Section 2

2.0 What is Integrated Transportation Planning?

Integrated Transportation Planning is a collaborative, systems-based approach that combines transportation and land use planning to achieve multiple benefits, including affordability, emissions reductions and the creation of healthy, equitable, safe, and resilient communities. These integrated planning benefits rely on investing in robust and resilient multi-modal transportation systems that make it more convenient to walk, bike, and use transit while also supporting fast and reliable goods movement.

Transportation and land use planning approaches over the past few decades have often been undertaken as separate exercises, sometimes by separate agencies. An integrated planning approach seeks to examine the built environment as a complete system. Integrated transportation planning can occur at varying scales and stages of development, whether planning for small rural or Indigenous communities or large urban regions in B.C.

The key is making consistent decisions and investments at all levels and collaborating to meet common goals. Integrated provincial, regional or city-wide plans can ensure the best decisions are made to guide when, where, and how people choose to travel.

IN THIS SECTION

2.1 Historical Context

Land use and transportation are intrinsically linked: land use decisions affect where people travel, how often they travel, and what transportation mode they use. Equally, transportation decisions can shape surrounding land use patterns, increase housing and employment, and influence the choices people make to travel or deliver goods and services.

Over the last century, the relationship between land use planning and transportation planning has evolved in North America. After World War II, suburbanization drastically changed the way communities developed: segregated land use patterns increased the distances people travelled between home, work, school, and other daily needs. In B.C., land use decisions are typically made by local governments who have influence over local transportation systems. MOTT's influence over land use decisions has largely been limited to the lands within an 800-metre radius of a controlled access highway where MOTT has delegated approval authority, under Section 52(3) of the Transportation Act, on land use decisions such as rezonings. On the other hand, regional transportation systems are typically planned, operated, and funded primarily at the provincial level. This segregation of land use patterns and decision-making has led to transportation investments that historically focused on roads and highways (compared to significantly smaller investments in walking, bicycling and transit) and have led to auto-oriented sprawl, where people are more likely to drive for most daily travel.

MOTT Development Approval Authority

Section 52(3) of the Transportation Act delegates approval authority to MOTT over local government land use changes within an 800-metre radius of an intersection of a Controlled Access Highway – referred to as the Controlled Area.

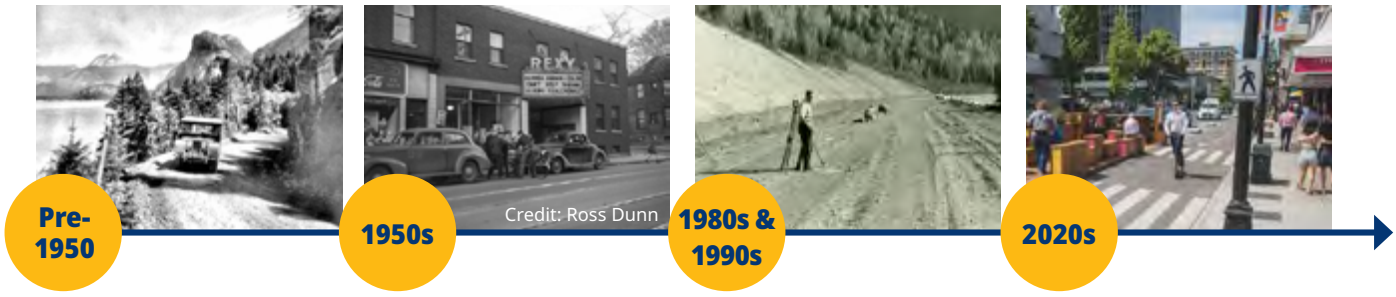
Section 52(3) states:

(3) A zoning bylaw of a municipality or regional district does not apply to a Controlled Area unless:

a) The bylaw has been approved in writing by the minister or any person designated in writing by the minster before its adoption, or

b) The bylaw complies with the terms of an agreement referred to in subsection (2) between the minister and the municipality or regional district.

This legislation allows MOTT to manage impacts from land use changes within a Controlled Area. The aim is to ensure that the impact of such developments on highways, especially in terms of access to and from the highway, is provided safely and effectively. In this way, the Ministry can ensure that existing capacity is maintained and that upgrades are considered in terms of local and regional system plans.



During the 1980s and 1990s, rapid growth in urban areas increased our understanding of the effects of urban sprawl and car-centric transportation investments. Greater automobile use correlates to increased probability of physical and mental health concerns, air quality issues, greenhouse gas (GHG) emissions, and greater risk of being involved in a collision. There are also significant equity concerns: for those who cannot drive, prefer not to drive or do not have access to a motor vehicle, car-centric development has placed severe limitations on their ability to access job opportunities, services and other daily needs. Disproportionate increases in motor vehicle travel have also reduced mobility and reliability (i.e. the speed and predictability of travel time) for moving goods at all scales, from local and regional to interprovincial and international markets. While land use and transportation planning efforts over the last two decades have begun responding to these issues, more needs to be done to enact rapid and meaningful change. Integrated Planning is an approach to help make this change possible.

2.2 Evolving Planning Landscape in B.C.

Historically, MOTT planning processes have focused on the development and operation of the provincial highway system, with relatively less focus on influencing adjacent land uses. More recently, the interaction

of land use and transportation has been highlighted in several provincial strategic priorities including climate action, economic prosperity, reconciliation, and housing affordability. For this reason, MOTT has been working toward more integrated, multi-modal plans and investments in highways, transit services and infrastructure, as well as active transportation facilities for people of all ages and abilities.

Several provincial initiatives will fundamentally change how land use planning and zoning entitlements are done in British Columbia. These initiatives include Bill 16, Bill 44, Bill 46, and Bill 47, and are intended to direct governments from short-term, fragmented planning and zoning approvals to more proactive, integrated planning. A description of these initiatives is provided in Appendix 'B'.

2.3 Why Integrated Planning Is Needed

Integrated land use and transportation planning is more critical than ever for meeting the range of community, economic, safety, and environmental needs specific to our province today. **Figure 1** conceptually highlights the wide range of potential outcomes that are expected, including vibrant, complete communities with improved multi-modal access to services, jobs, schools, and more affordable housing. This approach can, in turn, improve affordability, accessibility, and mobility for all.

A multi-modal transportation system within a mixed-use community provides attractive and affordable choices for residents. It (enables or provides) more travel options and lower GHG emissions, creating a more sustainable and resilient transportation network. In denser mixed-use communities, average trip distances are shorter, making services and infrastructure more efficient and improving economic opportunities for residents.

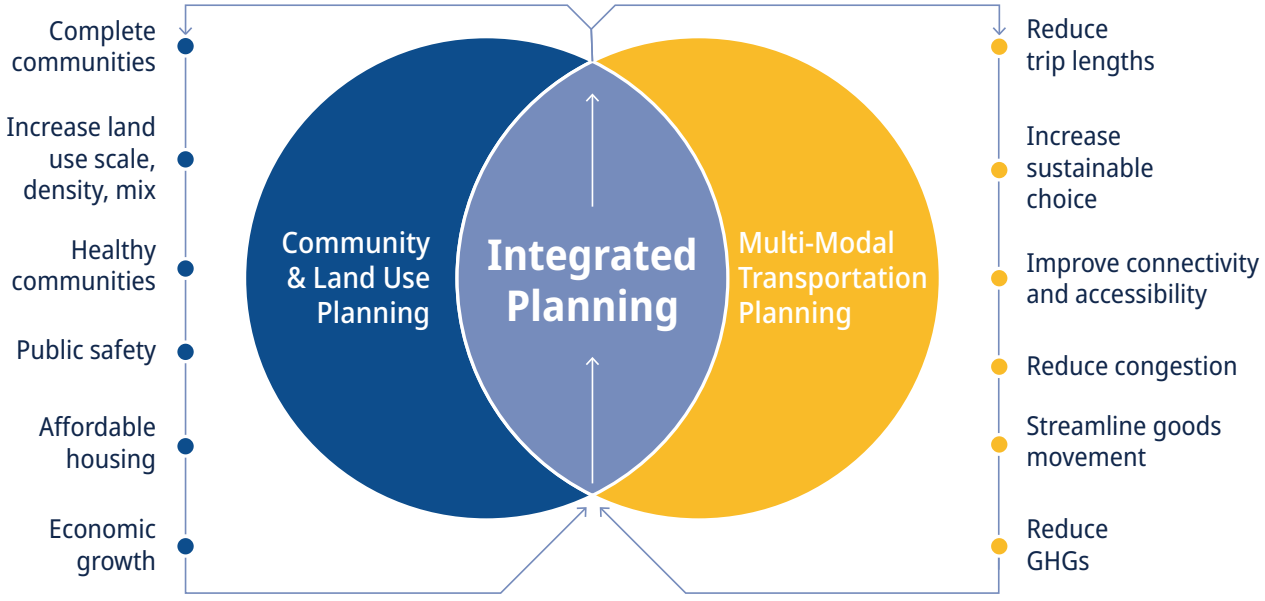


Figure 1 Outcomes From Integrated Planning