

Online Open House

Jane Street

Municipal Class Environmental Assessment Study
Teston Road to Kirby Road, City of Vaughan

September 15 to October 14, 2025



Study Area and Objectives



Study area

York Region is undertaking a transportation **Environmental Assessment (EA) Study** for improvements to Jane Street from Teston Road to Kirby Road in the City of Vaughan.

Study objectives

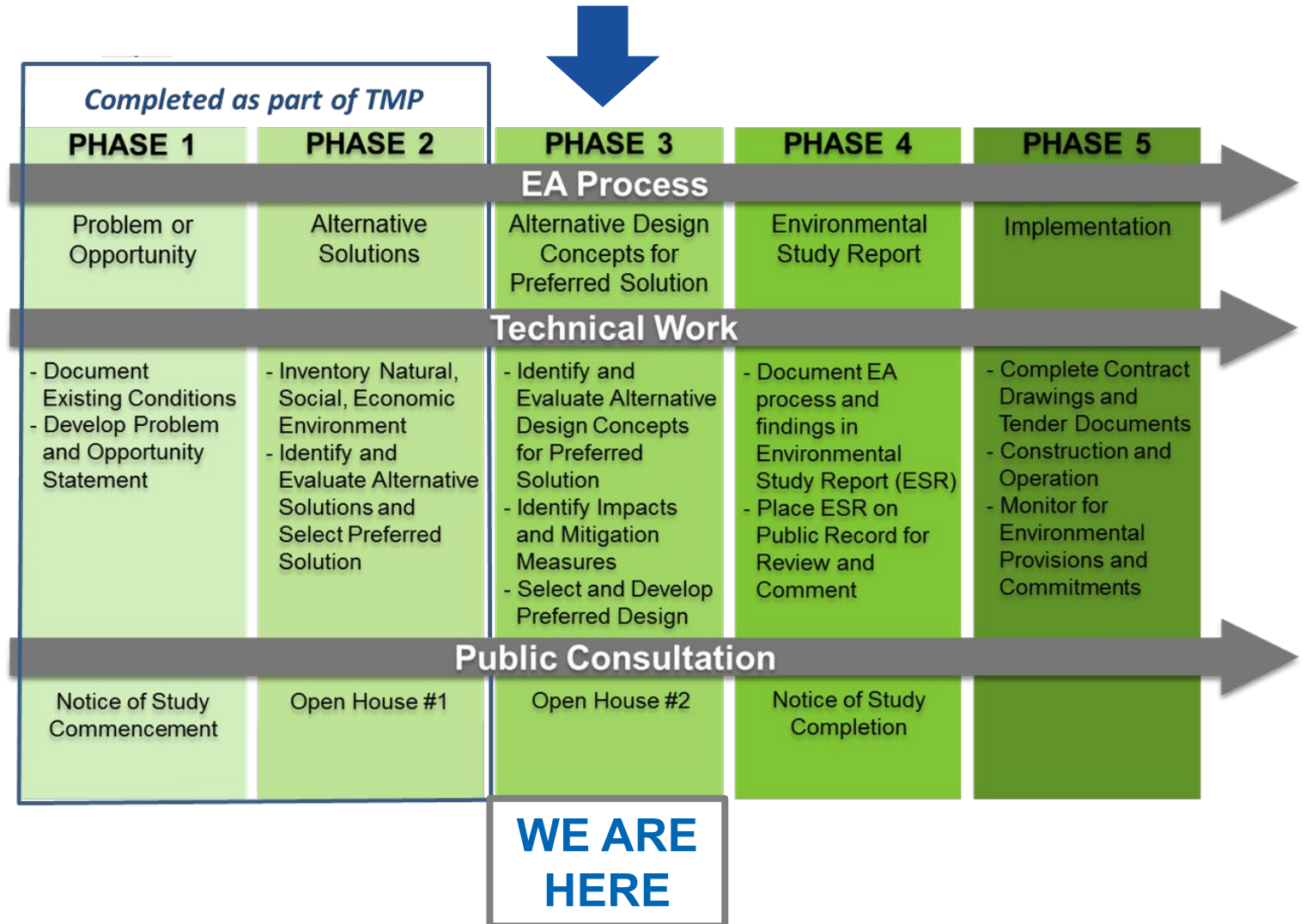
-  To accommodate current and future transportation needs for all modes (pedestrians, cyclists, transit users and motorists).
-  To supplement the findings of the 2022 York Region Transportation Master Plan (TMP).

Municipal Class EA Process

EA process

An **EA** is a planning and approval process for municipal infrastructure projects, legislated by the *Ontario Environmental Assessment Act*. This EA study is being conducted as a Schedule 'C' project under the Municipal Class EA document (2023) and incorporates the Region's Transportation Master Plan (TMP) process.

This study is currently in phase 3 – alternative design concepts for the preferred solution of the EA process.



Study Area Context



The EA study area is along Jane Street from Teston Road to Kirby Road in the City of Vaughan. The study area is approximately 2 kilometres in length.

Key features



Residential, industrial, agricultural and natural land use adjacent to Jane Street.



Two-lane rural arterial road with paved shoulders. Posted speed of 60 to 70 km/h.



Traffic signals at Teston Road, McGown Road, and Kirby Road intersections.



~500 metres of sidewalk on east side of Jane Street north of Teston Road.



No cycling facilities.



Planned future development and street network (Block 34E and Block 27 lands).



Improvements to Kirby Road to eliminate the offset intersections at Jane Street (*by the City of Vaughan*).



Future Trans-Canada Pipeline Trail. Users will cross at the nearest signalized intersection.

Planning Policy Context

Key planning documents that set the framework for the study include:

The [Region's 2022 Official Plan](#) designates a right-of-way width of up to 41 metres for Jane Street within the study area.

The [Region's 2022 Transportation Master Plan \(TMP\)](#) informed and addressed phases 1 and 2 of the EA process for the Jane Street EA study. The Region's TMP identified the need for road improvements on Jane Street subject to further study, including consideration of:

- Widening up to four lanes
- Active Transportation improvements
- Urbanization
- Intersection and turning improvements
- Capacity improvements



Land Use and Future Development

Prestige employment areas and low-rise residential on the west of Jane Street.

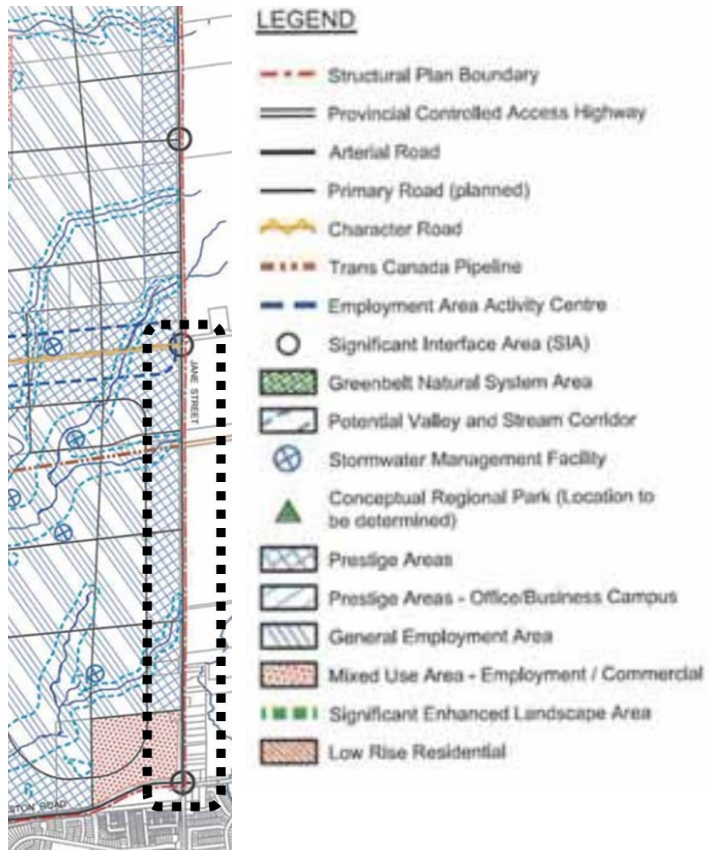


Image source: Highway 400 North Employment Lands Secondary Plan – Schedule 2D to OPA 450
Employment Area (Highway 400 North) Land Use Plan

Low-rise mixed use which permits residential and retail uses (with conditions), and natural areas on the east side of Jane Street (Block 27 Secondary Plan).

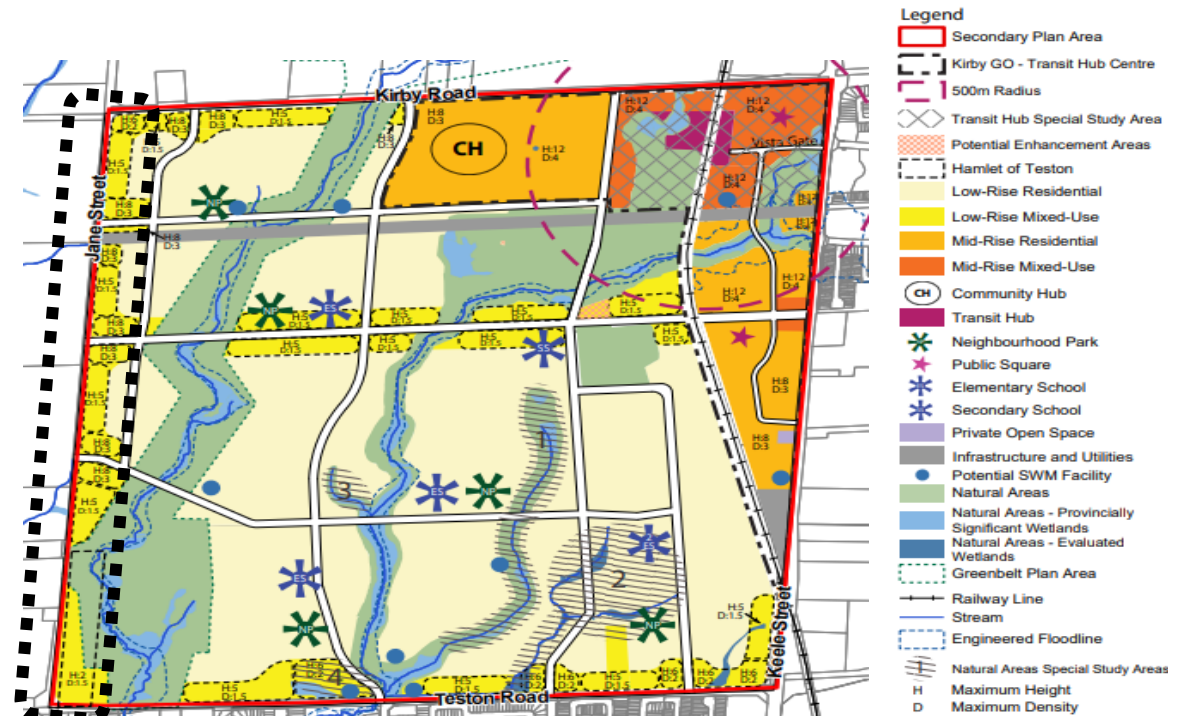
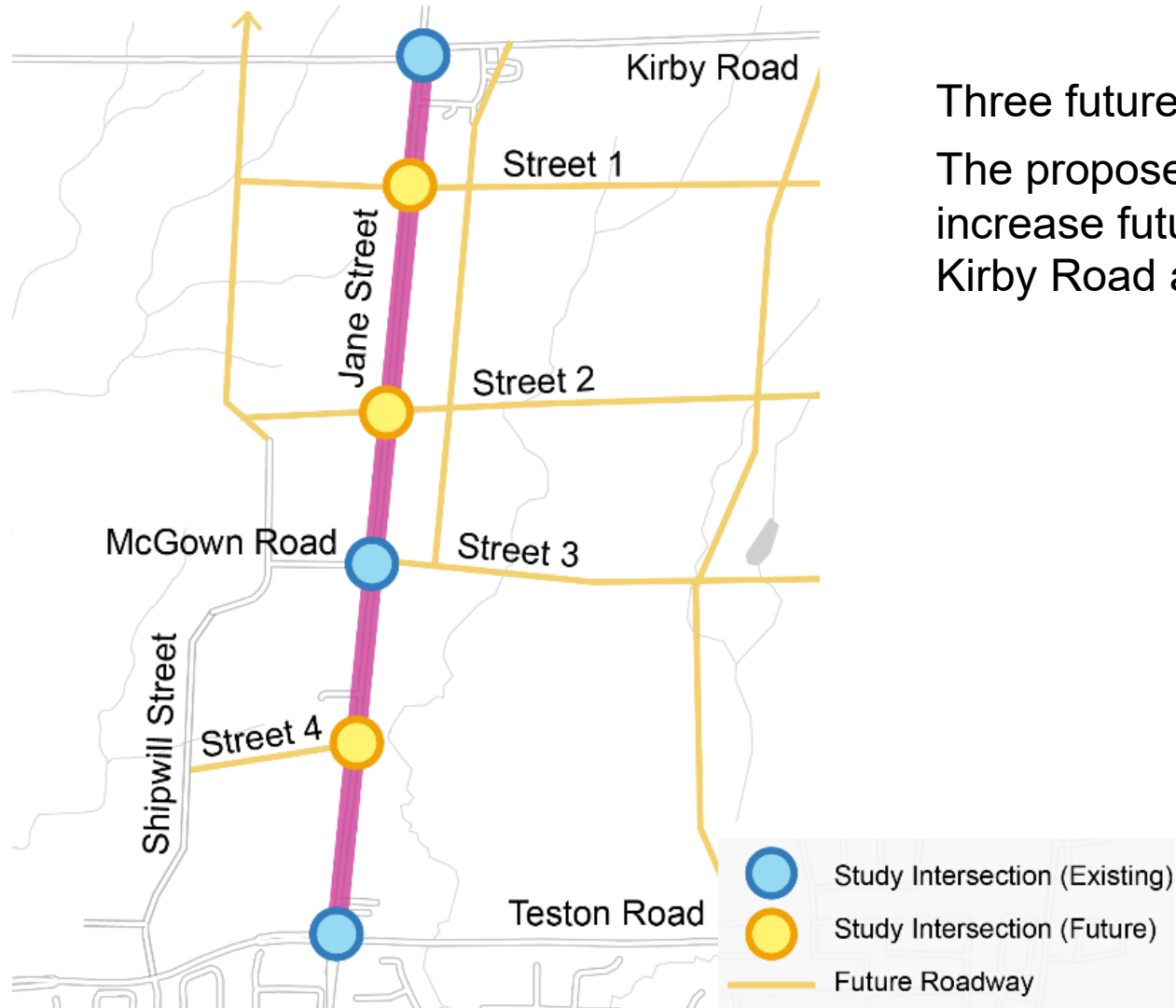


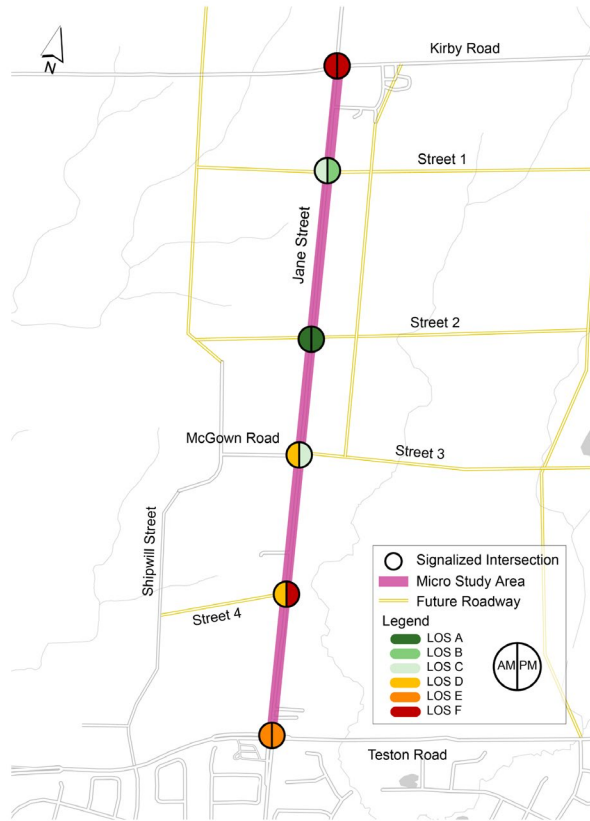
Image source: Block 27 Secondary Plan – Schedule B Land Use

Land Use and Future Development

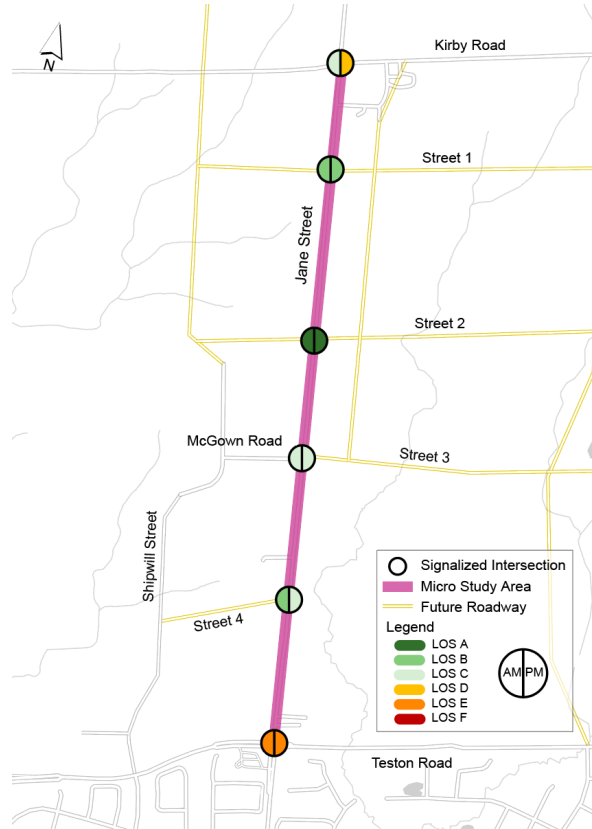


Three future intersections and four new roads are proposed. The proposed developments within the study area will increase future traffic demand on Jane Street between Kirby Road and Teston Road.

Transportation Conditions



**Future 2051 do nothing
traffic conditions**



**Future 2051 widening
traffic conditions**



The corridor is expected to experience **significant growth in the future** as large developments are planned to the east and west of Jane Street. Widening Jane Street corridor from Teston Road to Kirby Road to four lanes (two per direction) is recommended to serve the anticipated vehicular demand.

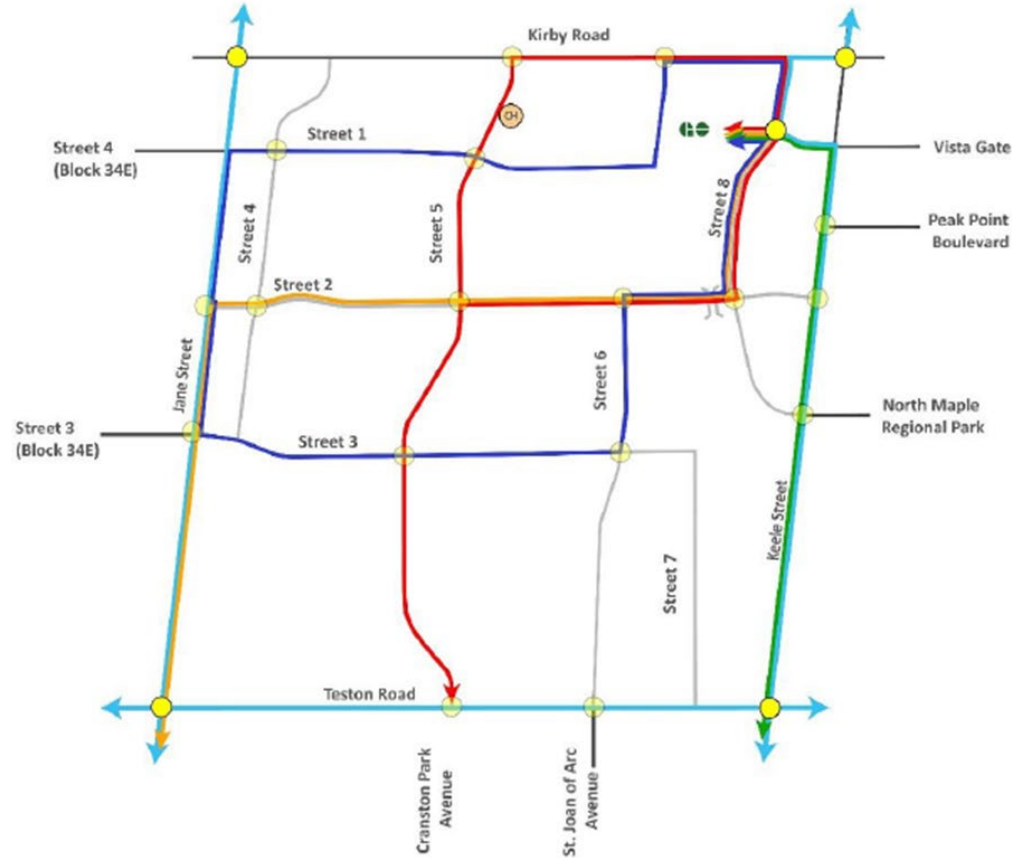


New signalized intersections will be introduced between Teston Road and Kirby Road to connect to future developments adjacent to the corridor; improvements to existing signalized intersections are recommended.



There is a **lack of pedestrian and cycling facilities** along Jane Street. There are opportunities to provide and connect into planned active transportation facilities throughout the corridor and at intersections.

Transit Conditions



There are currently no stops or transit routes along the Jane Street corridor from Teston Road to Kirby Road.

However, Jane Street has been identified as part of **the Frequent Transit Network** under the Block 27 Secondary Plan.

Legend

- | | | |
|-----------------------------|--------------------------------------|--------------------------|
| — Roads within Study Area | — Conceptual Route A (Cranston Park) | ⬢ Future GO Station |
| — Proposed Block 27 Roads | — Conceptual Route B (Jane) | ● Transit Stop |
| ⌋ Proposed Grade Separation | — Conceptual Route C (Keele) | ● Potential Transit Stop |
| ↔ Frequent Transit Network | — Conceptual Route D (Community) | ⬢ Community Hub |



NOTE: not to scale

Problems and Opportunities

The Region's 2022 Transportation Master Plan (TMP) identified the needs and justification for road improvements to Jane Street, which was confirmed through the EA study's Transportation and Traffic Assessment.

Improvements to Jane Street from Teston Road to Kirby Road are recommended to address the following problem and opportunity statement.

PROBLEM

OPPORTUNITY

Capacity improvements to address congestion and future travel demands.



Improve Jane Street capacity and operations to accommodate traffic demand and improve the efficiency of the network.

Limited pedestrian facilities and no cycling facilities.



Improve travel choices through dedicated pedestrian and cyclist facilities to encourage other modes of transportation and reduce single occupancy vehicle use.

Existing infrastructure does not promote transit service. Future development is anticipated to require an expansion of transit service and connections.



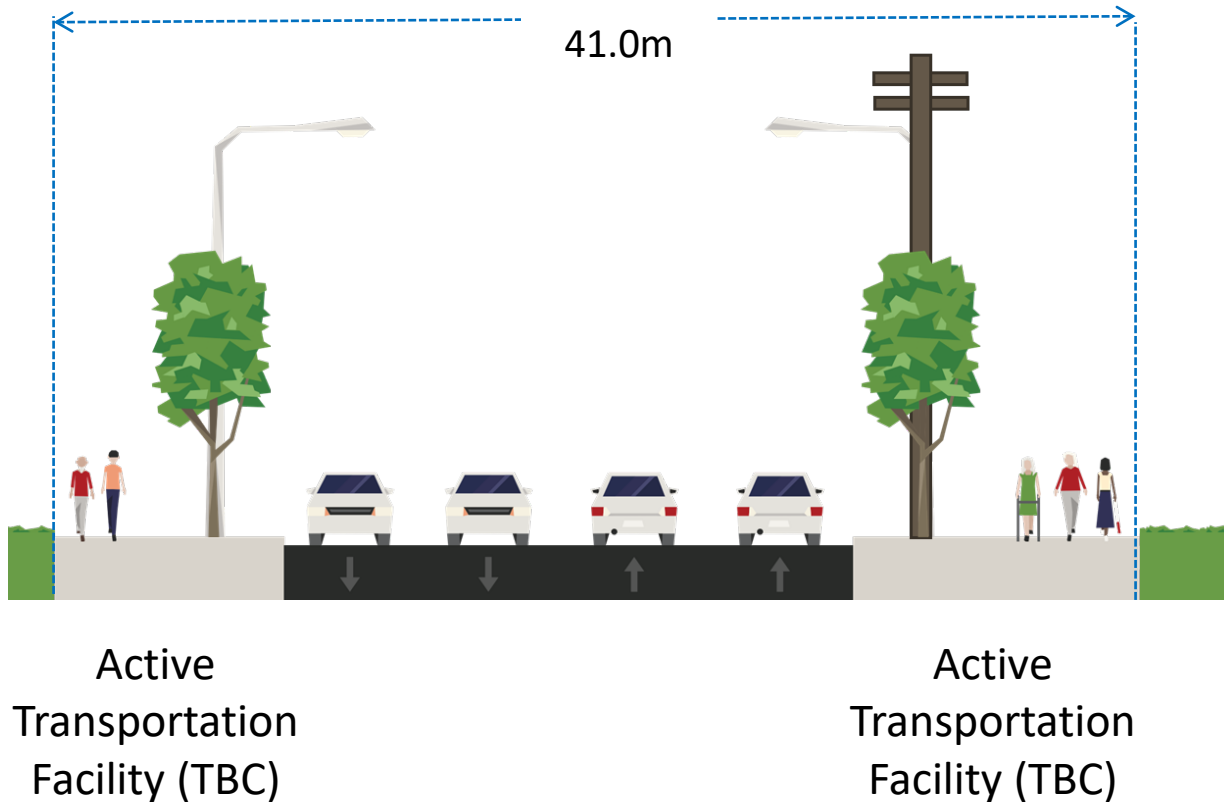
Accommodates future transit services to improve the comfort, reliability and operational efficiency for transit along the corridor.

Problems and Opportunities

The following alternatives solutions were developed and evaluated to address the problems and opportunities identified for the Jane Street corridor.

Alternatives	Description	Evaluation Summary	Recommendation
Do nothing	No improvements to Jane Street. Only planned improvements to 2051 will be in place.	Does not address the multi-modal needs within the study area.	Do not carry forward (for comparison purposes only).
Transportation demand management (TDM)	Measures to manage travel demand by encouraging carpooling; shifting travel demand to off-peak hours, telecommute, etc.	On their own, TDM measures do not fully address the transportation needs and are already part of the Region's overall transportation strategy.	Continue to be supported by local program and initiatives.
Transportation improvements to adjacent / parallel corridor	Undertake capital improvements to improve roadways adjacent or parallel to the immediate study area. Jane Street remains unchanged.	Does not address the multi-modal needs within the study area and does not accommodate the planned development adjacent to Jane Street.	Do not carry forward.
Localized intersection and operational improvements	Enhance traffic operations at intersections through physical and operational modifications. (For example, change traffic signal timings and phase, improve the geometry design of intersections, and provide new traffic signals if warranted)	On their own, these measures do not fully address the problem, while part of the Region's overall transportation strategy.	Carry forward as part of overall Project strategy.
Active transportation improvements	Construct new active transportation facilities to promote walking and cycling throughout the corridor and at intersections	On their own, these measures do not fully address the problem, while part of the Region's overall transportation strategy.	Carry forward as part of overall Project strategy.
Widen Jane Street to four lanes	Widen Jane Street to four lanes to accommodate additional travel capacity and future transit services and amenities	Needs identified in Transportation Master Plan	Carry forward as part of overall Project strategy.

Preferred Solution



The Preferred Solution for Jane Street (Kirby Road to Teston Road) is identified as:

- **Localized intersection and operational improvements** to improve traffic operations, reduce delays and improve the efficiency of the network
- **Improve active transportation facilities** for pedestrians and cyclists to promote walking and cycling throughout the corridor and at intersections
- **Widen and urbanize Jane Street to four lanes** (two per direction) to accommodate additional travel capacity and future transit services and amenities

The Preferred Solution was compared against the problem and opportunity statement and was confirmed to align with the identified opportunities for the Jane Street EA.

Key Technical Studies

The following studies inform the evaluations and impact assessments.



Transportation and traffic analysis



Arborist / tree inventory



Natural heritage



Cultural and built heritage



Archaeological assessment



Streetscaping and landscaping



Stormwater management and drainage



Subsurface utilities engineering (SUE)



Noise impact assessment



Air quality impact assessment



Geotechnical investigations



Hydrogeological investigations



Contamination overview study

Evaluation Criteria

The following criteria were used to assess the alternatives:



Transportation service

- Improve public transit service
- Accommodate future travel demands and reduce traffic congestion and delays
- Create a pedestrian-friendly environment
- Create a cyclist-friendly environment
- Improve safety for all travel modes
- Improve mode choice
- Accommodate emergency services



Infrastructure design and economic environment

- Minimize utility relocation
- Accommodate planned development and growth
- Minimize impacts and improve access to businesses
- Minimize property acquisition
- Minimize construction value
- Minimize operating costs
- Minimize disruption due to construction

Evaluation Criteria

The following criteria were used to assess the alternatives:



Social environment

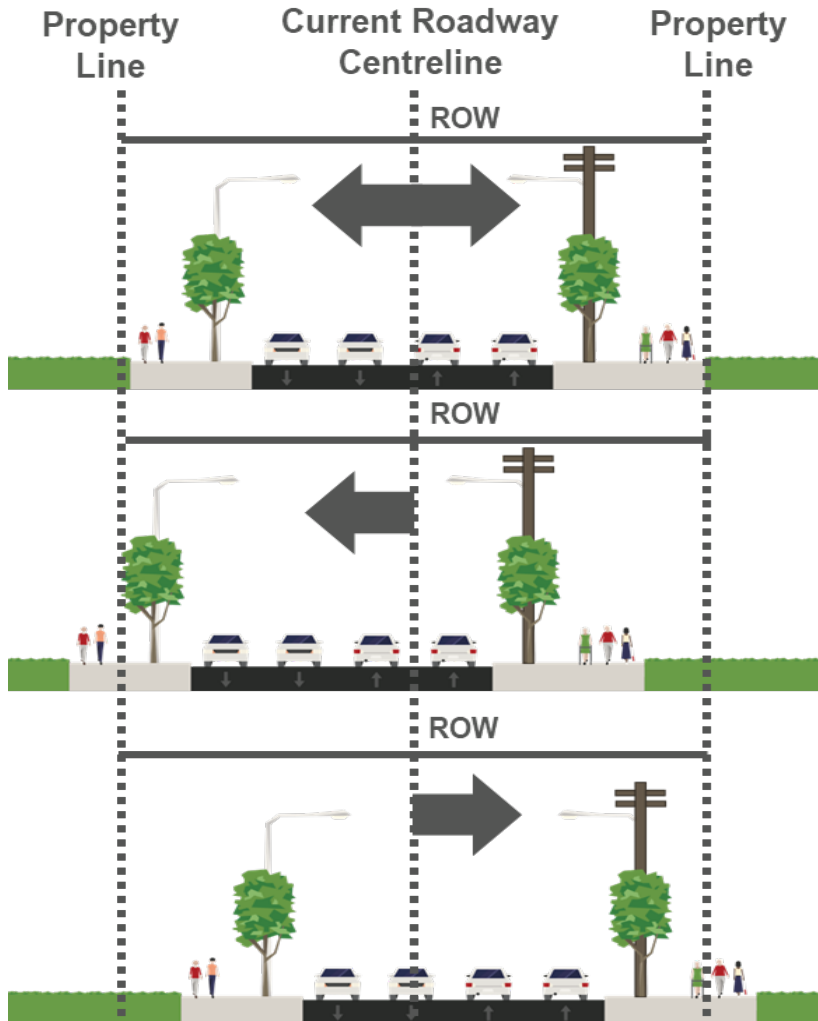
- Minimize impacts on existing residential, institutional and recreational dwellings/properties
- Improve access to residential areas, institutional and recreational facilities
- Minimize impacts to active agricultural lands
- Minimize traffic noise
- Preserve archaeological and cultural heritage features
- Improve visual aesthetics
- Improve air quality



Natural environment

- Protect designated areas
- Protect vegetation
- Protect wildlife
- Protect surface water and ground water
- Minimize effects on climate change
- Minimize flooding and erosion and protect slope stability

Road Widening Alternatives



The following alternatives were considered to determine how best to widen Jane Street.

Alternative one: Widen about the centreline

Provide additional lanes to both sides of the street to balance the impacts on both sides of Jane Street.

Alternative two: Widen to the west

Shift the road centreline so additional lanes and associated impacts occur on the west side of Jane Street.

Alternative three: Widen to the east

Shift the road centreline so additional lanes and associated impacts occur on the east side of Jane Street.

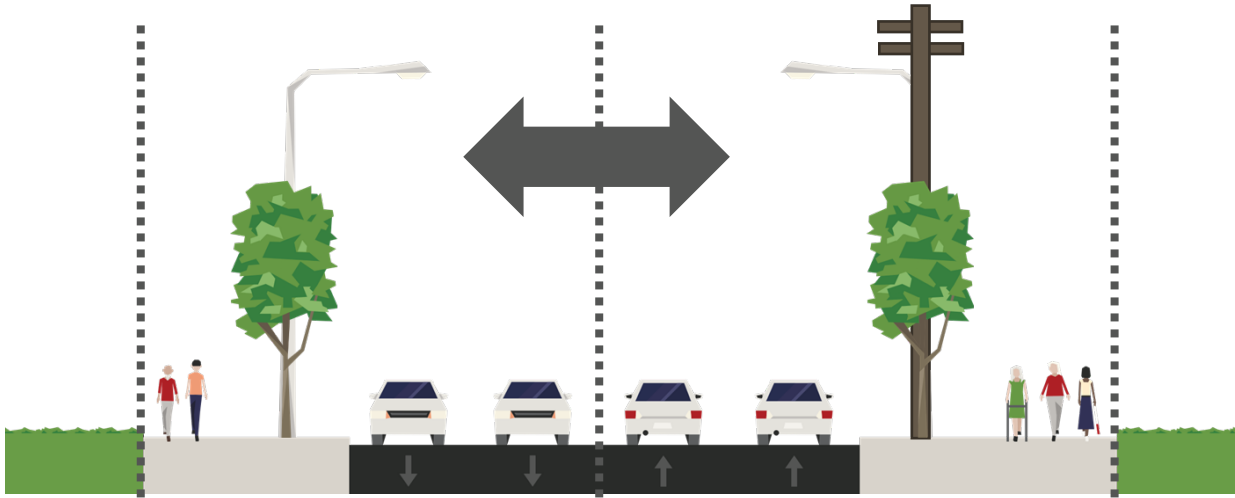
Road Widening Evaluation

CRITERIA	Alternative one: Widen the Centre of the Road	Alternative two: Widen to the west	Alternative three: Widen to the east
Transportation service	Most preferred	Most preferred	Most preferred
Social environment	Most preferred	Less preferred	Least preferred
Infrastructure design and economic environment	Most preferred	Less preferred	Least preferred
Natural environment	Most preferred	Less preferred	Least preferred

✓ RECOMMENDED

LEGEND
Most Preferred
Less Preferred
Least Preferred

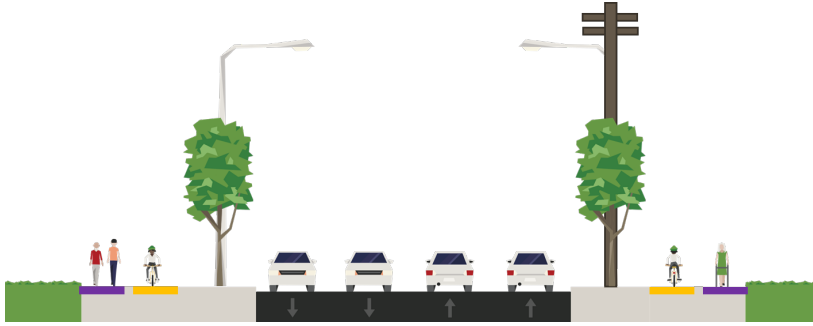
Road Widening Evaluation



Alternative 1: Widen the Centre of the Road is **recommended** with localized shifts following a best fit approach, as this alternative:

- Minimizes impacts to existing residential properties and to on-going and planned future development in the corridor
- Minimizes impacts and improves access to businesses/ developments
- Balances impacts to the natural environment, cultural heritage and archaeological resources

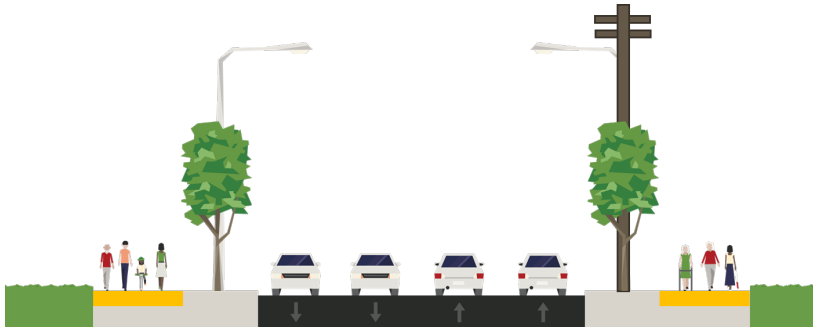
Active Transportation Facilities Alternatives



The following alternatives were considered to determine how best to accommodate pedestrians and cyclists.

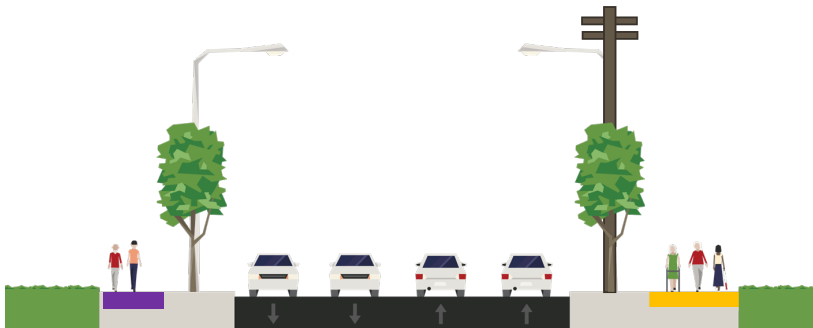
Alternative one:

Cycle tracks and sidewalks, both sides



Alternative two:

Multi-use paths, both sides



Alternative three:

Multi-use path one side, sidewalk one side

Active Transportation Facilities Evaluation

CRITERIA	Alternative one: Boulevard cycle tracks and sidewalks, both sides	Alternative two: Multi-use path (two-way shared facility), both sides	Alternative three: Multi-use path one side, sidewalk one side
Transportation service	Most preferred	Less preferred	Least preferred
Social environment	Most preferred	Less preferred	Least preferred
Infrastructure design and economic environment	Less preferred	Most preferred	Least preferred
Natural environment	Least preferred	Least preferred	Most preferred

✓ **RECOMMENDED**

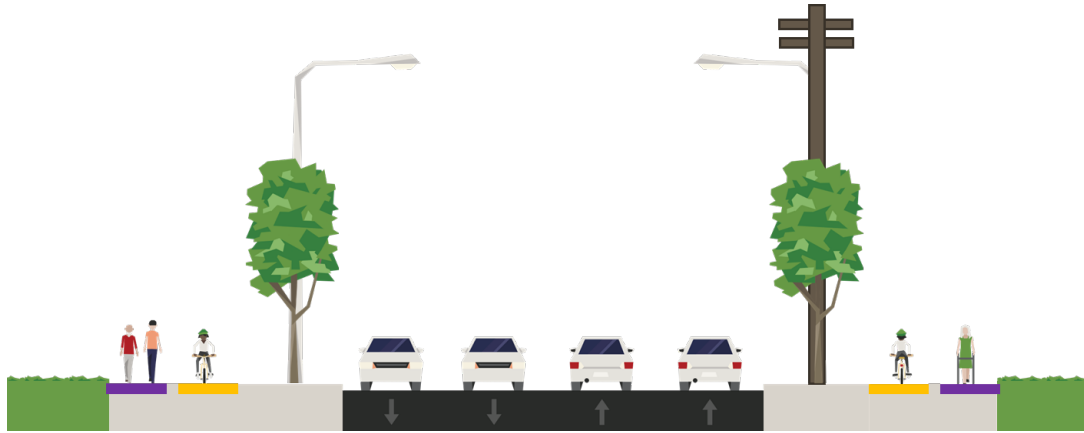
LEGEND

Most Preferred

Less Preferred

Least Preferred

Active Transportation Facilities Evaluation



Alternative one - Boulevard cycle tracks and Sidewalks, both sides is recommended as this alternative:

- Separates pedestrians and cyclists from vehicles
- Eliminates conflicts between pedestrians and cyclists with separated facilities
- Provides pedestrians and cyclists with access to adjacent lands/destinations in both boulevards
- Minimizes potential conflicts with driveways and intersections with one-way cyclist travel and vehicles
- Provides continuity in planned active transportation facilities along Jane Street beyond the immediate study area

In highly constrained areas, the cycle track and sidewalk will transition to a multi-use path to avoid/minimize impacts, including to existing residential properties.

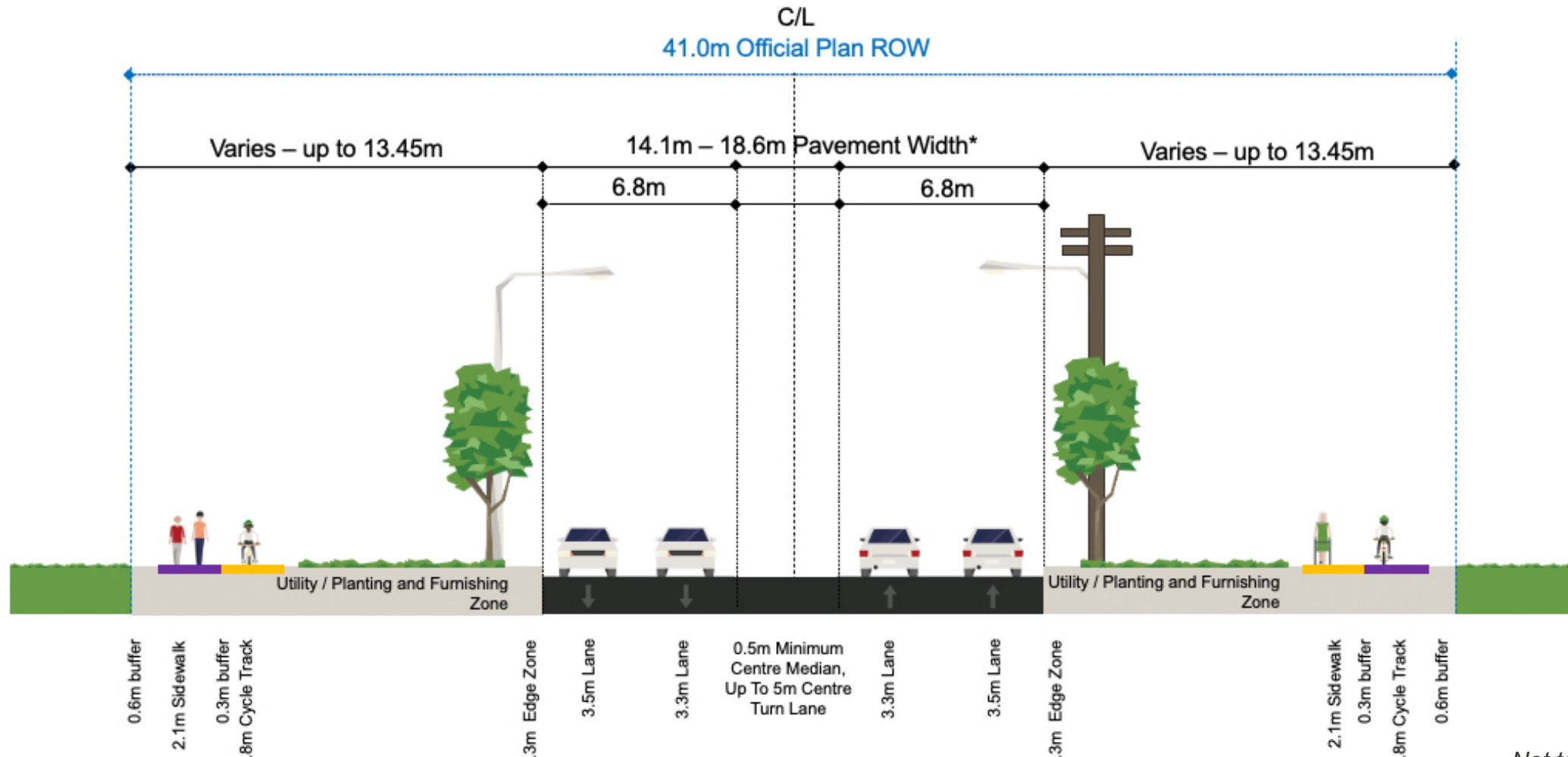
Recommended Design

Key features of the Jane Street recommended design

- Widen to four travel lanes (two in each direction) and urbanize the corridor (curb and gutter)
- Implement auxiliary lanes at intersections
- New traffic signals and trail crossing at the signalized intersection
- Cycle tracks and sidewalks on both sides (transition to multi-use paths on both sides in constrained area between Teston Road and McGown Road)
- Cross-rides at intersections for pedestrian and cyclists
- Landscaping and street trees in both boulevards
- Streetlighting/illumination

Recommended Design

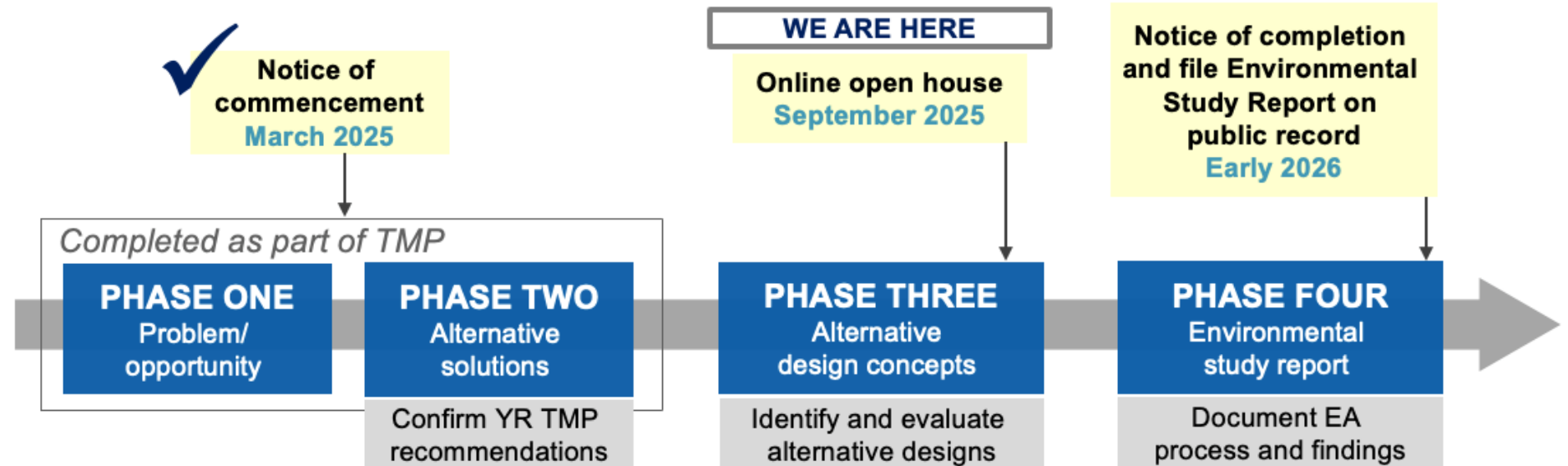
Jane Street typical section



Not to scale

Project Timelines and Next Steps

Study Schedule



Next Steps



Review feedback from the public and stakeholders.



Refine and confirm the recommended design.



Document the study findings.



File the Environmental Study Report for a public review period.

Contact Us

Your feedback is valuable to us.

Share your comments and any feedback on the **Jane Street EA** study by completing an **online comment form** at **york.ca/JaneStreetStudy** or contact us by **email** or **phone** by **October 14, 2025**.

York Region, Public Works



transportation@york.ca



1-877-464-9675 ext.75000

TTY: 1-866-512-6228

Thank you for participating!



For more information visit: york.ca/JaneStreetStudy

