

# EXECUTIVE SUMMARY



# The 2050 We want: Access for Everyone

## Imagine a future where getting around Metro Vancouver is easy

Where we all have convenient transportation choices that are reliable, affordable, safe, and comfortable. And where everyone has access to transportation options that don't contribute to climate change.

Imagine a future of *Access for Everyone*, where every person in Metro Vancouver — no matter who they are, where they live, or how they choose to get around — can easily connect to the opportunities they need to thrive.

Because our lives, the future of our region, and its economy depend on a sustainable, effective, and efficient transportation system that works for everyone.

To realize the vision of *Access for Everyone*, we need to understand that every single person in Metro Vancouver is unique. And that they can face different struggles and barriers that make moving and living in the region more challenging or less challenging.

The transportation future we want is one where no one gets left behind.

To create this fairer and more just and inclusive transportation system that truly delivers on the promise of *Access for Everyone*, we need to take steps to help lessen the struggles and reduce the barriers that people face. In the past, transportation justice has not been central to our regional mission and so, as a region, we have catching up to do.

## Transport 2050: our roadmap for the next 30 years

Transport 2050 is the new Regional Transportation Strategy for Metro Vancouver. Whether you walk, bike, roll, take transit, or drive, Transport 2050 will shape how you get around. The strategy also lays out a path for goods movement. So that we can keep building a sustainable economy in a growing region.

Designed to be flexible in an era of rapid change, Transport 2050 is our roadmap for the next 30 years. It identifies projects, services, and policies to make transportation better for everyone.

Transport 2050 was developed in collaboration with residents, municipalities, Metro Vancouver, the Province of British Columbia, and stakeholders, and through engagement with Indigenous Nations and Indigenous groups. As a shared strategy, it reflects a common vision for the future of transportation in Metro Vancouver. This includes connections beyond the region that are critical to the social and economic well-being of the province.

## We are a region that shapes our own future

This is a crucial moment: the choices we make today will influence how we move and live for decades to come. But we also need to remain nimble, so that we can be resilient to whatever the future might bring. From disruptive new technologies to pandemics to extreme natural events, external forces and events have the potential to upend life, especially in our increasingly globally connected region and economy. It's our responsibility to ensure that the future transportation system thrives in a world of shocks and disruptions.

## Vision

In 2050, everyone can easily connect to the people, places, and opportunities that they need to thrive — because we all have real choices, that we can count on, that we can afford, and that we can safely enjoy for generations to come. Our transportation system supports an inclusive, future-ready region that has meaningfully advanced reconciliation.

### GOALS: OUR TRANSPORTATION FUTURE WILL BE



Convenient



Reliable



Affordable



Safe & Comfortable



Carbon-Free

## A SHARED STRATEGY AND REGIONAL PARTNERSHIP



## Leveraging technology — for the benefit of everyone

Technology can help transform the region for the better. But only if we make it so. We only need to look to history to know that major unforeseen disruptions, such as in the form of new technologies, can come suddenly, bringing major benefits and consequences.

We're living in an era of rapid change and disruption, and we are on the cusp of some dramatic revolutions in technology.



**Digital access** is changing how we connect to opportunity.



**Shared mobility** can reduce the total number of vehicles on the road.



**Urban aerial mobility** could see people and goods go airborne.



The transformation to **electric vehicles** is underway.



By 2050, **connected and automated vehicles** could be carrying a majority of passenger and freight trips in the region.

These technologies all hold out promise to make it easier to connect to opportunity, reduce carbon pollution, or bypass congestion. They are also redefining how goods are moved and delivered.

However, these transport revolutions bring with them risks and unanticipated consequences that need to be managed carefully, so that they work in support of our vision: reducing social inequity; addressing the climate emergency; and supporting vibrant, compact, and livable people-oriented cities and streets.

This means asking how new technologies can support — and not replace — the most sustainable modes of walking, biking, rolling, and transit.

## The region has work to do: challenges and opportunities

Like all places, the region faces challenges that affect our quality of life, our economy, and our environment.

Not the least of which includes recovering from **COVID-19**. The pandemic has touched all of our lives, impacting our physical, mental, and social well-being, harming our economy, and accentuating social inequalities. While Transport 2050 is a long-range strategy, the pandemic does inform our present reality and has accelerated some transportation trends we'll need to consider so we can build back better.

### Reconciliation

Metro Vancouver sits on **traditional and unceded Indigenous territory**. Throughout our history, colonialism and racism have brought vast harms to Indigenous communities and peoples who have lived here since time immemorial. As the region evolves, we need to address how transportation planning has upheld this system of colonial power so that we can work towards reconciliation.

### Social Equity

The gap between the haves — those with options for safe travel, affordable living, discrimination-free mobility, and access to the places they need to go — and the have-nots continues to be a problem. If anything, recent events in the COVID-19 pandemic have shone a light on **social inequity**. By improving transportation, we can help people thrive, no matter who they are.

### Affordability

Metro Vancouver is an **unaffordable** region, with its expensive housing and lower incomes relative to comparable jurisdictions. Good transportation connections often increase housing prices, as they make the location more desirable. As expensive housing forces families to pursue more affordable homes in poorly connected or outlying parts of the region, they often have fewer transportation options — often requiring them to rely on cars for their daily needs. As we continue to invest in good transportation facilities and connections, communities can see displacement or gentrification, which can hurt the most vulnerable.

### Congestion






**Traffic congestion** affects nearly everyone in Metro Vancouver, whether they travel by car, bus, bike, or on foot. The result is frustration, time lost to traffic, and more air pollution and greenhouse gases. Congestion also leads to extra costs for goods movers, which erodes our economic competitiveness, and ends up on our grocery bill. To date, no region in the world, including ours, has built its way out of congestion, not even by providing more transit service. Tackling congestion will mean making tough choices.

### Climate Change

The global and local challenge of responding to the **climate emergency**, of which transportation is a prime contributor, calls for us to act urgently, at every level of government. Regional greenhouse gas emissions have basically remained stuck at the same level for a decade. Every year we fail to dramatically reduce them requires that we do even heavier lifting in future years, at higher costs, to reach the region's goal of carbon neutrality by 2050.

## How we'll act: creating the transportation future we want

To help create the future we want, Transport 2050 sets out five goals and headline targets, and maps out the key strategies that are needed to get us there.

Theme	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	<b>1/Convenient</b> Choices for Everyone 	<b>2/Reliable</b> Choices for Everyone 	<b>3/Affordable</b> Choices for Everyone 	<b>4/Safe &amp; Comfortable</b> Choices for Everyone 	<b>5/Carbon-Free</b> Choices for Everyone 
Headline Targets	By 2050, <b>active transportation and transit</b> are competitive choices <b>accounting for at least half of all passenger trips</b> , with taxi, ride-hail, and carshare accounting for most of the remaining passenger trips.	By 2050, people and goods are spending <b>20% less time stuck in congestion</b> , compared to today.	By 2050, <b>none of us</b> — but especially those of us with less ability to pay — need to spend more than 45% of our household incomes on transport and housing combined.	We steadily reduce <b>serious traffic injuries and fatalities</b> by at least 5% annually until we reach zero before 2050.	By 2030, we have <b>lowered greenhouse gas emissions from light-duty vehicles by 65%</b> over 2010 levels; we have <b>eliminated transportation greenhouse gas emissions altogether by 2050</b> .
Strategies	1.1 Make <b>active transport</b> the most convenient choice for most shorter trips	2.1 Make <b>transit</b> more reliable	3.1 Make <b>living close to frequent transit</b> more affordable	4.1 Eliminate <b>traffic fatalities and serious injuries</b>	5.1 Reduce the <b>energy requirements</b> of the transport system
	1.2 Make <b>transit</b> the most convenient choice for longer trips	2.2 Make <b>goods movement</b> more reliable	3.2 As a priority, invest in transportation modes that are <b>lowest cost and most affordable</b> to residents	4.2 Ensure everyone feels <b>welcome, comfortable, and physically secure</b> while getting around	5.2 Transition to <b>zero-emissions vehicles</b>
	1.3 Make it convenient for all households to make the <b>occasional car trip</b> without needing to own a car	2.3 Make <b>driving and parking</b> more reliable	3.3 Ensure that transportation fees and taxes are <b>affordable</b> for everyone	4.3 Minimize transportation's <b>adverse impacts</b> on local communities	5.3 Support ready access to <b>low-carbon fuels</b> for the transportation system
	1.4 Seamlessly <b>connect different transport services</b> both physically and digitally	2.4 Maintain transportation infrastructure in a <b>state of good repair</b>	3.4 Help people and businesses connect to more <b>economic opportunities</b>	4.4 Safely respond to and recover from <b>disruptions and disasters</b>	5.4 Account for and reduce <b>upstream and downstream emissions</b> in the transportation system
Strategic Lenses	Reconciliation				
	Social Equity				
	Resilience				



# Transformative Actions

The strategies and actions outlined in Transport 2050 will be undertaken in partnership between local governments, TransLink, Metro Vancouver, the provincial and federal governments, Indigenous Nations, and other actors, including the private sector.

Most of the **100+ actions** proposed in Transport 2050 have the potential to fundamentally *change how people move and live* in Metro Vancouver. We think the following **10 actions** will be *especially transformative*.



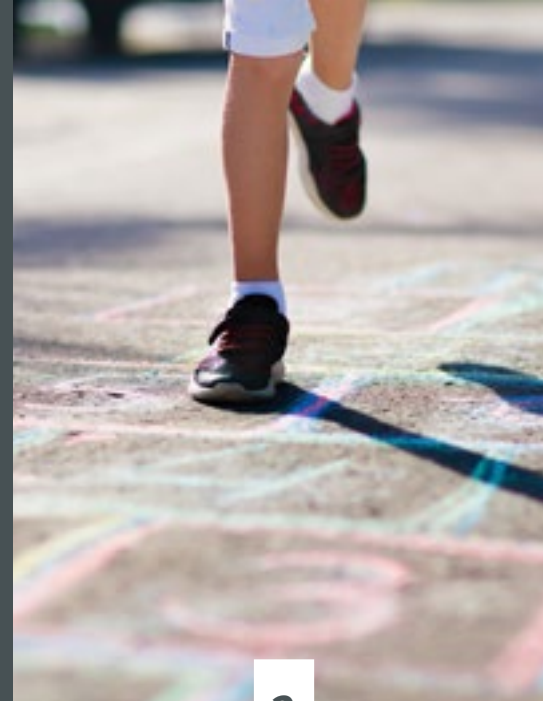
1

Supporting walkable, complete, and affordable communities where it's easy to access most of your daily needs within a kilometre of home and without having to drive.



5

Serving more people in more parts of the region with **fast and reliable transit service** by adding approximately 300 kilometres to our existing 100-kilometre rapid transit network and working with partners to implement new express and interregional transit connections.



2

Transforming roads that have been designed primarily for cars into **people-first streets** designed for everyone. Where all people using the street, including people with disabilities and people using transit, cycling, walking, or rolling, feel safe, comfortable, and connected.



4

Delivering **frequent local transit service** to within a five-minute walk of nearly all communities within the urban parts of the region.



3

Implementing complete networks of **traffic-protected bikeways** within every Urban Centre, an **850-kilometre traffic-protected network of major bikeways** connecting every Urban Centre, and abundant bicycle parking everywhere.



6

**Prioritizing the movement of transit** on roads through more extensive provision of dedicated transit lanes, enabling transit users to get around without getting stuck in traffic. This will also allow us to achieve our bold vision for expanding the rapid transit network primarily in dedicated lanes at street level.



10

Ensuring that everyone can afford to get around, with a commitment to **universal basic mobility**, where fares and fees are based on an individual's ability to pay.



7

Expanding **shared mobility** options across the region so that, no matter who you are, where you are, or where you need to go, you'll have access to a shared bike, e-scooter, or car when you want one.



Using the power of new **digital tools** to support an efficient, reliable, and easy-to-use transportation system — where everything is seamlessly integrated, everyone can easily plan and make trips that involve multiple modes, curbside spaces are available when you need them, and traffic headaches are a thing of the past.

9

### How the Actions Complement Each Other

These actions all complement each other and are mutually reinforcing.

For example, walkable, complete, and affordable communities (1) result in more short trips that suit walking, biking, or rolling. Community growth focused around major transit corridors delivers the density required to support even more frequent, fast, and reliable transit service (4, 5).

With more affordable (10) and more time-competitive active and shared travel options (7) and more opportunities to connect online (9), we'll see less driving and less parking demand, freeing up more room on our streets for public spaces, walkways, bikeways (2, 3), and dedicated transit lanes (6).

As connected and automated carshare vehicles scale up and become a more attractive option than owning your own car (8), we will see even less demand for on-street parking, freeing up more space for other uses.

**These positive feedback loops will be critical to helping us reach our ambitious targets and transform our region.**



8

Changing our vehicles and how we fuel them: we'll support and carefully manage the move to **automated, connected electric vehicles** so that they work in support of our region's goals.

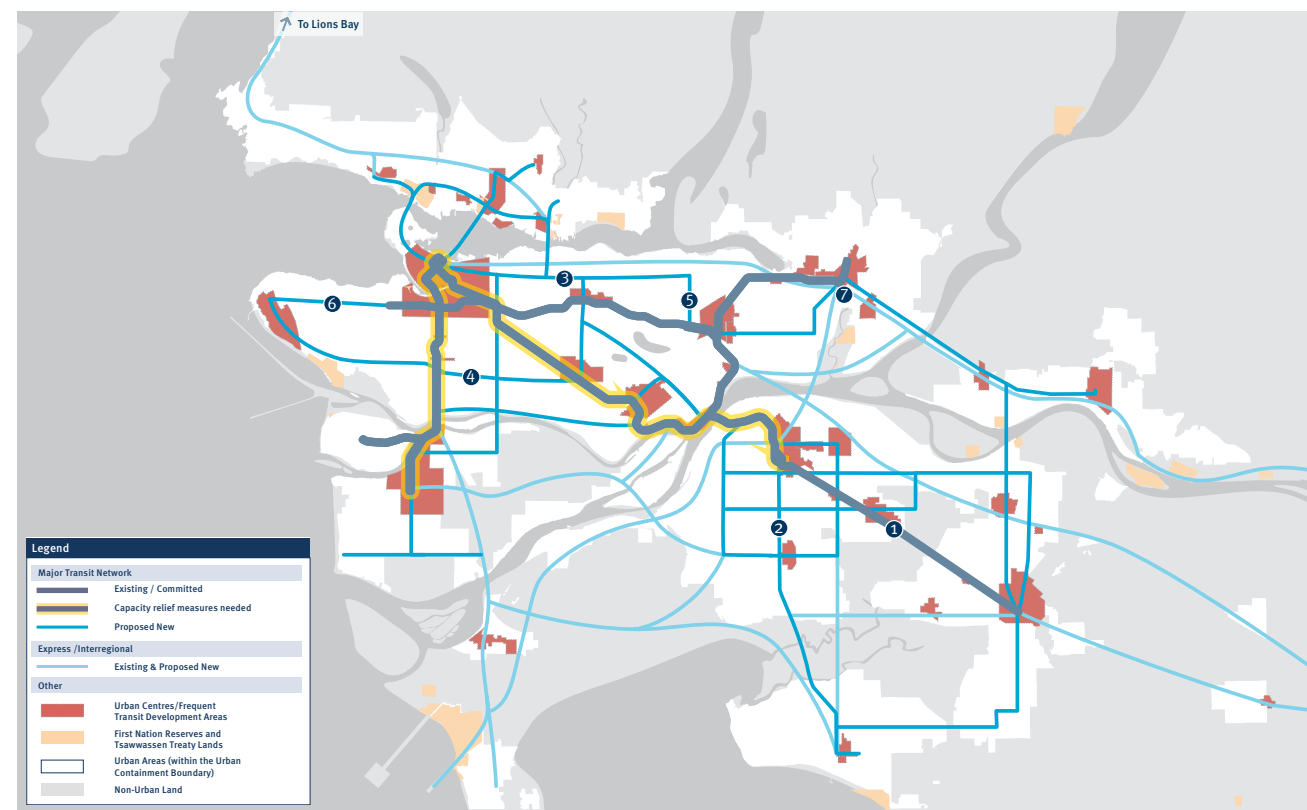
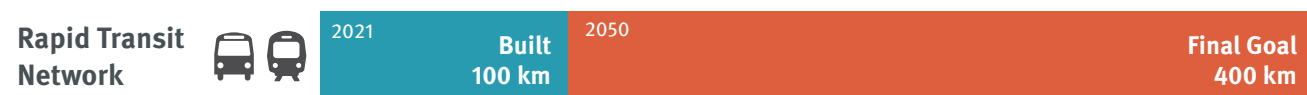


# Expanding Key Networks

## Reliable & Fast Transit Network

Transport 2050 includes a bold vision to build out an extensive network of transit that is both fast (competitive with cars) and reliable, travelling in dedicated lanes, free from congestion.

This Reliable & Fast Transit Network would include: a Major Transit Network with 100 kilometres of existing and committed SkyTrain lines; a 300-kilometre expansion of rapid transit, delivered mostly at street level in the form of bus-rapid transit; and long-distance express services, including connections outside of Metro Vancouver. Technologies used for future expansions will be determined through future corridor studies.



Map reflects Metro 2050 geographies as of 2021. Additional FTDA's may be designated over time

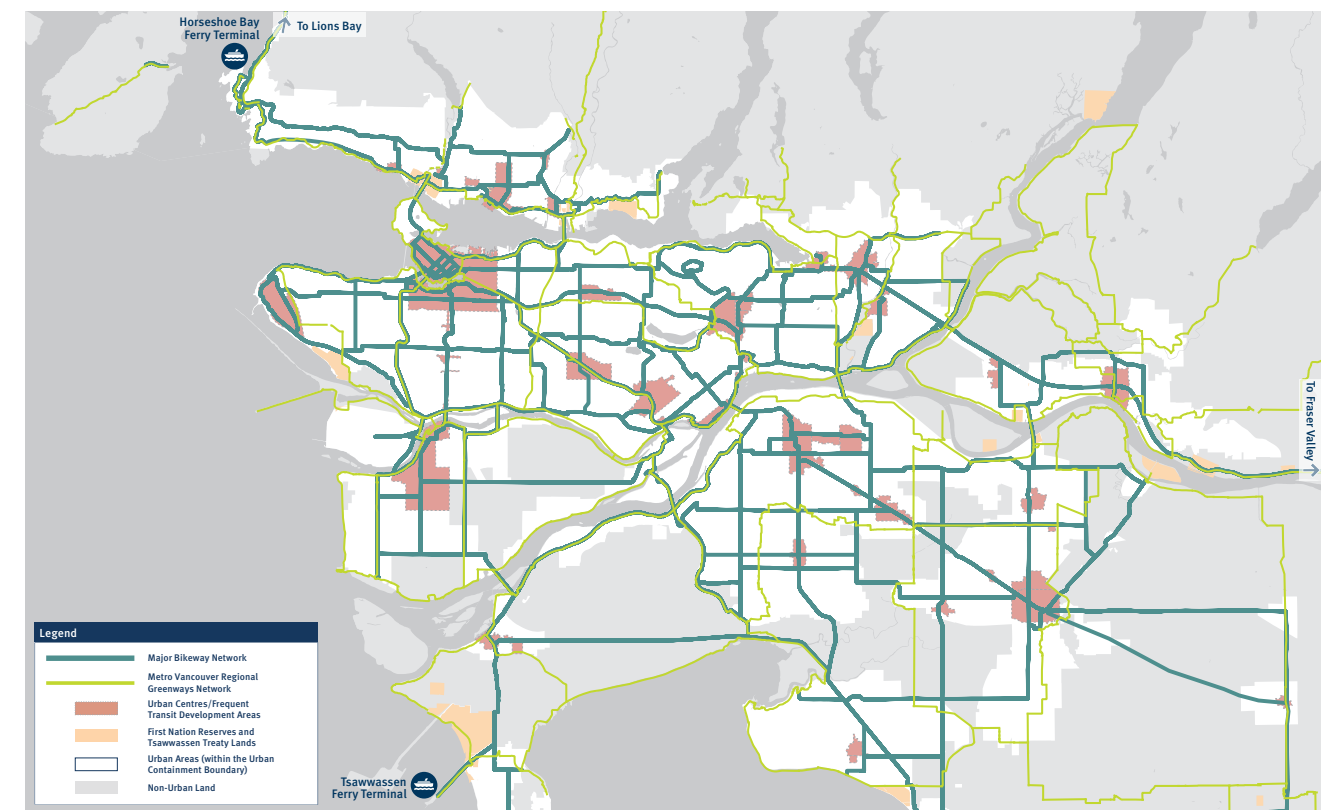
<sup>1</sup>Surrey Langley SkyTrain is a confirmed project and highest regional priority. Remaining regional priorities expected to be delivered at grade and within dedicated rights-of-way, with the exception of (2) King George, (3) Willingdon/ Hastings/2nd Narrows, and (4) 41/49 Ave, which may require grade separation. Technology and level of separation to be determined through further studies.

<sup>5</sup>Burnaby Mountain Gondola and (6) UBC SkyTrain Extension to be delivered with grade separation.

<sup>7</sup>Minor extensions to this network may be required to support operational needs (e.g. new operating and maintenance depots) which may create additional opportunities to provide expanded access to transit service.

## Major Bikeway Network

Transport 2050 also identifies a Major Bikeway Network of approximately 850 kilometres that builds on existing regional cycling networks and connects Urban Centres and major destinations. This network will make it safer, more comfortable, and more convenient to use active transportation, including e-bikes and e-scooters, for longer distance trips between Urban Centres as well as shorter trips within communities.



Corridors identified on the map represent desire lines and further work is needed to confirm actual streets that would be used to deliver those corridors. Once implemented, Major Bikeway Network corridors would feature bikeways that are comfortable for most people to use.

The Regional Greenways Network is the region's network of trails from Metro Vancouver's Regional Greenways 2050 plan, primarily for recreational trips for walking, cycling and horseback riding.



**Transport 2050 takes a long-term view, but begins with actions starting today. We're excited to start on this path towards our shared transportation future.**