Ontario’s 2011 Transit-Supportive Guidelines

Complete Streets Forum
April 29, 2011
Ministry of Transportation
The Province is updating the Transit-Supportive Guidelines in response to recent provincial initiatives:

- 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

The Guidelines emphasize the inter-dependent 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.
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 Ontario Ministry of Transportation (MTO) and Municipal Affairs and Housing (MMAH) in 1992.
- 1992 Guidelines focused on transit-friendly land use planning and urban design practices.
- 2011 Guidelines update land-use content and introduce new chapter on transit improvement strategies to increase ridership.
- Provide strategies to support municipal planners, transit agencies and others in further integrating land use and transit planning.
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
Complete Streets in the Guidelines

Complete Streets planning process

Creating complete streets requires a comprehensive process to consult with users, identify their needs, adjust standards where necessary and balance design trade-offs.

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<th>User perspectives on design elements for safe pedestrian crossings</th>
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Identify and document benefits and trade-offs to assist in decision-making.

Case Study: Urban Design Guidelines (Charlotte, NC)
Key Complete Streets Planning Strategies

- Establish a planning process that ensures all users are considered in the design, refurbishment or reconstruction of streets.
- Codify circumstances when exceptions will be made and how conflicts between users resolved.
- Design streets to reflect the land use and transportation context. Not all streets will be the same. Trade-offs should reflect long-term objectives for the street and surrounding areas.
- Identify level of service criteria for all modes.
- Establish performance standards related to factors such as safety, comfort and ease of use and evaluate regularly.
- Embed complete streets planning policies within official plans.
Complete Streets Encourage Transit Use

Almost every transit trip begins as a walking trip.

Spacing bus stops every 200 metres brings residents within a 5-minute walk to transit.
Creating density around transit stations

Placing highest density and greatest mix of uses nearest transit can create vibrant activity and maximize transit use
Design streets as connections to transit

A pleasant pedestrian experience on routes to and from transit can help boost ridership
Safe and convenient streets for cyclists can extend reach of transit

Combining cycling and transit can extend transit’s catchment to as much as 5km
Successful elements of complete streets also enhance transit use

Transit stops located near intersections, services and employment generate transit trips
Complete streets create a safe and convenient environment for transit users

Accessible and attractive transit stops integrated into a street can provide the most consistently visible and positive image of a city’s transit system.
Next Steps

- The draft Guidelines were posted for consultation in January on the Ontario Environmental Registry. The posting closed on March 15th.
  - (http://www.ebr.gov.on.ca, registry #011-1329).

- Completion and publication of the final Guidelines is planned for Spring/Summer 2011.

- Will be posted on MTO public site http://www.mto.gov.on.ca