Outline

- 2011 Update
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2011 Update

In response to recent provincial policy and initiatives towards the development of sustainable, efficient and multi-modal transportation networks, and of transit-supportive communities, the Ministry of Transportation has updated Ontario’s original (1992) “Transit-Supportive Land Use Planning Guidelines”.

- The renewed “Transit-Supportive Guidelines” updates key chapters and emphasizes the strong relationship between transit ridership and land use patterns:
  - Higher-densities and more compact urban forms need dependable transit systems;
  - Viable transit systems rely on transit-supportive land use.

- The 2011 Guidelines bring together the most current thinking on planning, urban design and transit improvement, to provide strategies for integrated land use and transit planning.
Context

- Recent provincial initiatives to support the development of compact, complete, transit-friendly communities make an update timely:
  - Provincial Policy Statement, 2005
  - Growth Plans for the Greater Golden Horseshoe and Northern Ontario
  - Metrolinx Regional Transportation Plan
  - $10.8 billion in transit investments since 2003 to increase ridership across Ontario

- There is increasing recognition that building transit-supportive communities:
  - Supports healthy, active, age-friendly communities
  - Addresses environmental challenges
  - Reduces congestion, travel times and transportation affordability
  - Promotes economic competitiveness
  - Makes more efficient use of infrastructure
Supportive Policies

““Efficient development patterns optimize the use of land, resources and public investment...These land use patterns promote a mix of housing, employment, parks and open spaces, and transportation choices that facilitate pedestrian mobility and other modes of travel”

Provincial Policy Statement, 2005

“Population and employment will be accommodated ... by reducing dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments”

Growth Plan for the Greater Golden Horseshoe, 2006
The Guidelines

- First published jointly by the Ministries of Transportation (MTO) and Municipal Affairs and Housing (MMAH) in 1992.

- 1992 Guidelines focussed on transit-friendly land use planning and urban design practices.

- 2011 Guidelines update land-use content and introduce a new chapter on transit improvement strategies to increase ridership.

- Provide strategies to municipal planners, urban design professionals, transit agencies and others in further integrating land use and transit planning.
Changes in the 2011 Guidelines

- **New Content, New Ideas**
  - **Transit improvement strategies**
    - Transit service and operations
    - Planning and performance monitoring
    - Enhancing user experience through trip planning and accommodation
    - Growing ridership through targeted strategies
  - **Increased emphasis on walking and cycling**
    - Expanding reach of transit
    - Enhancing connections to transit
    - Supporting pedestrians and cyclists
  - **Other key issues**
    - Accessibility, sustainable design, complete streets, transportation demand management

- **New Format**
  - Quicker reference
  - Action-oriented
  - More graphic
  - Current resources, case studies and tools
Document Structure

1. Community Wide Guidelines
   - Community structure
   - Regional mobility planning

2. District Level and Site Specific Guidelines
   - Layout of streets and open spaces
   - Creating complete streets
   - Enhancing access to transit
   - Parking management
   - Specialized uses

3. Transit Improvement Guidelines
   - Service and operations
   - Planning and performance monitoring
   - Enhancing the experience
   - Targeting ridership

4. Implementation
   - The planning process
   - Innovative planning approaches
   - Inspiring change
   - Funding and investment
Key Transit-Supportive Strategies

Local Street and Block Pattern
*Interconnected network allows easy access to transit*
- Minimize block lengths
- Higher intersection densities

Connections To and From Transit
*Transit trips typically begin and end as walking trips*
- Consider connections to and from neighbourhoods and local destinations within 400-800 m
- Consider cycling connections within 3-5 km
- Experience (attractiveness, safety, etc) impacts ridership

Complete Streets
*Balance needs of all users when designing streets*
- Identify and document benefits and trade-offs of design elements to assist decision-making

Design & Orientation of Buildings and Parking
- Orient main entrances to the street and include, active, street level uses
- Locate parking and servicing to minimize impacts on pedestrians
Next Steps

- The draft Guidelines were posted for consultation in January on the Ontario Environmental Registry. The posting closed on March 15th.
- Completion and publication of the final Guidelines is planned for Summer 2011.
- Will be posted on MTO public site.
Thank you!

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