

York Region Transit's 2026 Annual Transit Plan

Public Consultation May 4 to June 1, 2025



Annual Transit Plan Cycle

QUARTER 4 (October to December)

- Local Council consultation
- Receive Regional Council approval
- Finalize annual transit plan document

QUARTER 3 (July to September)

- Refine proposed service changes
- Draft annual transit plan document



QUARTER 1 (January to March)

- Conduct system review
- Develop draft service changes

We are here

QUARTER 2 (April to June)

- Public and stakeholder consultation
- Incorporate planned service changes into draft operating and capital budget

Service changes approved as part of the Annual Transit Plan are implemented throughout the following year.

Guiding Documents

York Region's Official Plan

Guides economic, environmental and community planning decisions

Climate Change Action Plan

Economic Development Action Plan

Multi-Year Accessibility Plan

2023-2027 Strategic Plan

Plan to Support Seniors

Built Environment and Health Action Plan

Sustainable Mobility Plan

Growth and Development Review

York Region's Transportation Master Plan (TMP)

Address transportation and mobility needs over the next 30 years

York Region Transit's 2026-2030 Business Plan

Identifying transit strategies over the next five years, including Frequent Transit Network, Express Network, and Overnight Network

Ridership Growth Strategy

Implement initiatives with the highest potential to attract more riders to YRT

Transit Service Guidelines

Brings clarity and consistency to the process of implementing, adjusting, and expanding transit services

Annual Transit Plans

Identifies specific service changes and projects that will action strategic directions set in the Business Plan

On-Request Plan

Guide planning and delivery of YRT On-Request and Mobility On-Request paratransit services

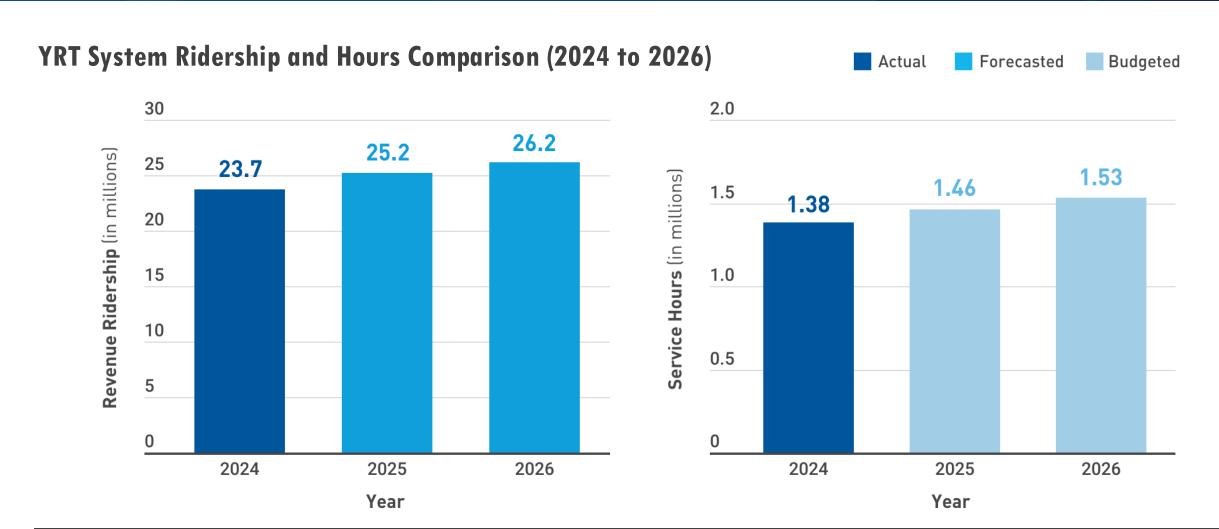
YRT Fare Policy and Collection Strategy

Implement a simple and consistent fare system, while supporting equity, affordability, revenue and ridership goals

Transit Fleet Electrification Plan

Transition YRT's bus fleet to be fully electric by 2051

Budgeted Service Growth



By 2026, ridership is expected to grow by 2.5 million revenue riders.

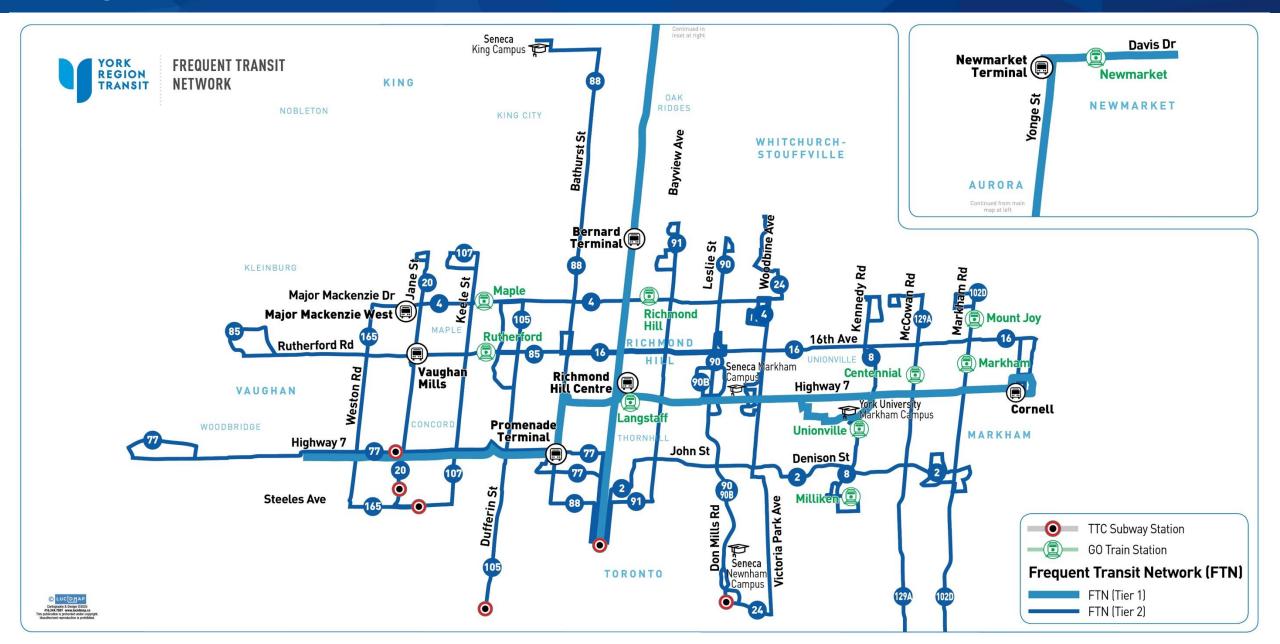
To accommodate this growth YRT is proposing to add 73,000 hours of new service in 2026.

Overview of Service Change Initiatives

	Annualized	Fleet Requirement			
Category	Hours	Conventional 40-foot	Viva 40-foot	Conventional 60-foot	Viva 60-foot
Frequent Transit Network	+14,237	+2	-9	0	+11
Cornell Area Restructure	+30,760	+4	0	0	0
Base and Local Routes	+26,834	+6	0	0	0
Express Network	+251	+1	0	0	0
School Specials	+924	+1	0	0	0
On-Request	-	-	-	-	-
	+73,006 hours	+14	-9	0	+11

FREQUENT TRANSIT NETWORK

Frequent Transit Network



Viva blue B

Proposed Changes:

Improve rush hour and midday frequency

Potential Improvements/Impacts:

Provide additional capacity to address growing ridership

Frequency:

Time of day	Current frequency (mins)	Proposed frequency (mins)
Morning rush hour	9	8
Midday	12	11
Afternoon rush hour	10	9

Proposed Implementation Date:

April 2026



Viva orange

Proposed Changes:

- Convert fleet to use 60-foot buses
- Improve rush hour frequency

Potential Improvements/Impacts:

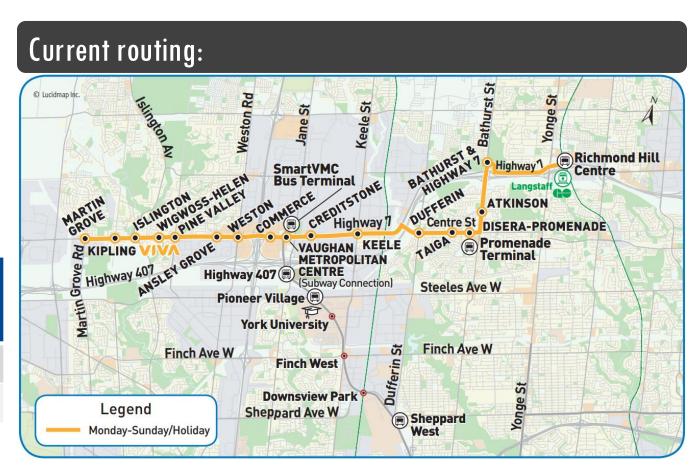
Provide additional capacity to address growing ridership

Frequency:

Time of day	Current frequency (mins)	Proposed frequency (mins)
Morning rush hour	12	11
Afternoon rush hour	13	12

Proposed Implementation Date:

June 2026



Route 8 — Kennedy

Proposed Changes:

 Provide earlier southbound trips from Prospector's Drive/ Major Mackenzie Drive

Potential Improvements/Impacts:

 Customers travelling from Major Mackenzie Drive can connect with earlier southbound trains departing Unionville GO station

First Southbound Trip Times:

Service day	Current first trip (approximate)	Proposed first trip (approximate)
Weekday	5:30 a.m.	5:00 a.m.
Saturday	8:40 a.m.	7:25 a.m.
Sunday/holiday	8:30 a.m.	7:20 a.m.

Proposed Implementation Date:

January 2026



Route 20 — Jane

Proposed Changes:

Improve Saturday frequency

Potential Improvements/Impacts:

 Provide additional capacity to address growing ridership

Frequency:

Time of day	Current frequency (mins)	Proposed frequency (mins)
Saturday (9 a.m. to 10 p.m.)	14-18	13-16

Proposed Implementation Date:

April 2026



Route 24 — Woodbine

Proposed Changes:

Improve weekday rush hour and Saturday morning frequency

Potential Improvements/Impacts:

Provide additional capacity to address growing ridership

Frequency:

Time of day	Current frequency (mins)	Proposed frequency (mins)
Morning rush hour	11	10
Afternoon rush hour	12	11
Saturday (7:30 a.m. to 10:30 a.m.)	34	26

Proposed Implementation Date:

September 2026



Route 91 — Bayview

Proposed Changes:

Improve Saturday morning and afternoon frequency

Potential Improvements/Impacts:

Provide additional capacity to address growing ridership

Frequency:

Time of day	Current frequency (mins)	Proposed frequency (mins)
Saturday (6 a.m. to 6 p.m.)	33	25

Proposed Implementation Date:

January 2026

Current routing: Legend Monday-Sunday/Holiday Subrisco Ave Woodriver St Elgin Mills Rd W Elgin Mills Rd E Taylor Mills Dr N Major Mackenzie Dr E RICHMOND Carrville Rd 16th Ave Highway 7 ☐ Thornlea THORNHILL John St Steeles Ave W TORONTO Finch GO **Bus Terminal** Finch Ave W

Note: Route 91/91A - Bayview will be restructured in September 2025.

TTC Route 102D — Markham Road

Proposed Changes:

- Increase weekday afternoon rush hour frequency
- Increase Saturday early evening frequency

Potential Improvements/Impacts:

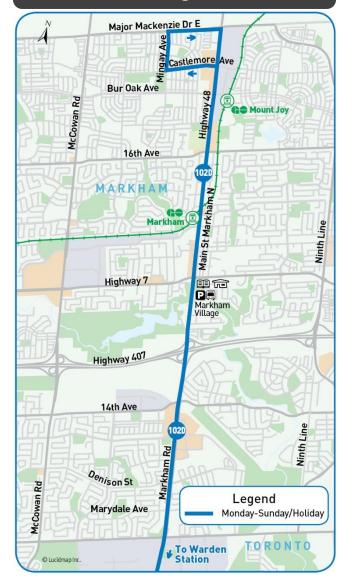
Provide additional capacity to address growing ridership

Frequency:

Time of day	Current frequency (mins)	Proposed frequency (mins)
Afternoon rush hour	30	20
Saturday (7 p.m. to 10 p.m.)	51	38

Proposed Implementation Date:

January 2026



TTC Route 129A — McCowan

Proposed Changes:

- Increase weekday midday frequency
- Increase Saturday and Sunday/holiday morning and afternoon frequency

Potential Improvements/Impacts:

Provide additional capacity to address growing ridership

Frequency:

Time of day	Current frequency (mins)	Proposed frequency (mins)
Midday	30	25
Saturday (8 a.m. to 12 p.m.)	30	19
Saturday (12 p.m. to 7 p.m.)	20	18
Sunday (8 a.m. to 7 p.m.)	30	22

Proposed Implementation Date:

January 2026



Route 165 — Weston

Proposed Changes:

Improve Saturday frequency

Potential Improvements/Impacts:

Provide additional capacity to address growing ridership

Frequency:

Time of day	Current frequency (mins)	Proposed frequency (mins)
Saturday (8 a.m. to 7 p.m.)	38-46	25-31

Proposed Implementation Date:

January 2026



Note: Route 165 - Weston will be restructured in April 2025.

CORNELL AREA RESTRUCTURE

Cornell Area Restructure Overview



Pilot new Saturday and Sunday/holiday service on Route 9 – Ninth Line, starting summer of 2025.

Route 1 — Highway 7

Proposed Changes:

 Discontinue service along Rustle Woods Avenue, William Forster Road, Copper Creek Drive and Ninth Line

Potential Improvements/Impacts:

- Services south of Cornell Bus Terminal include Routes 9 –
 Ninth Line, 14 14th Avenue and new 19 Copper Creek
- Passengers will be required to transfer at the terminal (172 on weekdays, 84 on Saturdays, 71 on Sundays/holidays)

Frequency:

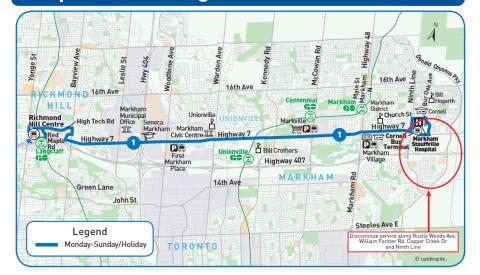
Time of day	Current frequency (mins)	Proposed frequency (mins)
Morning rush hour	32-38	27-30
Midday	73	62
Afternoon rush hour	34	29
Evening	51-63	42-56
Weekend/holiday	52-72	44-63

Proposed Implementation Date:

September 2026

Current routing:





Route 2 — Milliken

Proposed Changes:

 Discontinue weekend service along Markham Road, 14th Avenue and Copper Creek Drive

Potential Improvements/Impacts:

- Provide consistent routing 7-days a week
- Services east of Markham Road include Routes 102D Markham Road, 14 – 14th Avenue and new 19 – Copper Creek
- Passengers will be required to transfer at Denison Street/ Markham Road (408 on Saturdays and 230 on Sundays/ holidays)

Frequency:

Time of day	Current frequency (mins)	Proposed frequency (mins)
Saturday	33-40	23-30
Sunday/holiday	68-77	49-59

Proposed Implementation Date:

September 2026

Current routing:





Route 9 — Ninth Line

Proposed Changes:

- Pilot Saturday and Sunday/holiday service
- Extend service south to Steeles Avenue

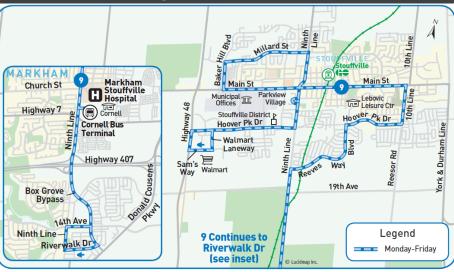
Potential Improvements/Impacts:

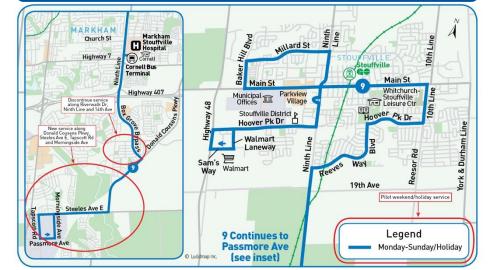
- New weekend service
- New connection to TTC service and businesses at Steeles Avenue
- Connect Toronto with Markham-Stouffville Hospital
- Maximum walking distance increased by 150 metres for approximately 7 passenger trips on weekdays

Proposed Implementation Date:

- June 2025 (weekend service)
- September 2026 (route extension)

Current routing:





Route 14 — 14th Avenue

Proposed Changes:

- Restructure route to provide more direct service
- Extend along Esna Park Drive and Victoria Park Avenue
- Introduce new Saturday service

Potential Improvements/Impacts:

- New connection to TTC service at Steeles Avenue
- Approximately 312 weekday passengers impacted
- Service options include new Route 19 Copper Creek

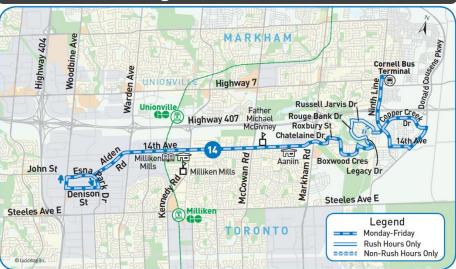
Frequency:

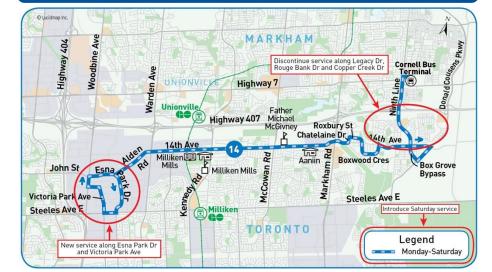
Time of day	Current frequency (mins)	Proposed frequency (mins)
Morning rush hour	27-30	22
Midday	34	31
Afternoon rush hour	31	27
Evening	35-36	27
Saturday	No Service	42-45

Proposed Implementation Date:

September 2026

Current routing:





Route 19 — Copper Creek (NEW)

Proposed Changes:

 Introduce a new Local route to connect Cornell Bus Terminal and the Box Grove neighbourhood to Steeles Avenue

Potential Improvements/Impacts:

 Replaces Routes 1 – Highway 7 and 2 – Milliken service along Copper Creek Drive to Cornell Bus Terminal

Frequency:

Time of day	Proposed frequency (mins)
Morning rush hour	23-30
Midday	25
Afternoon rush hour	27
Evening	35
Saturday	29-36
Sunday/holiday	30-34

Proposed Implementation Date:

September 2026



BASE AND LOCAL ROUTES

Route 13 — Islington

Proposed Changes:

- Extend service north to Kleinburg Village and south to Humber Polytechnic, with connections to Finch West LRT
- Discontinue service along Napa Valley Avenue
- Introduce new Saturday service

Potential Improvements/Impacts:

Service options include Route 85 – Rutherford

Frequency:

Time of day	Current frequency (mins)	Proposed frequency (mins)
Morning rush hour	31	35
Midday	57	46
Afternoon rush hour	33	35
Evening	50	46
Saturday	No Service	41-44

Proposed Implementation Date:

• September 2026

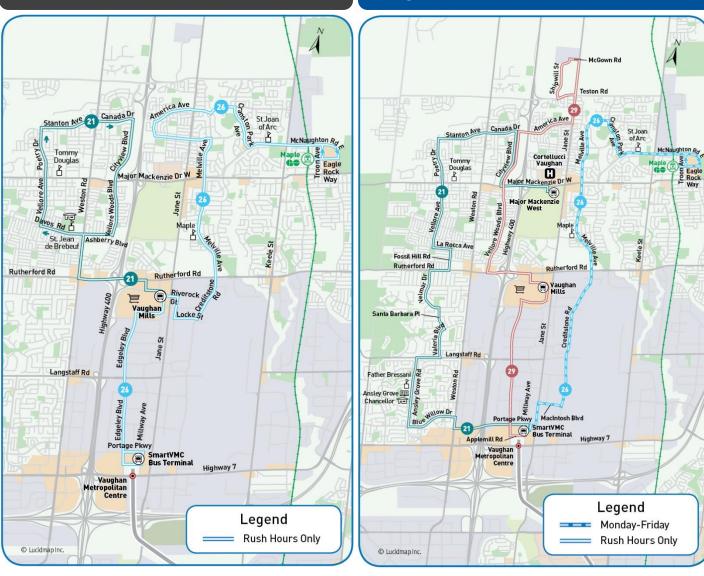
Current routing:





Vellore-Maple Area Restructure Overview

Current routing:



Route 21 — Vellore

Proposed Changes:

- Restructure to operate between Major Mackenzie West Terminal and SmartVMC Bus Terminal via communities of Vellore and Weston Downs
- Discontinue service to Vaughan Mills Terminal

Potential Improvements/Impacts:

- Direct service to the TTC Subway
- New service in Weston Downs community
- Service options include Routes 85 Rutherford, 165 – Weston and new 29 – Edgeley

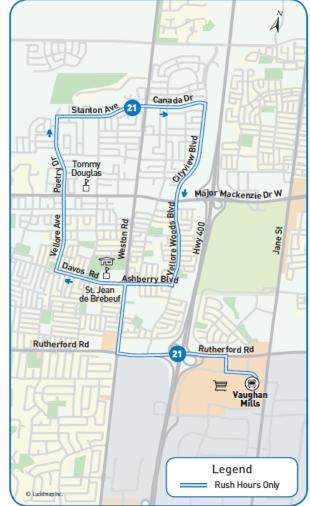
Frequency:

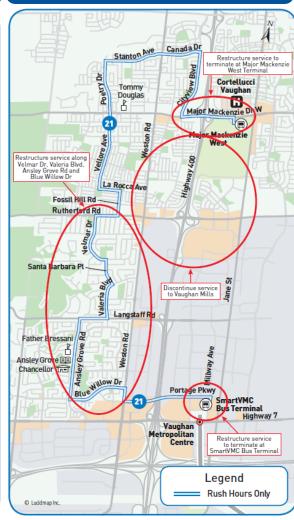
Time of day	Current frequency (mins)	Proposed frequency (mins)
Morning rush hour	25	35
Afternoon rush hour	26	36

Proposed Implementation Date:

November 2026

Current routing:





Route 26 — Maple

Proposed Changes:

- Restructure to operate along Creditstone Road
- Introduce new midday service
- Discontinue service west of Jane Street

Potential Improvements/Impacts:

- New service along Creditstone Road
- Service options include Routes 20 Jane and new 29 – Edgeley

Frequency:

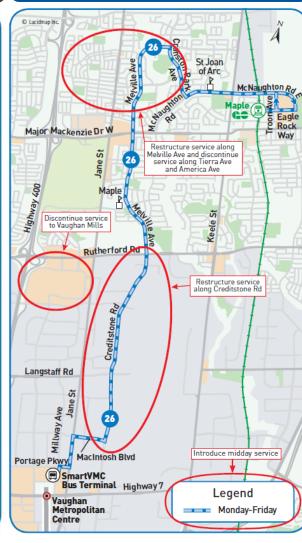
Time of day	Current frequency (mins)	Proposed frequency (mins)
Morning rush hour	38	33
Midday	No service	45
Afternoon rush hour	41	33

Proposed Implementation Date:

November 2026

Current routing:





Route 29 — Edgeley (NEW)

Proposed Changes:

 Introduce new Local route servicing community of Vellore and industrial areas along Jane Street and Edgeley Boulevard

Potential Improvements/Impacts:

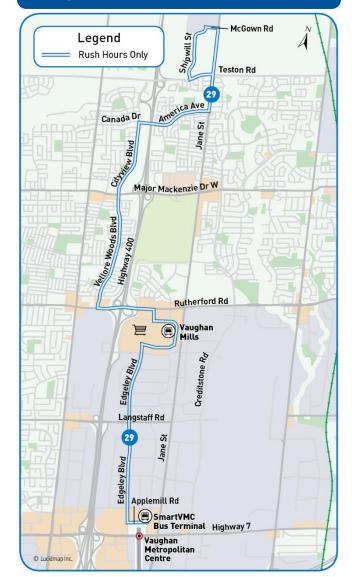
- Replaces Routes 21 Vellore and 26 Maple service along America Avenue, Vellore Woods Boulevard and Edgeley Boulevard
- Direct service to Vaughan Mills Terminal and the TTC Subway
- New service to industrial area north of Teston Road

Frequency:

Time of day	Proposed frequency (mins)
Morning rush hour	39
Afternoon rush hour	40

Proposed Implementation Date:

November 2026



Route 50 — Queensway

Proposed Changes:

Begin southbound service earlier on weekends/holidays

Potential Improvements/Impacts:

 Provide earlier service from High Street/ Burke Street to accommodate shift workers

First Southbound Trip Times:

Service day	Current first trip (approximate)	Proposed first trip (approximate)
Saturday	6:40 a.m.	6 a.m.
Sunday/holiday	7:15 a.m.	6:20 a.m.

Proposed Implementation Date:

January 2026



Note: Route 50 – Queensway routing around East Gwillimbury's Health and Active Living Plaza (HALP) and the north-end turnaround in Georgina are being evaluated for adjustments as part of the 2025 Annual Transit Plan.

Route 54 — Bayview

Proposed Changes:

Improve weekday midday frequency

Potential Improvements/Impacts:

Provide additional trips to promote ridership growth

Frequency:

Time of day	Current frequency (mins)	Proposed frequency (mins)
Midday	72	45

Proposed Implementation Date:

January 2026



TTC Route 68B — Warden

Proposed Changes:

Improve weekday rush hour frequency

Potential Improvements/Impacts:

Provide additional capacity to address growing ridership

Frequency:

Time of day	Current frequency (mins)	Proposed frequency (mins)
Morning rush hour	24	16
Afternoon rush hour	23	21

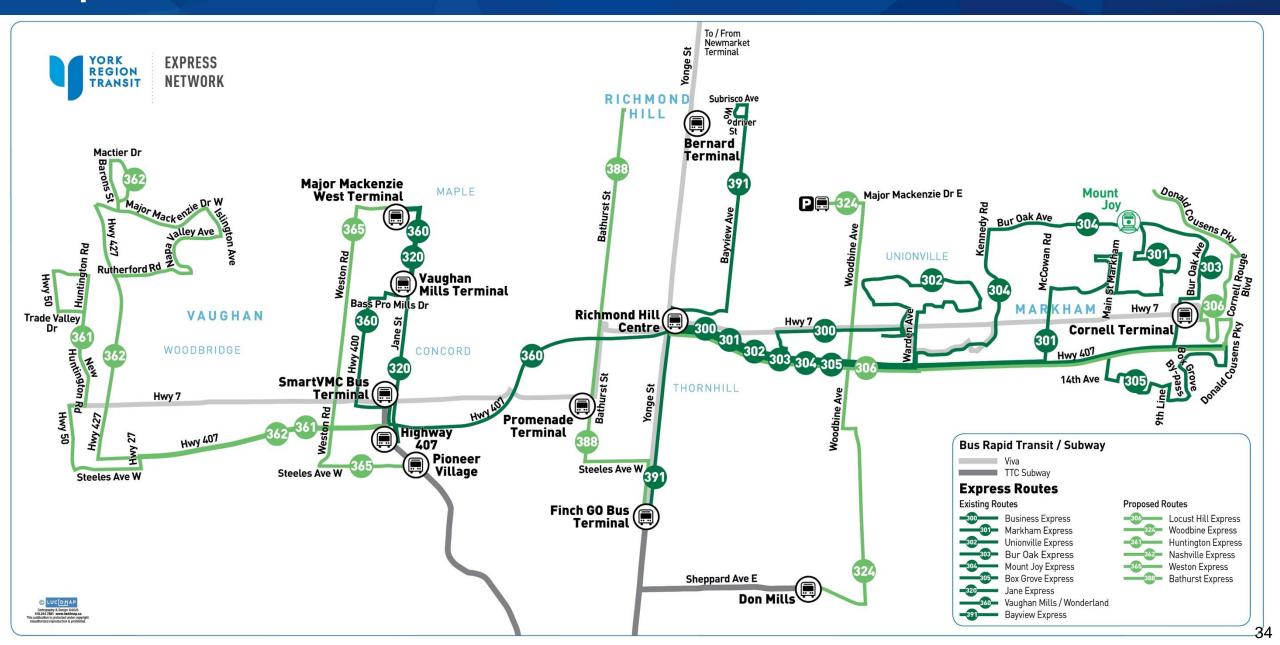
Proposed Implementation Date:

January 2026



EXPRESS NETWORK

Express Network



Route 300 — Business Express

Proposed Changes:

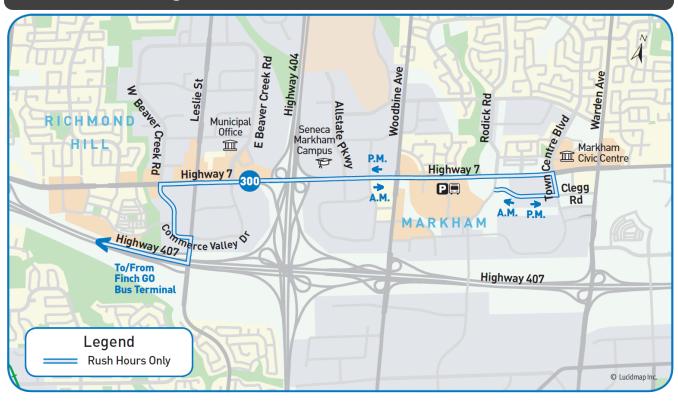
 Introduce one additional morning trip from Finch GO Bus Terminal

Potential Improvements/Impacts:

- Provide additional capacity to address growing ridership
- Additional morning trip departing Finch GO Bus Terminal at approximately 9:40 a.m.

Proposed Implementation Date:

September 2026



SCHOOL SPECIALS

Route 404 — Markville SS

Proposed Changes:

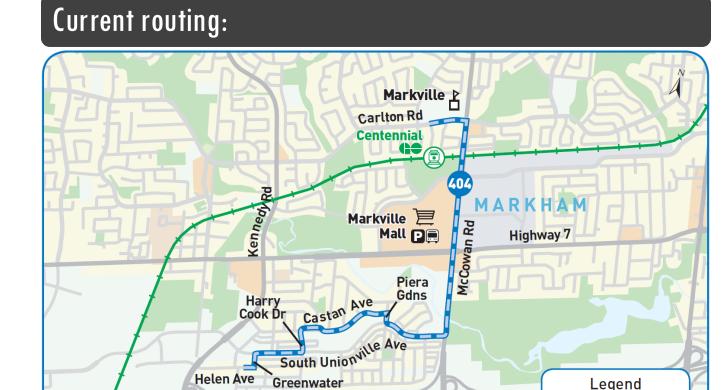
Introduce one additional afternoon trip

Potential Improvements/Impacts:

- Provide additional capacity to address growing ridership and overcrowding on Route 129A – McCowan
- Additional afternoon trip connecting with the dismissal bell times at Markville Secondary School

Proposed Implementation Date:

September 2026



Gate

© Lucidmap I

School Days

Route 406 — Markham District SS via Bur Oak

Proposed Changes:

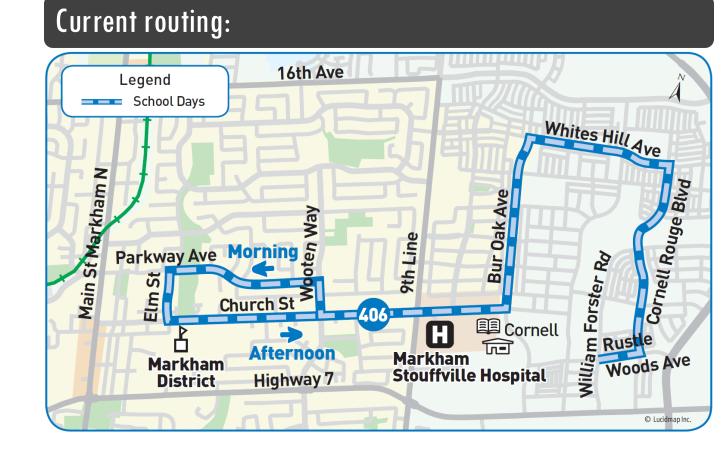
Discontinue School Special due to low ridership

Potential Improvements/Impacts:

- Approximately 12 passenger trips impacted
- Service options include Routes 1 –
 Highway 7, 25 Major Mackenzie,
 411 Markham District SS via Box Grove
 and 416 Markham District SS via Ninth
 Line and Viva purple/purple A
- Passengers may be required to transfer

Proposed Implementation Date:

September 2025



Route 414 — St. Katharine Drexel SS

Proposed Changes:

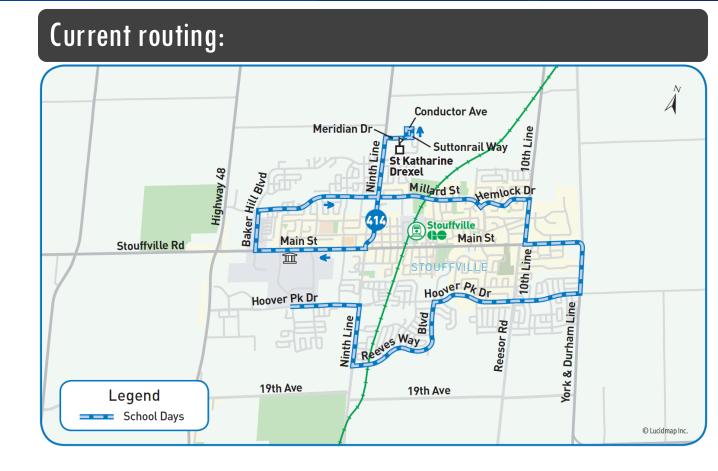
Introduce one additional morning and afternoon trip

Potential Improvements/Impacts:

 Provide additional capacity to address growing ridership due to increased student enrollment

Proposed Implementation Date:

- September 2025 (afternoon trip)
- September 2026 (morning trip)



Route 438 — St. Maximilian Kolbe SS via Orchard Heights (NEW)

Proposed Changes:

 Introduce a new School Special servicing St. Maximilian Kolbe Catholic High School

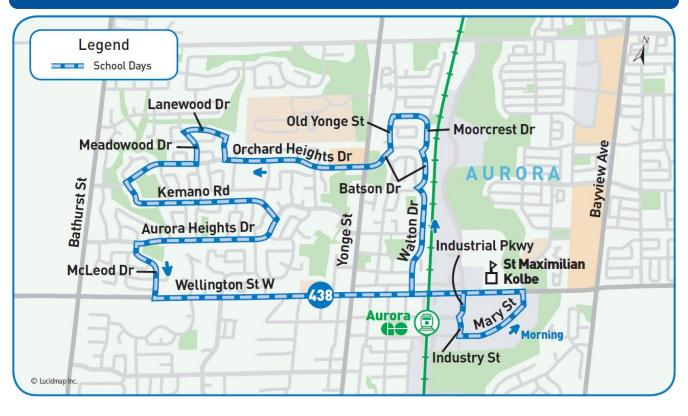
Potential Improvements/Impacts:

- Service students in the Orchard Heights neighbourhood
- On morning and afternoon trip connecting with the morning and dismissal bell times at St. Maximilian Kolbe Catholic High School

Proposed Implementation Date:

September 2026

Proposed routing:



Route 445 — St. Robert SS via Spadina

Proposed Changes:

Introduce one additional afternoon trip

Potential Improvements/Impacts:

- Provide additional capacity to address growing ridership and overcrowding on Route 82 – Valleymede
- Additional afternoon trip connecting with the dismissal bell times at St. Robert Catholic High School

Proposed Implementation Date:

September 2026

Current routing:



Route 467 — Tommy Douglas SS via Cityview

Proposed Changes:

Discontinue School Special due to low ridership

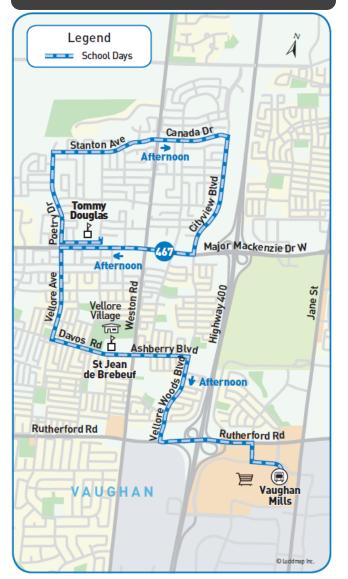
Potential Improvements/Impacts:

- Approximately 8 passenger trips impacted
- Service options include Routes 6 Major Mackenzie,
 21 Vellore, 165 Weston and new 29 Edgeley
- Passengers may be required to transfer

Proposed Implementation Date:

September 2026

Current routing:



Route 468 — Emily Carr SS via Kleinburg

Proposed Changes:

 Discontinue School Special due to extension of Route 13 – Islington to Kleinburg Village

Potential Improvements/Impacts:

- Approximately 4 passenger trips impacted
- Service options includes Route 13 Islington
- Maximum walking distance increased by approximately 450 metres

Proposed Implementation Date:

September 2026

Current routing:



ON-REQUEST

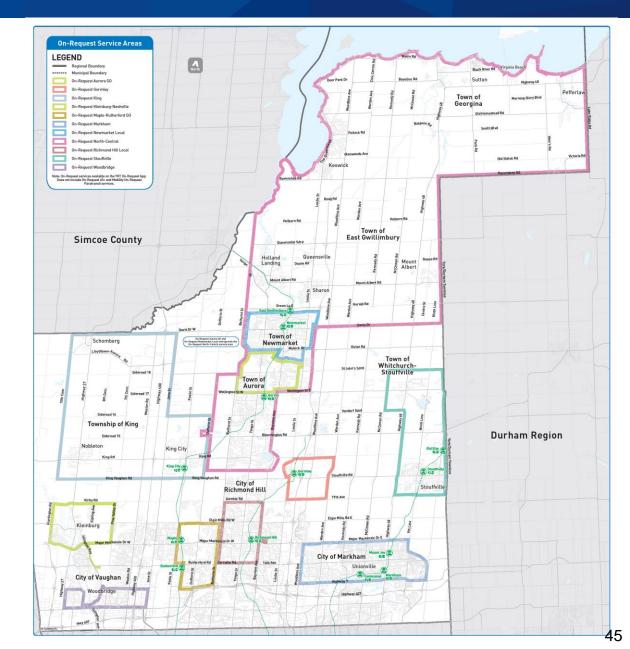
YRT On-Request

What is YRT On-Request:

- YRT's on-demand ride-sharing service
- Provide service to travellers in low-demand areas, in low-demand times, or areas where a bus route cannot operate

How it works:

- Travel between an address and a YRT route, or another address where a YRT route option is not available
- Book a ride through the YRT On-Request App available for free in the App Store or Google Play, or by calling 1-844-667-5327
- Request the next available trip, or pre-book a pick-up or drop-off anywhere from 45 minutes to one day in advance
- Regular YRT fares apply. All YRT fare media will be accepted including PRESTO, credit, debit, e-tickets or exact change



YRT On-Request vs. Mobility On-Request

YRT On-Request	Mobility On-Request Paratransit	
YRT's on-demand service for all travellers	YRT's paratransit service for people with disabilities	
Cost-effective and flexible service delivery model for travellers in low-demand areas, in low-demand times, or areas where a bus route cannot operate	Specialized transit service for people with disabilities who are unable to use conventional transit service for all or part of a trip	
No eligibility requirement	Eligibility requirement	
Available within defined service areas	Available across York Region	
Available during specified service days and hours	Available when conventional bus service is operating	
Trips must be booked in advance (on app or calling)		
Operates using smaller-sized vehicles		
Rides may be shared with other customers		
YRT fare and fare policies apply		

On-Request King

Proposed Changes:

End weekday evening service later

Potential Improvements/Impacts:

 Provide later service to accommodate travel from the Zancor Centre

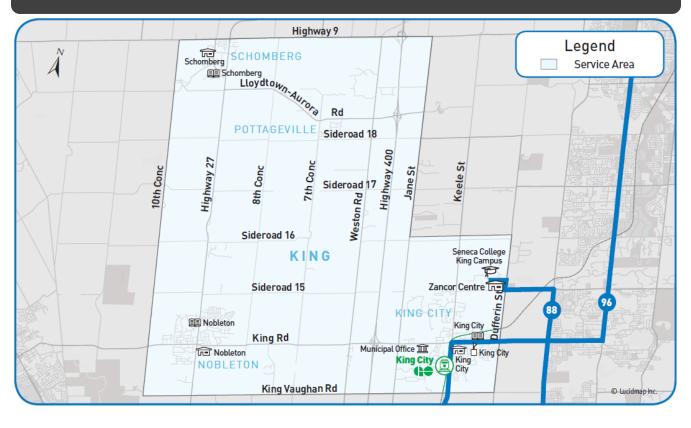
Service Hours:

Service day	Current service hours	Proposed service hours
Weekday	5:30 a.m. to 9 a.m. 4 p.m. to 8 p.m.	5:30 a.m. to 9 a.m. 4 p.m. to 9:30 p.m.

Proposed Implementation Date:

January 2026

Current service:



On-Request North-Central

Proposed Changes:

 Consolidate On-Request Gormley within the On-Request North-Central service area

Potential Improvements/Impacts:

- Provide the community of Oak Ridges with service to Gormley and Bloomington GO stations
- Provide direct trips in the community of Gormley where a conventional bus route is not available

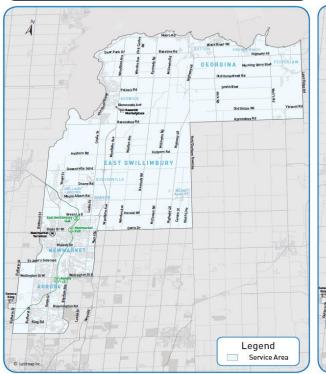
Service Hours (Gormley):

Service day	Current service hours	Proposed service hours
Weekday	6 a.m. to 9 a.m. 4 p.m. to 8 p.m.	5:30 a.m. to 11 p.m.
Saturday	No service	8 a.m. to 11 p.m.
Sunday/holiday	No service	8 a.m. to 8 p.m.

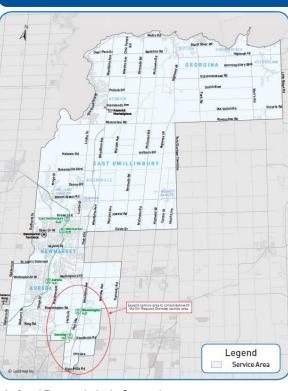
Proposed Implementation Date:

January 2026

Current service:



Proposed service:



Note: On-Request North-Central to include the community of Vandorf and Preston Lake in September 2025, as part of the 2025 Annual Plan.

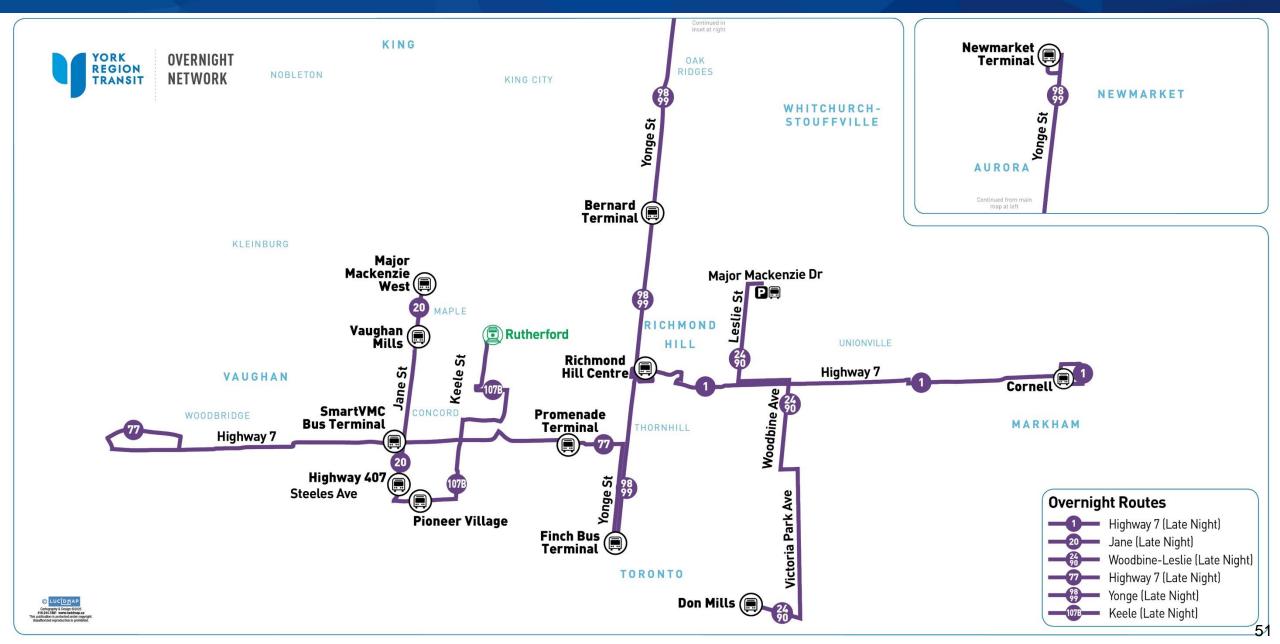
On-Request Plan Update

What are we exploring?	
Expand service areas	Consider servicing unserved and high-need areas
Increase service hours	Explore potential for weekend service, night service, 24/7 service
Commingle services	Explore commingling technology, fleets, shifts and rider trips
Combine service areas	Combine multiple service areas into one area

The ultimate vision is to provide On-Request service throughout York Region, where customers will be provided with a full trip plan that may include a combination of On-Request and bus routes.

OVERNIGHT NETWORK

Overnight Network

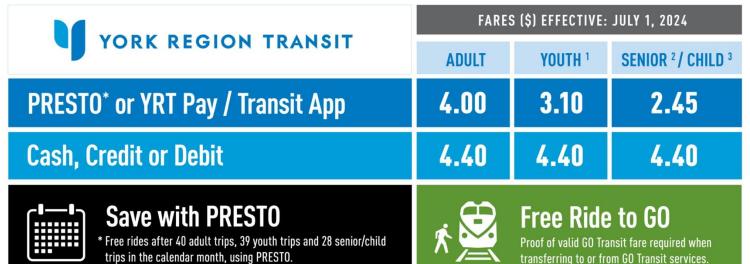


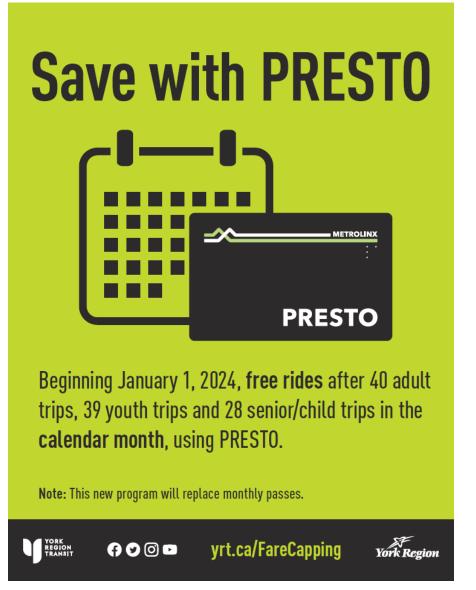
OTHER PROJECTS AND PROGRAMS

Fare Policy and Collection









Transit Assistance Program (TAP)



TAP can help

The Transit Assistance Program (TAP) helps make transit more affordable for eligible residents who are no currently receiving a transit subsidy.

Fare and Service Integration

- The provincial One Fare Program eliminated the double fare between YRT and the TTC, and increased crossboundary ridership trips
- Advocate for the continuation of the One Fare Program and continued funding by the province, beyond March 2026
- Continued investments into improving service levels on cross-boundary routes due to growing ridership and changing travel patterns
- Leverage the One Fare Program to enhance service integration with the TTC, GO Transit, Brampton Transit and Durham Region Transit





Transit Fleet Electrification

- Transition to electric buses has been accelerated through Infrastructure Canada's Zero Emission Transit Fund, supporting the Transit Bus Fleet Electrification Plan
- The Region purchased 75 electric buses in 2023 and will begin to receive these buses in Q2 2025
- The Region purchased 80 electric buses in 2024 and will begin to receive these buses in Q4 2026
- YRT will transition to exclusively electric buses by 2051

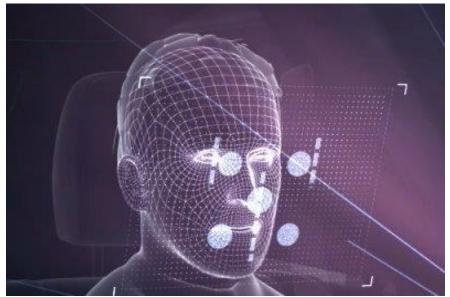




Emerging Technology

- Use machine learning algorithms to predict electric vehicle charging cycles and enhance the accuracy of bus schedules
- Implement a Yard Management System to manage operations through real-time bus parking locations, vehicle assignments and integration with e-bus charging, fuel, workforce and asset management systems
- Monitor driver alertness through image recognition technology with the Driver Status Monitor System





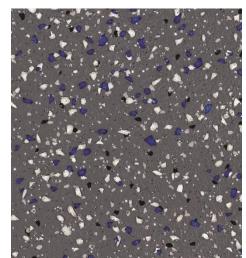
Enhancing Customer Experience

- Enhance customer experience features on thirdparty mobile apps such as Transit and Citymapper
- Expand availability of real-time travel information through solar-powered digital information displays
- Upgrade CCTV cameras and emergency call boxes (ECBs) at transit facilities
- Purchase new buses with interior improvements to passenger seating, slip-resistant flooring, electrostatic filtration system, larger exit doors and additional standees grab straps



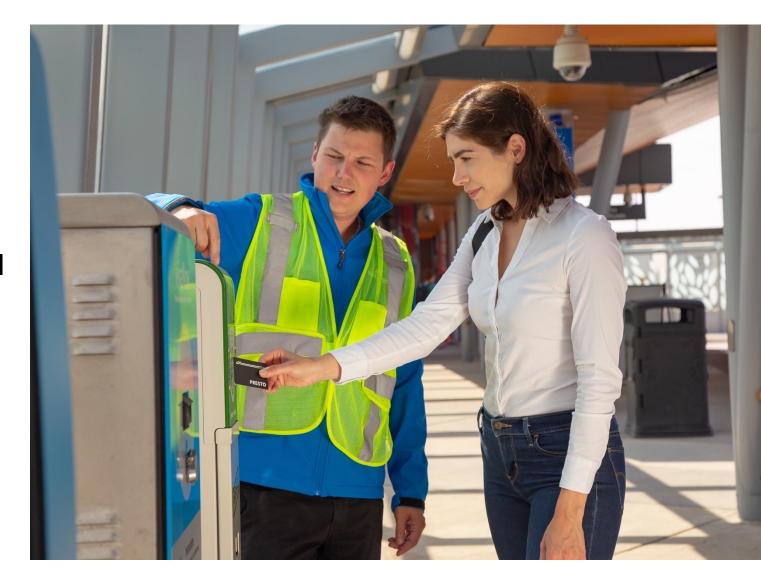






Travel Training

- Travel training is for customers of all ages and abilities who need additional knowledge and skills in order to use YRT independently
- YRT offers both in-person individual travel training and virtual group orientations
- Email <u>myride@york.ca</u> for more information



NEXT STEPS

Next Steps

May to June 2025:

Conduct surveys and public outreach

Summer 2025:

Refine service changes

• Fall 2025:

Present update on 2026 Annual Transit Plan to local Councils

December 2025:

Seek approval as part of budget presented to York Regional Council

• Early 2026:

Publish 2026 Annual Transit Plan document online



Stakeholder and public consultation will occur in spring 2025.

Tell us what you think about the 2026 Annual Transit Plan!

Provide your suggestions on our interactive map:

yrt.ca/TransitPlanMap

Timeline for feedback:

May 4 to June 1, 2025

If you require assistance in submitting your feedback, please call our Contact Centre at 1-866-668-3978.

