There is a world of choices out there. In technology and entertainment - there’s an app for everything, and more customized options for everything from ordering takeout, to commuting to work. This type of convenience has great benefits.

We all value having choices, and that’s why it’s important to keep building infrastructure that expands our travel options. In York Region, many people are living in places where they have more options: walk to shopping; take transit to work; own a condo or rent an apartment; rideshare to entertainment. These are just some of the expanding choices available in recent years.

In York Region, we’re seeing more lifestyle options in our urban centres. Vaughan Metropolitan Centre, Markham Centre, downtown Richmond Hill and Newmarket. What they have in common are lots of choices in where to live, places to go, and how to get there.

Many of our rapid transit projects are completed or well underway, taking riders to destinations across York Region. Rapidways are open on Highway 7 and Davis Drive, and opening in the next few years on Highway 7 West, Bathurst and Centre Streets, and Yonge Street. SmartCentres Place Bus Terminal will open for service in the next several months in Vaughan Metropolitan Centre, a transit hub connected to the TTC Line 1 subway extension.
An inter-regional project – part in Toronto and part in York Region – this extension will benefit everyone once it’s built. Riders living or working north of Finch will be able to take subway instead of bus to destinations north of Bloor or to the downtown core, connecting from five stations at Cummer/Drewry, Steeles, Clark, Langstaff/Longbridge and Richmond Hill Centre. Businesses in Toronto will be easier to get to, for customers and employees. Residents of Toronto will find it easier to commute north of Finch, and those in Richmond Hill, Markham and Vaughan will find it easier to travel south of Highway 7.

The YSE will bring other positive changes too. As an economic stimulus, it will bring over 35,000 jobs to the Richmond Hill/Langstaff Urban Growth Centre and to the subway corridor. The subway will improve traffic flow on Yonge Street by replacing up to 2,500 bus trips per workday. The subway is expected to reduce greenhouse gas emissions by 7,000 tonnes per year.

This project needs $5.6 billion in capital funding, and to ensure we’re ready for construction, we’re working together with TTC and Metrolinx for the next two years to complete the preliminary design and engineering phase of the project.
By 2041, York Region expects to have over 600,000 more residents, 300,000 more jobs, and 25,000 more people moving here. This means more people, going to more places. During the morning rush hour, traffic is expected to increase by 50%.

A few of our busiest corridors now have dedicated lanes for Viva bus rapid transit (rapidways). Each bus travelling in the rapidway lanes can take up to 70 drivers off the road, and provides a fast, consistent travel choice for everyone. More rapidways are underway, scheduled to be completed in the next couple of years - we have 75 more kilometres of rapidways to build, which are outlined in York Region’s Transportation Master Plan.

Bus rapid transit is planned on Major Mackenzie Drive, Jane and Leslie Streets, and most importantly, on Yonge Street between Richmond Hill and Newmarket. In the next few decades, this section of Yonge Street is projected to develop quickly, with the number of riders at rush hour increasing as a result.

Extending routes on Highway 7 will allow us to connect to Durham Region and Markham-Stouffville Hospital in the east, and help connect residents and businesses to Peel Region and Pearson Airport in the west.

Funding is critical for these projects, and once we receive capital funding, most of our projects will be ready to move to preliminary engineering, design and construction.
why bus rapid transit and subway?

Bus rapid transit, or "BRT," suits York Region in many ways. The capacity of BRT fits the projected ridership on most of York Region’s routes, and a BRT system is flexible enough to expand with our growing population. It’s relatively economical to build, which suits York Region’s large geographic area.

Along some corridors, only subway will do. With high ridership by 2031 on Yonge Street south of Highway 7, subway is the right choice for riders along that corridor, as it was for the TTC Line 1 extension that opened recently in Vaughan.

projects underway

SmartCentres Place Bus Terminal
Finishing work is underway for this 9-bay terminal at Vaughan Metropolitan Centre. An underground tunnel will connect pedestrians to the subway and bus rapid transit on Highway 7.

Cornell Terminal
The contract has been awarded and construction is beginning at the site of this 11-bay terminal, just a two-minute walk to Markham-Stouffville Hospital at Highway 7 and Ninth Line.

Highway 7 West [Woodbridge]
On Highway 7 West between Edgeley Boulevard and Bruce Street, vivastations are being installed at Commerce Street, Ansley Grove Road and Pine Valley Drive. Crews are also widening the bridge over Highway 400 for a new multi-use path and rapidway.

Bathurst & Centre
On Bathurst Street and Centre Street in Thornhill, road widening is well underway with base paving starting up. Crews are hard at work on vivastations at Bathurst-Highway 7, Atkinson Avenue, Disera-Promenade and Taiga Drive.

York Region Rapid Transit Corporation is delivering more than just transit. Transformations are taking place that include: new sidewalks, updated underground pipes and utilities, trees and planted boulevards.

Yonge Richmond Hill
Crews continue to relocate utilities, including a new water main and sewer work. Lanes are being shifted to the east and west side of Yonge in various segments from Highway 7 to 19th/Gamble.

Highway 7 West [Woodbridge]

Yonge Newmarket
On Yonge Street between Savage/Sawmill Drive and Davis Drive, road widening continues on the east side, and is complete on the west side, where crews are working on boulevard and sidewalk areas.

more than just transit