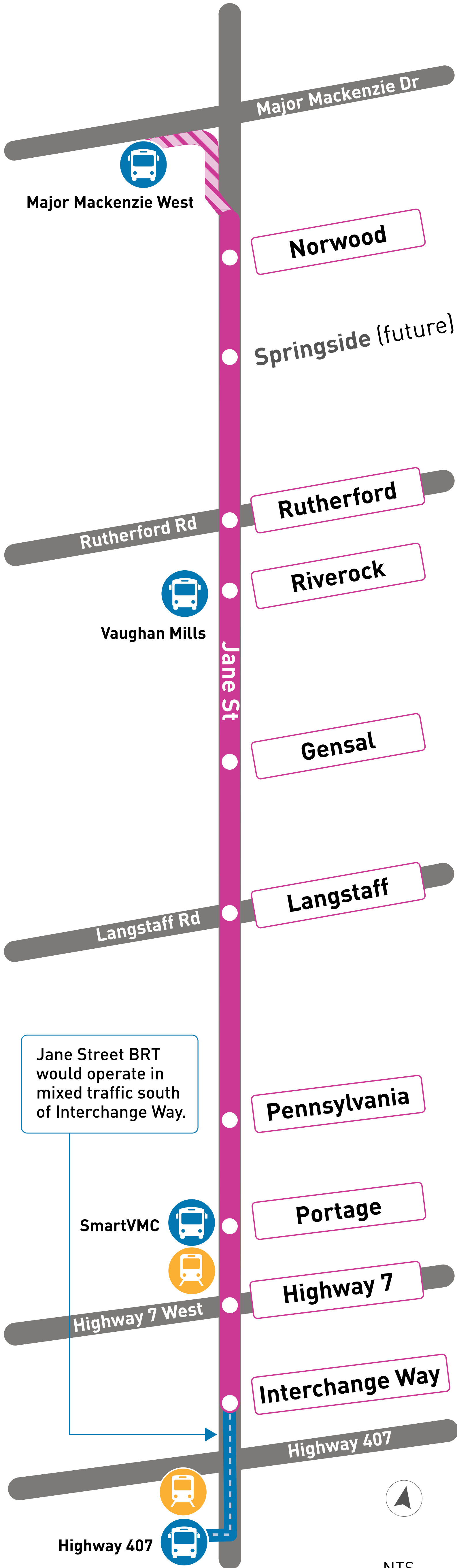
9 new stations

1 future protected station

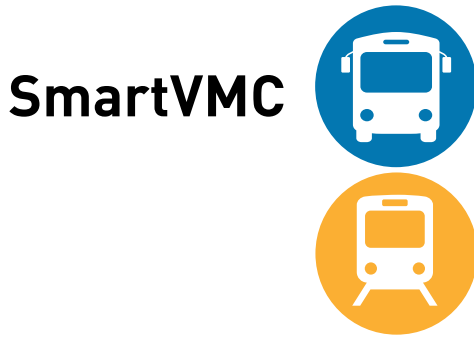
4 bus terminals



Share your feedback!



Jane Street BRT would operate in mixed traffic south of Interchange Way.



Highway 7 West

Highway 407

- Legend
- Bus Terminal
 - TTC Subway
 - Mixed Traffic
 - Dedicated Bus Lanes
 - Dedicated Boulevard Bus Lanes

Note: Station names are not final.

BRT Station Concept



This rendering is for illustrative purposes only and may not accurately represent the final design, materials, colours, or layout.

Jane Street BRT stations will be designed to address today’s needs with future flexibility, prioritizing safety and incorporating key features from existing rapidway stations, including:



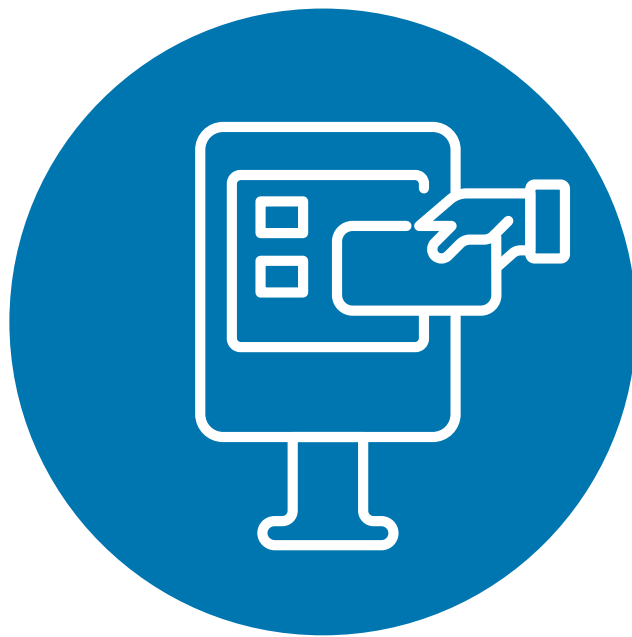
Real-time passenger information displays



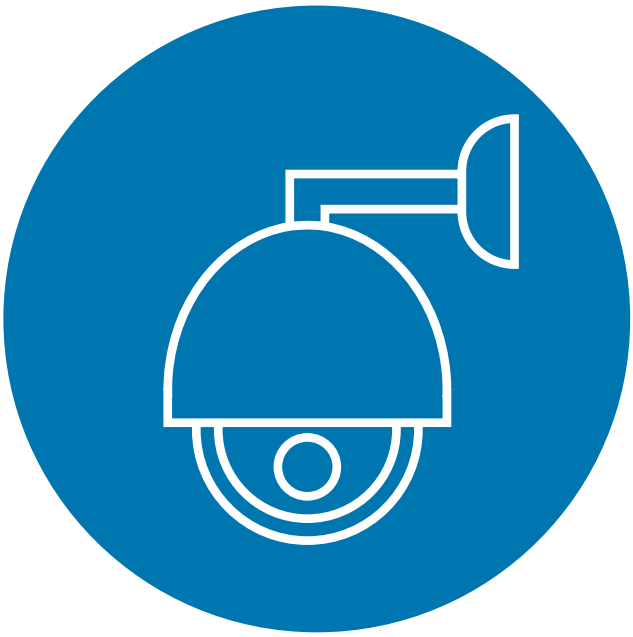
Emergency call buttons



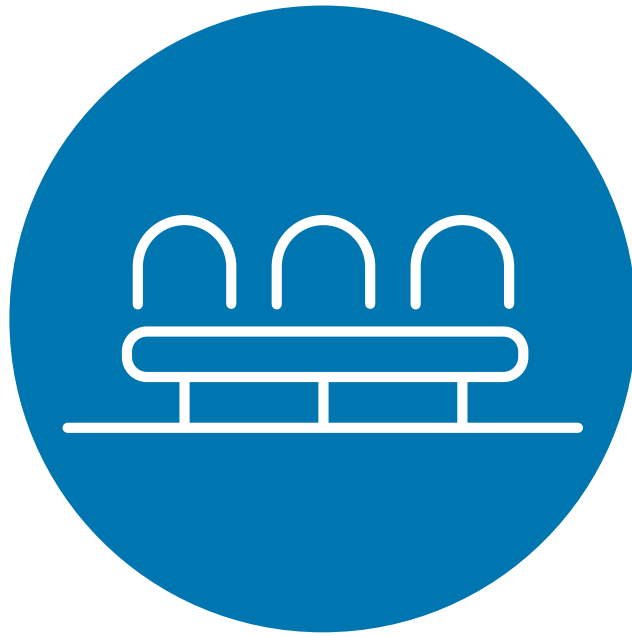
Lighting and heated enclosure



Off-board fare collection advancements



Security surveillance and public address system

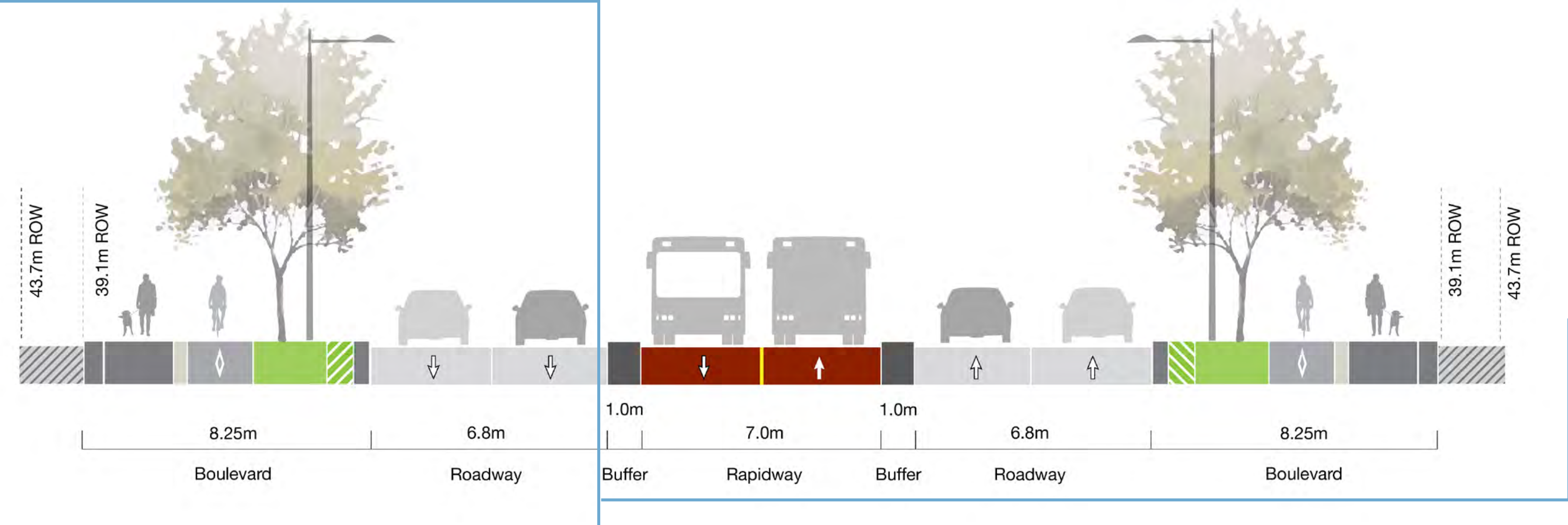


Seating

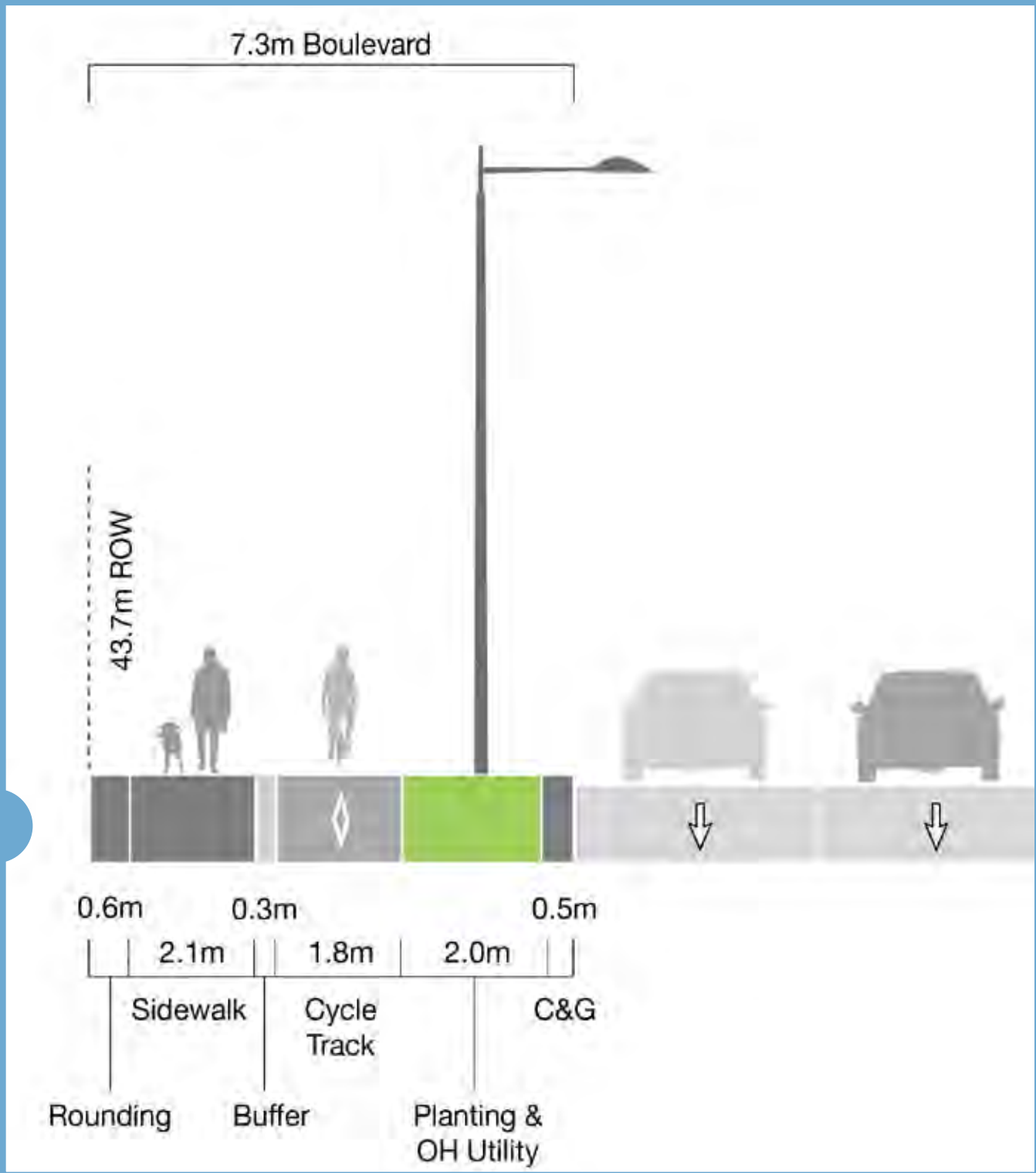
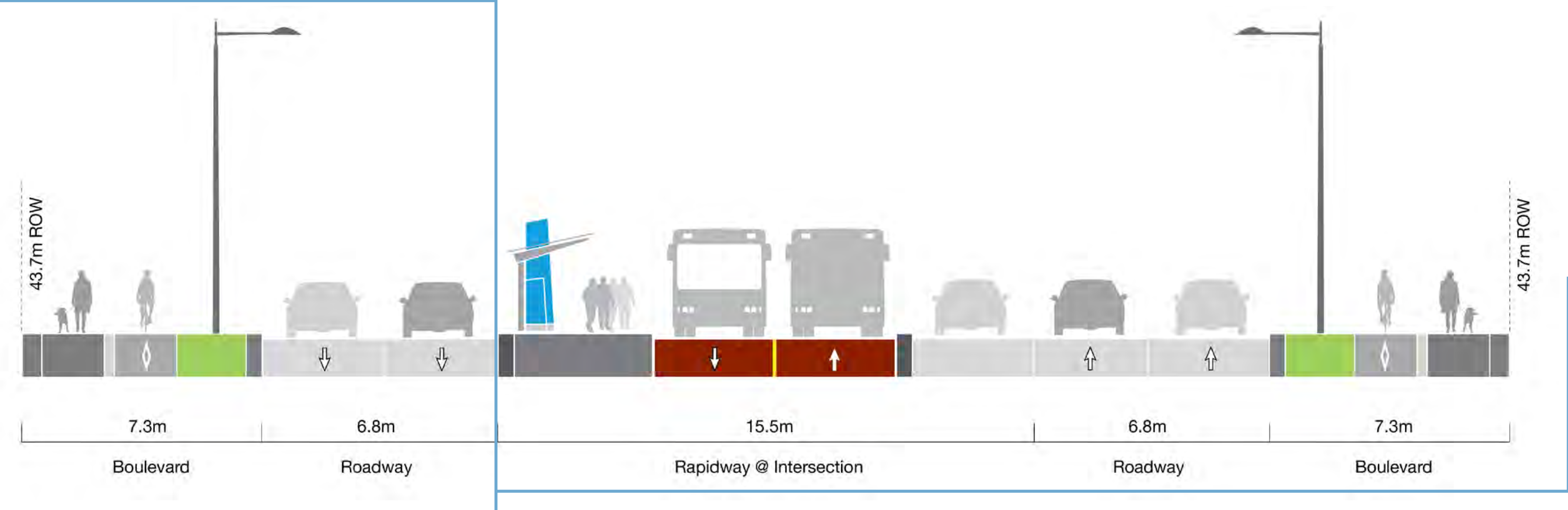
Streetscape Vision

Along the Jane Street BRT corridor, pedestrian and cycling facilities will be located in the boulevard. The boulevard also holds space for local YRT bus stops, utilities, and landscaping.

Preferred Boulevard at Midblock



Preferred Boulevard at Intersections with Stations



Property Acquisition

To make space for 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



Design options are carefully reviewed to minimize impacts on property owners

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.

Next Steps and Study Schedule



What Happens Next?

- Refine preliminary design with input from Open House #2.
- Complete impact assessment analysis for environmental studies.
- Present potential impacts, mitigation strategies, and preliminary design at Open House #3.



What happens after TRPAP completion?

Completion of the TRPAP moves this project one step closer to shovel readiness to secure capital funding. Funding from senior levels of government is required to advance the Jane Street BRT project. York Region and York Region Rapid Transit Corporation continue to advocate for this funding.

Your Feedback Matters



Your Feedback Matters!

Your input is essential in shaping the future of transit on Jane Street, helping to create a more accessible and efficient transit system for all. By sharing your insights, you're helping shape design options that will 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



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