

Transport 2050

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TransLink acknowledges, respects, and celebrates the Indigenous Nations on whose territories we are fortunate to live, work, and operate, and recognizes that in planning and managing the region's transportation system we have a role to play in supporting reconciliation with Indigenous peoples.

Overview

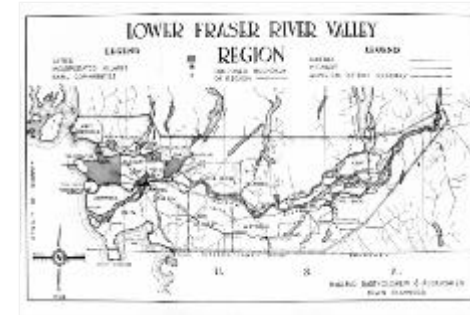
1. Context
2. Transport 2050 Development Process
3. Transport 2050 Strategy- Content Highlights
4. Key Challenges
5. Transport 2050 Implementation

What is Transport 2050?

- Provides the 30-year **blueprint** for regional transportation projects, policies, and programs
- **Previous plans** have **shaped the region**, and options for getting around
- A shared strategy: in collaboration with **Metro 2050, Climate 2050**, staff from **municipalities**, and the **Province**



Strong history of regional
land use and
transportation planning
has shaped how we move
and live in the region.



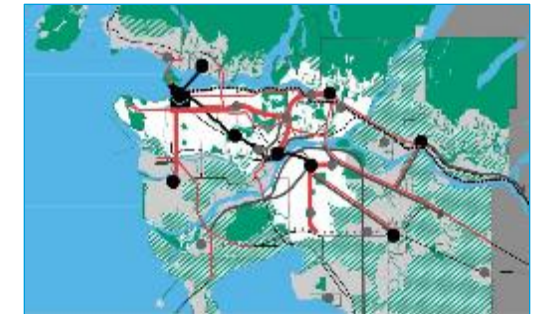
1946



1963



1975



1996



2011



2014

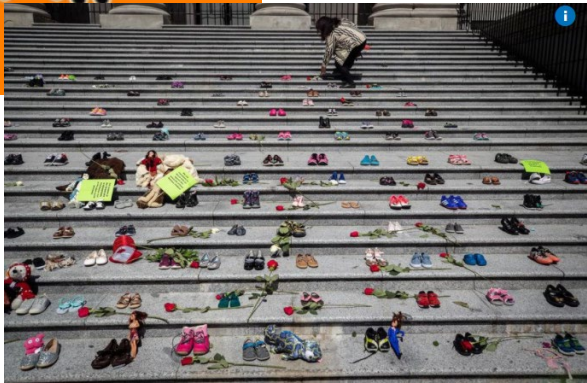
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Development of Transport 2050



Pivotal Events



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How We Responded

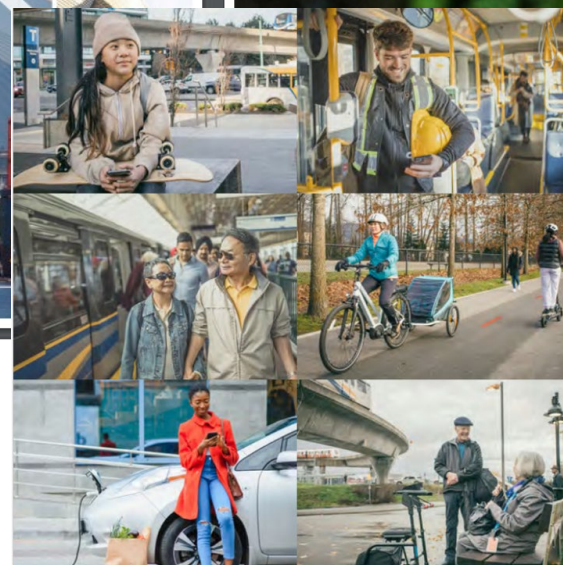


Social Equity & Regional Growth Study

Considerations for integrating social equity into regional planning and Metro 2050

Prepared for
Metro Vancouver Regional District
January 25, 2021

Prepared by Kellie Craig Consulting
in association with:
Luna Axiom Consulting, Kevin Kapenda, & Licker
Geospatial (Astron Licker, Kristi Silk, Renee Proulx)



For the purposes of the South Coast British Columbia
Transportation Authority Act, this document
constitutes the long-term strategy for the regional
transportation system in Metro Vancouver, adopted
January 2022.

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How We Engaged

Phase 1 Engagement



158,575
conversations



315
events



7
languages to engage in



31,682
survey responses



4,062
ideas submitted



500+
stateholders engaged

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Phase 1: Values, Concerns, Priorities, and Ideas

VALUES	CONCERNS	PRIORITIES
<p>People most value about the region and their neighbourhoods:</p> <ol style="list-style-type: none">1. Natural areas and parks2. Access to shops and amenities3. Proximity to transit	<p>People are most concerned about:</p> <ol style="list-style-type: none">1. Housing affordability2. Road congestion3. Climate change	<p>As the region changes, people want to prioritize:</p> <ol style="list-style-type: none">1. Transit expansion and improvement2. Transportation options that are timely and convenient3. A transport system that's cost-effective and efficient

Phase 2: Transportation Actions

Action 1: People-First Streets That Invite Walking, Biking and Rolling



Strong support across demographics and across region



People liked reducing region's dependence on autos, but implementation matters

Action 2: Fast and Frequent Rapid Transit That's a Competitive Choice for Most Longer Trips



Support for both network proposals, slight preference for street-level rapid transit



People identified trade-offs between above/below ground versus street-level rapid transit

Action 3: Automated Vehicles That Provide Convenient Access to Car Trips, Without Adding to Congestion



In general, supported the vision for managing automated vehicles



More mixed support for using fees to manage zero passenger trips or congestion

Key Element: Who is 'in the room'?

Expanded engagement to include:

- Indigenous Advisory Committee
 - 12 local Indigenous Nations and urban Indigenous
- Social equity groups workshop
- Regional stakeholders
- Monthly meetings with municipal transportation and land use planning staff and managers, Provincial staff and public sector stakeholders

Transport 2050 Strategy

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Transport 2050 Vision: Access for Everyone

Everyone can easily connect to the people, places, and opportunities that they need to thrive — because we all have real transportation choices, that we can count on, that we can afford, and that we can safely enjoy. Our transportation system supports an inclusive, future-ready region that advances reconciliation.

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Transport 2050

Vision

Access for Everyone

We all have real choices

that we can count on,

that we can afford,

that we can safely enjoy,

now and into the future.

Goals

1 / **Convenient**
Choices for Everyone



2 / **Reliable**
Choices for Everyone



3 / **Affordable**
Choices for Everyone



4 / **Safe & Comfortable**
Choices for Everyone



5 / **Carbon-Free**
Choices for Everyone



Headline Targets

By 2050, walking, cycling, and transit are competitive choices accounting for at least half of all passenger trips, with taxi, ride-hail and carsharing accounting for most of the remainder.

We are all spending 20% less time stuck in congestion compared to today

None of us need to spend more than 45% of our household income on housing & transport combined

Reduce serious traffic injuries and fatalities by at least 5% annually until we reach zero by or before 2050

By 2030, lower carbon pollution from light-duty vehicles by 65% over 2010 levels; eliminate carbon pollution from transport altogether by 2050

Strategies

(key things we'll do to achieve each goal)

1.1 Make **active transportation** the most convenient choice for shorter trips

2.1 Make **transit** more reliable

3.1 Make **living close to frequent transit** more affordable

4.1 Eliminate **traffic fatalities and serious injuries**

5.1 Reduce the **energy requirements** of the transport system

1.2 Make **transit** the most convenient choice for longer trips

2.2 Make **goods movement** more reliable

3.2 As a priority, invest in the most cost-effective and most **affordable modes**

4.2. Ensure everyone feels **welcome, comfortable**, and **physically secure** while getting around

5.2 Transition to **zero emissions vehicles**

1.3 For those who need to **drive**, help make it convenient and accessible

2.3 Make **driving and parking** more reliable

3.3 Ensure that **transportation fees and taxes** are affordable for everyone

4.3 Minimize transportation's **adverse impacts** on local communities

5.3 Support ready access to **low carbon fuels** for the transportation system

1.4 Provide **many different choices** conveniently together in one place

2.4 Maintain transportation infrastructure in a **state of good repair**

3.4 Help people and businesses connect to more **economic opportunities**

4.4 Safely respond to and recover from **disruptions and disasters**

5.4 Account for and reduce **upstream and downstream** emissions in the transportation system

Strategic Lenses

(cross-cutting priorities)

Reconciliation

Social Equity

Resilience

Neighbourhoods Within 1-km of a Retail Cluster

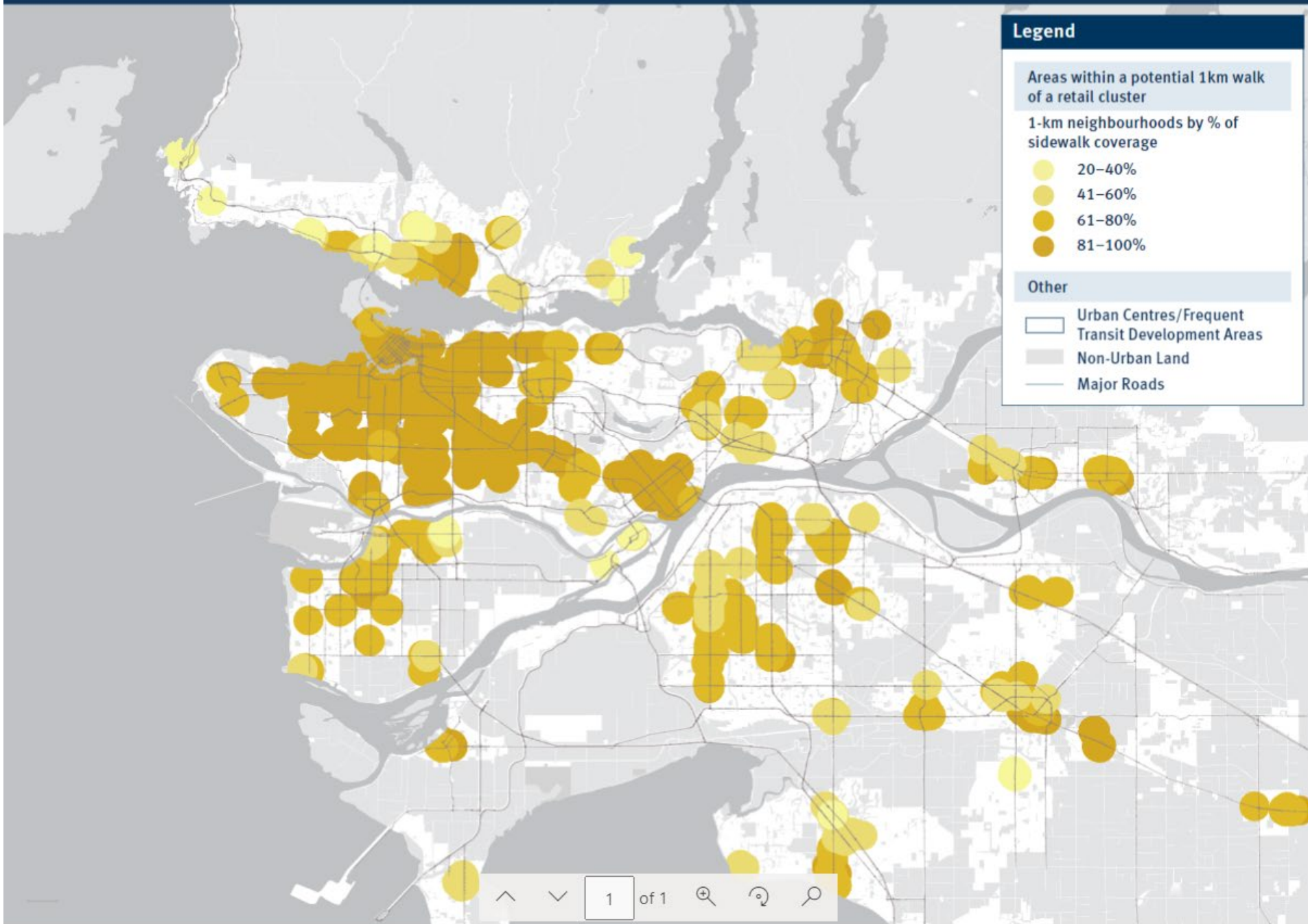
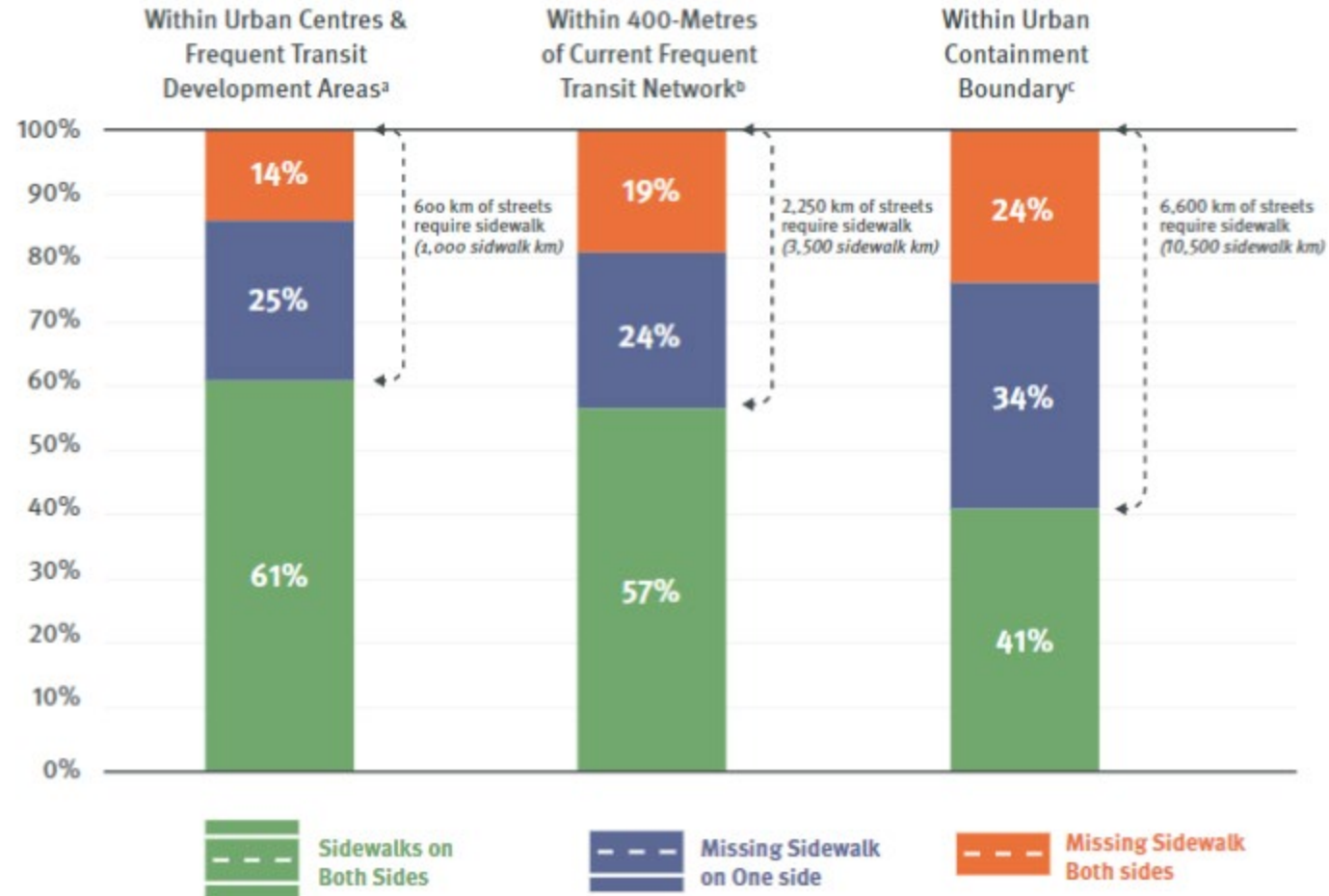


Figure 5: Status of Sidewalk Availability Today on Streets within Different Areas of Metro Vancouver



Transport 2050: Regional Cycling Network

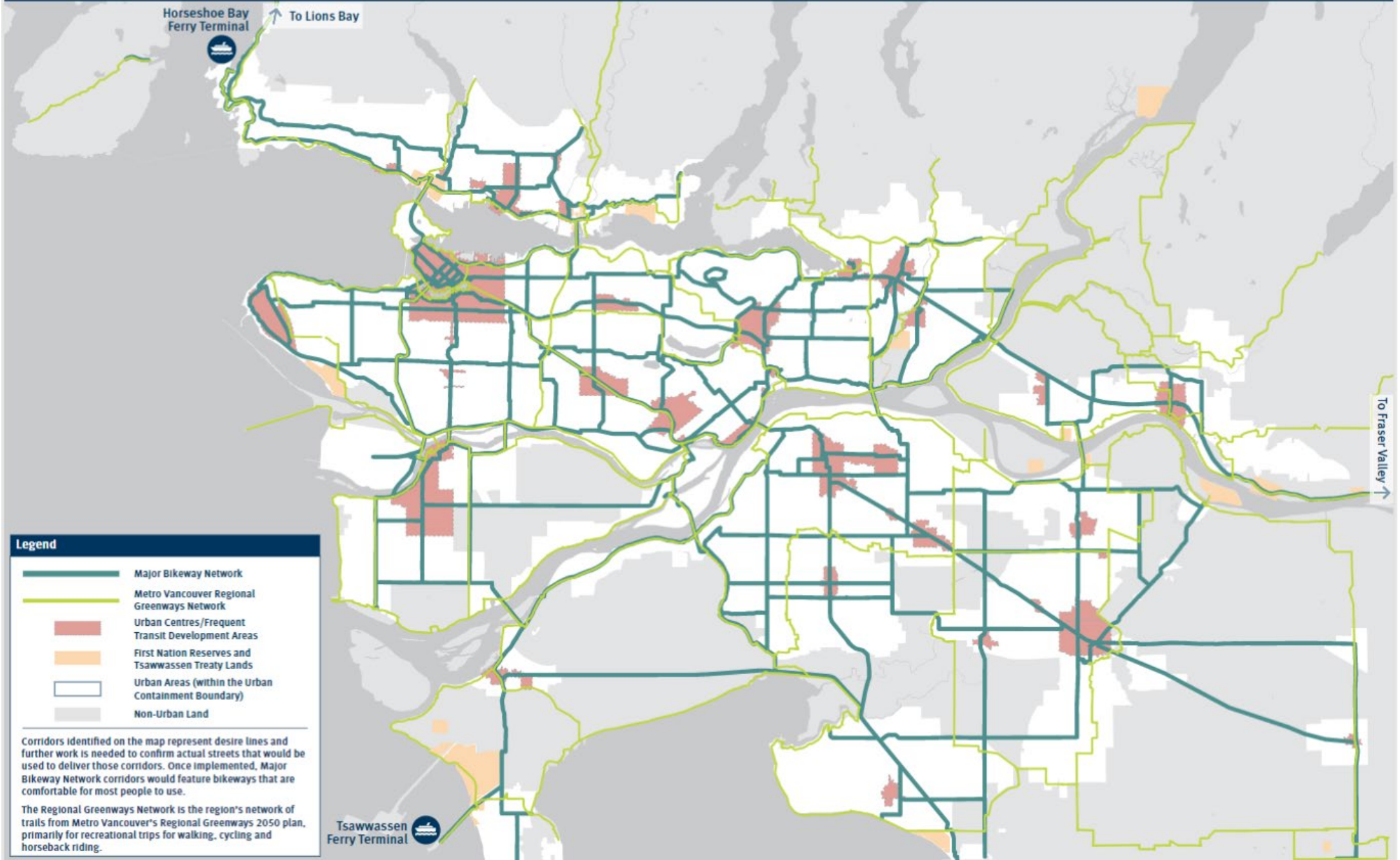
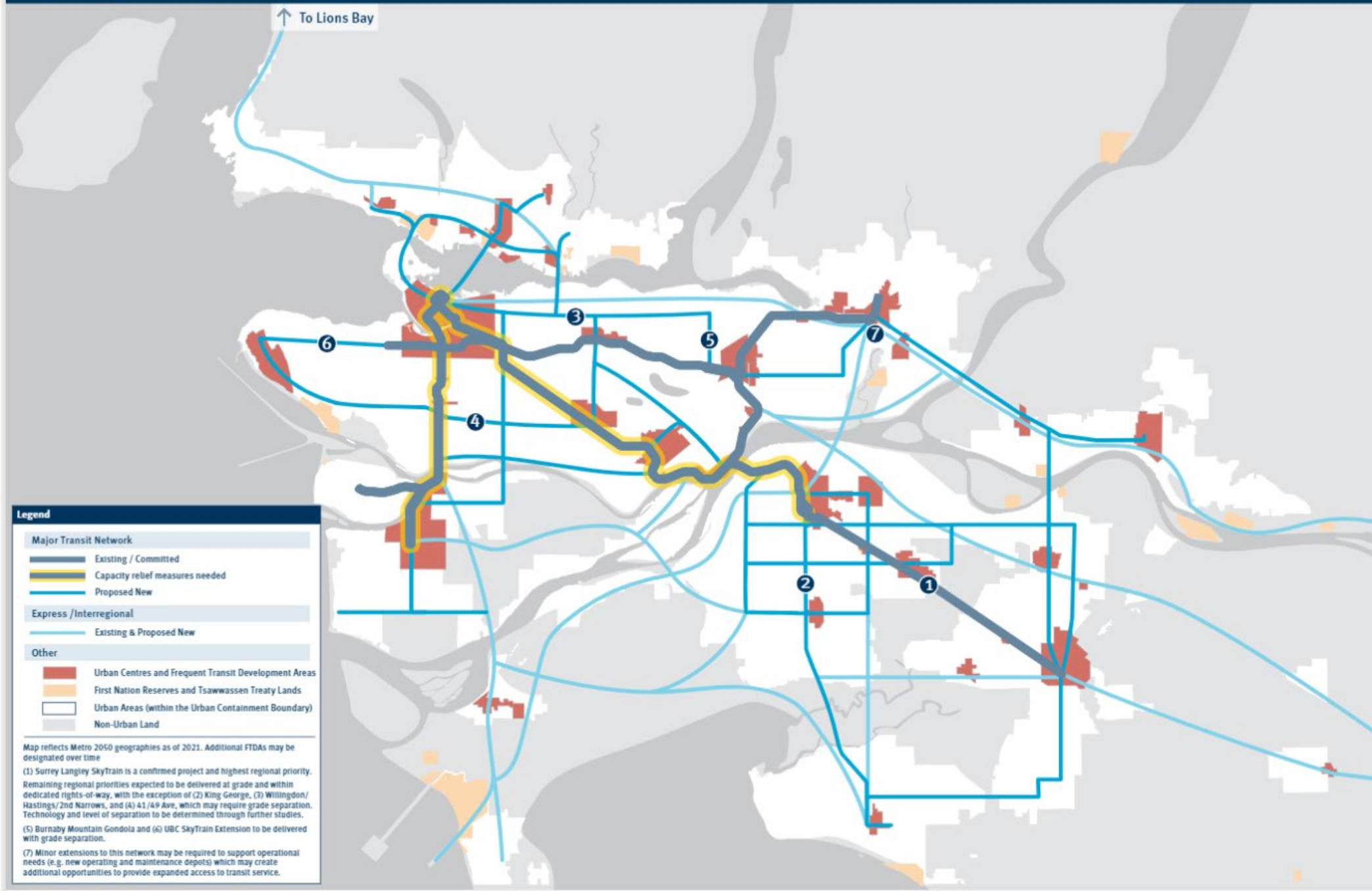


Figure 7: Key Characteristics of Different Transit Layers

	Convenient & Universally Accessible	Reliable & Congestion-Free Travel Time	Fast & Competitive with Car Travel Time	Frequent Departures, at Least Every 15 minutes or Better	High Capacity Accommodating More Than 1,000 People Per Hour
Local Transit	Always	Sometimes	–	–	–
Frequent Transit	Always	Sometimes	Sometimes	Always	–
Express Transit	Always	Always	Always	Sometimes	Sometimes
Major Transit	Always	Always	Always	Always	Always

Transport 2050: Reliable & Fast Transit Network



Metro 2050: Areas to Focus Growth

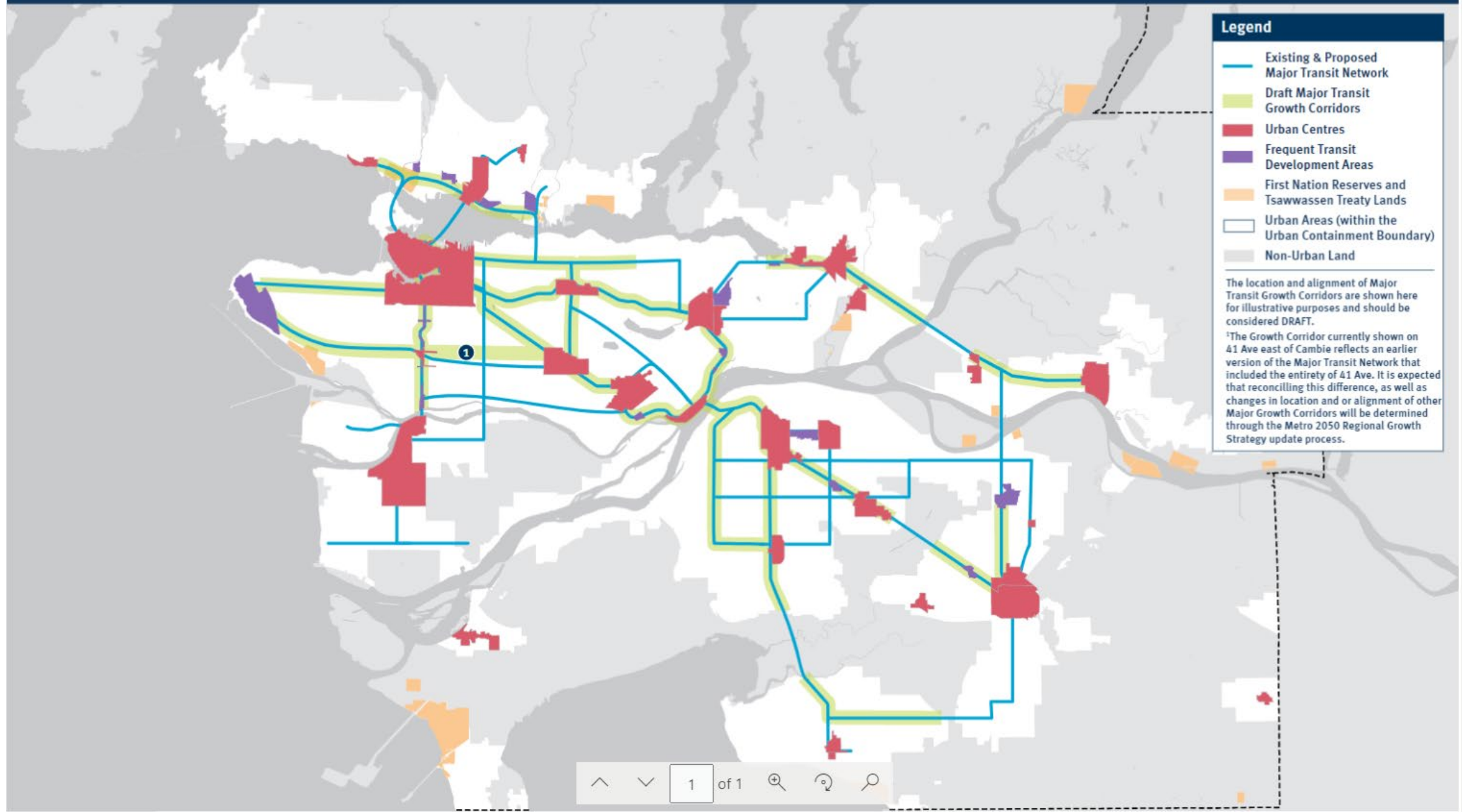
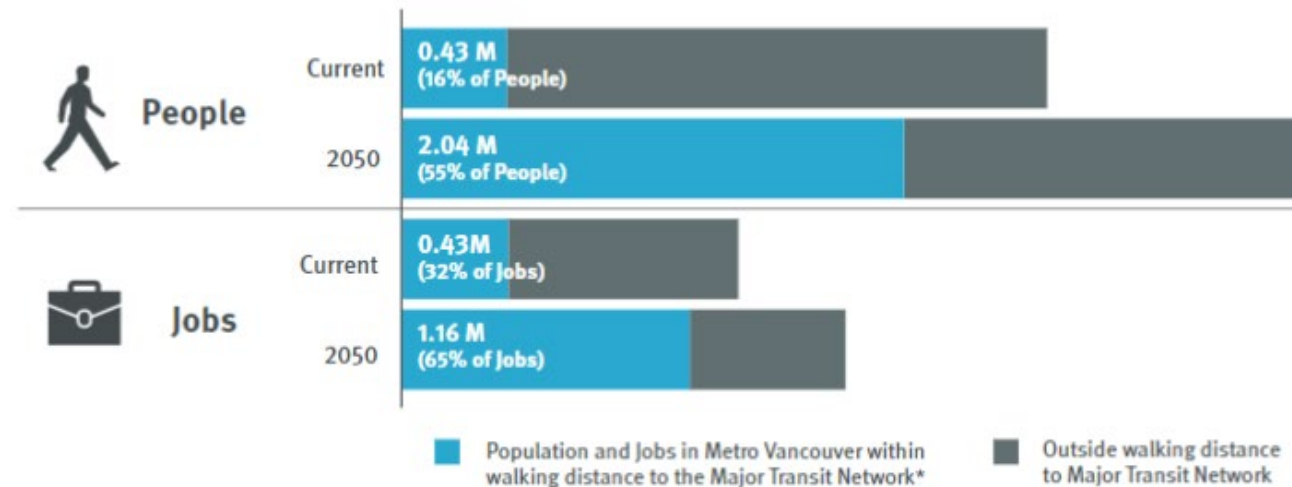
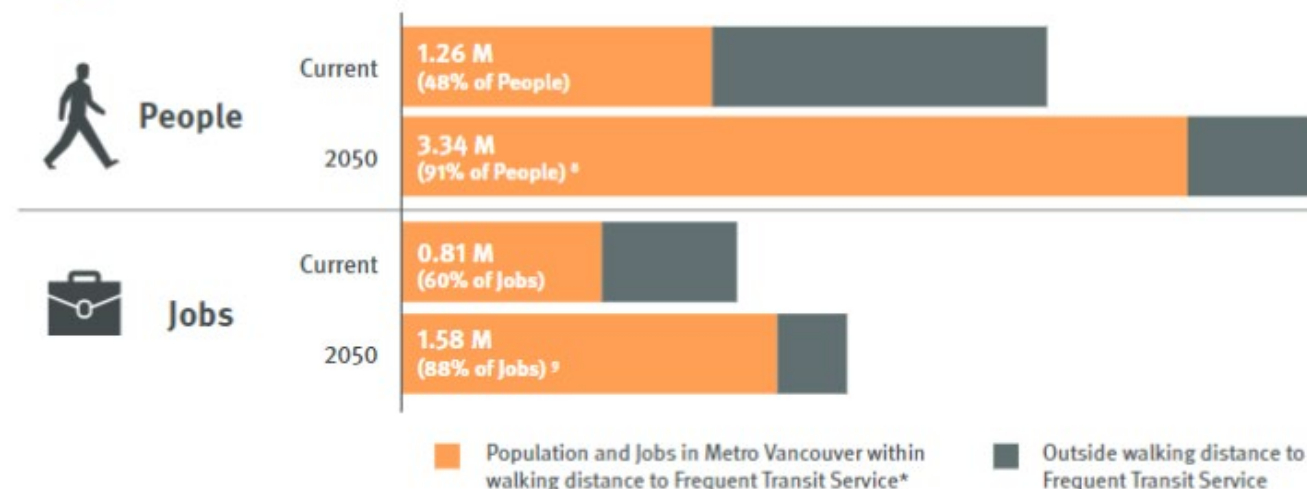


Figure 9: Residents and Jobs within Walking Distance from Different Transit Networks

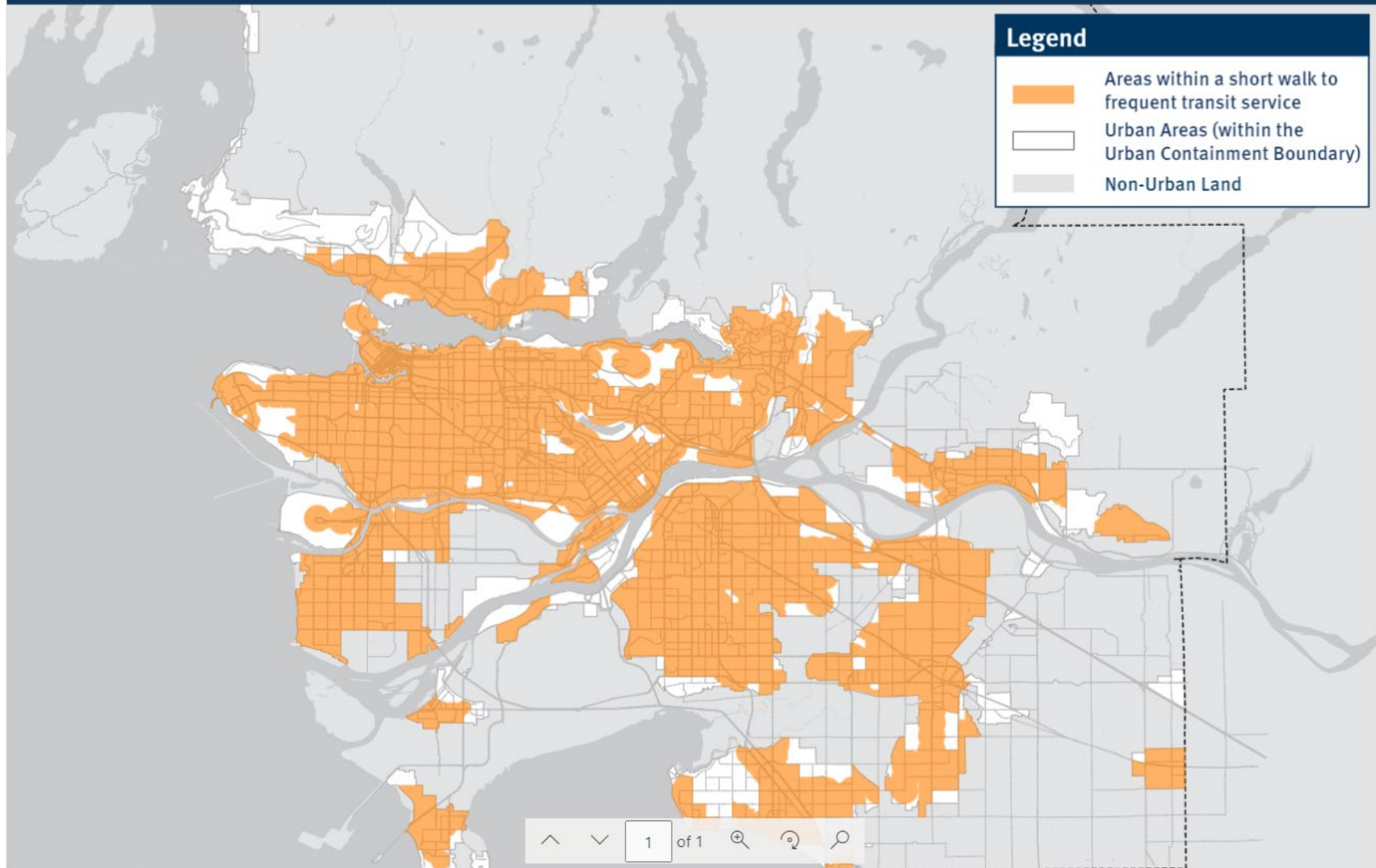
Major Transit Network



Frequent Transit Service

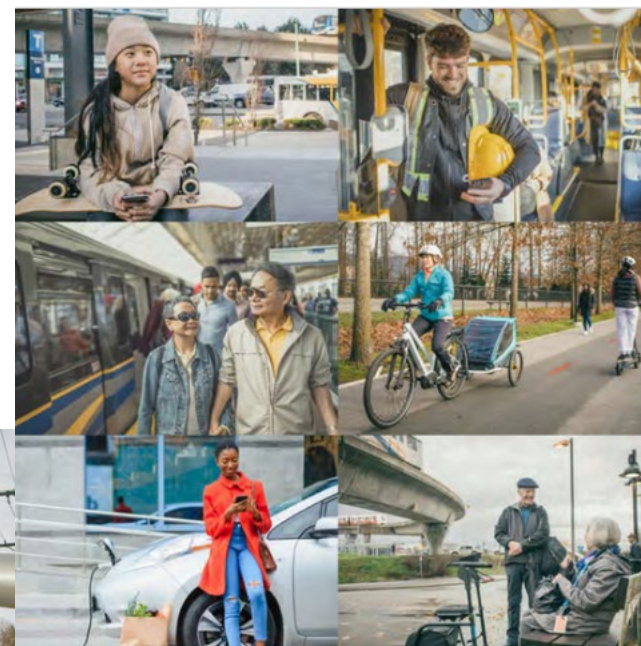


Areas That Should Be Within a Short Walk to Frequent Transit in 2050



Key Challenges & How We Responded

Key Challenges



Regional Transportation Strategy

For the purposes of the South Coast British Columbia Transportation Authority Act, this document constitutes the long-term strategy for the regional transportation system in Metro Vancouver, adopted January 2022.

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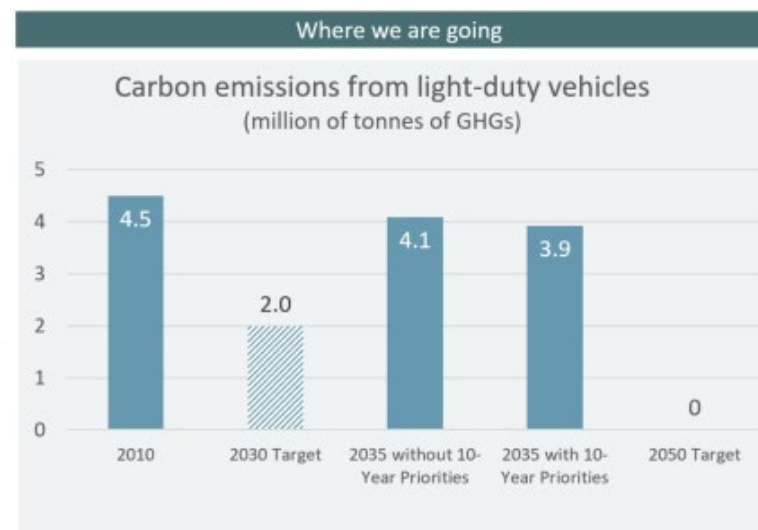
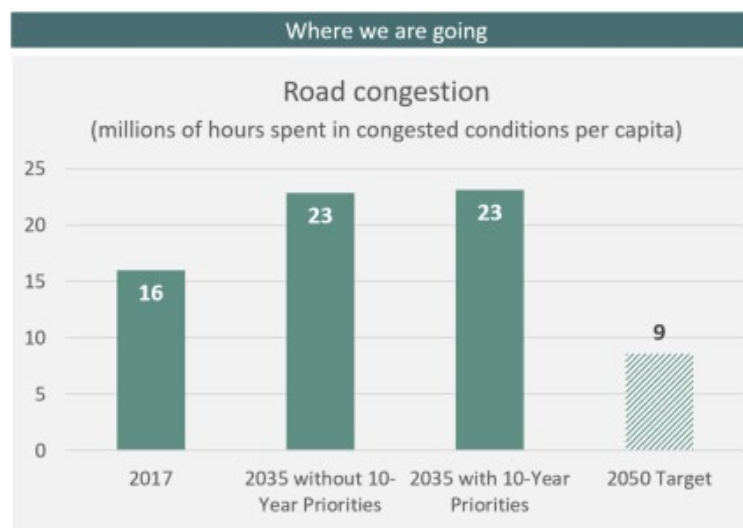
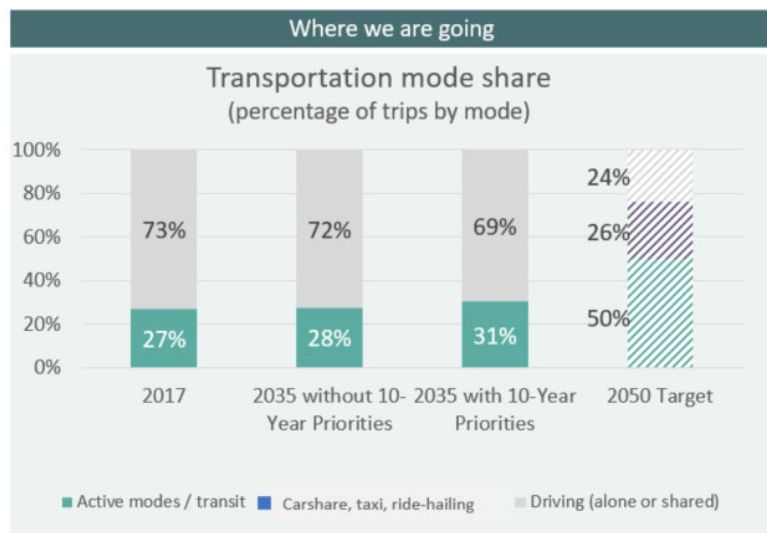
Transport 2050 Implementation

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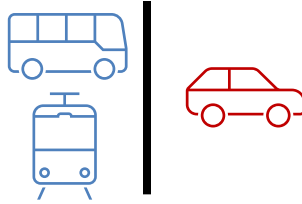
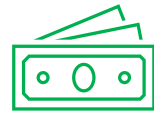
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Transport 2050: 10-Year Priorities



Our analysis will compare levels of access for our groups of interest relative to the **general population, high income groups, and to other modes of transportation**



Relative to who or what?

How do we measure it?



How do we address affordability?

Our focus is on **transportation cost burden** and the **burden of car reliance**

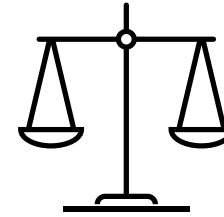


Access to which opportunities?

Our approach is to focus on jobs, education, healthcare, parks

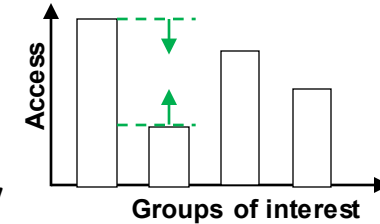
How do we apply a Social Equity Lens?

How are we defining equity?



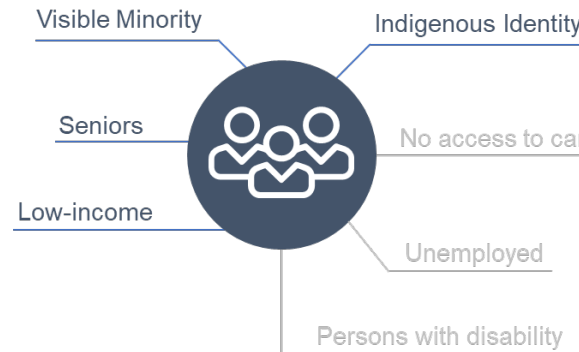
Equity is concerned about transportation-related **costs** and **benefits**, including how they are **distributed**, and whether that distribution is **desirable**

What is our Equity Philosophy?



Our 'Equity Philosophy' is to **minimise the gaps** in levels of access to opportunities between different groups of interest

Who are the groups of interest?



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www.transport2050.ca

