

Part C

The Future We Want





Our 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.


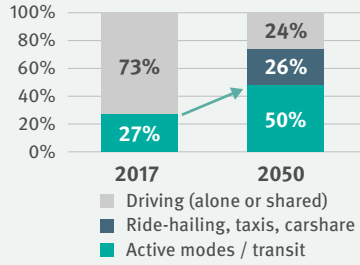

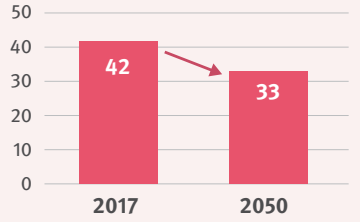

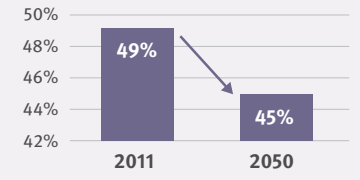

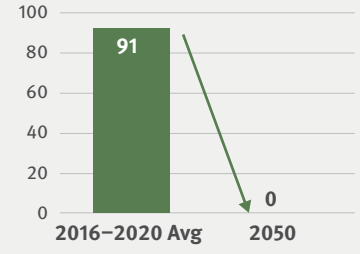

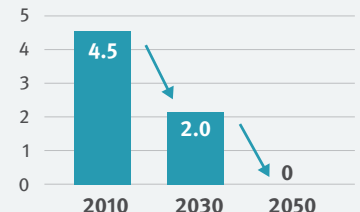
This vision of *Access for Everyone* includes two key ideas.

The first is that we should focus on access, rather than just specifically mobility. After all, the purpose of most transportation is not simply to move around, but to connect us to the people, places, and opportunities that matter most, whether that’s jobs, essential services, education, or other social, cultural, and recreational opportunities. The second idea is that this access should be broadly enjoyed by everyone.

Our Goals and Targets

Transport 2050 sets out five goals, each with an associated headline target intended to describe the scale and pace of our ambition, and intended to set the benchmark for the kinds of actions that are needed. Additional key performance indicators beyond these headline targets are included in Part I.

Each of these five goals begins with the phrase “We all have”. This phrase points to a vision for the future where systemic barriers have been removed so that all people in the region can connect to the opportunities they need to thrive.

Goals	Headline targets	Where we are today												
 <p>1/Convenient Choices</p> <p>We all have abundant universally accessible choices allowing us to conveniently connect to opportunities without needing to rely on a car.</p>	<p>By 2050, active transportation and transit are competitive choices accounting for at least half of all passenger trips, with taxi, ride-hail, and carshare accounting for most of the remaining passenger trips.</p>	<p>Transportation mode share (Percentage of trips made by mode)</p>  <table border="1"> <caption>Transportation mode share (Percentage of trips made by mode)</caption> <thead> <tr> <th>Year</th> <th>Driving (alone or shared)</th> <th>Ride-hailing, taxis, carshare</th> <th>Active modes / transit</th> </tr> </thead> <tbody> <tr> <td>2017</td> <td>73%</td> <td>0%</td> <td>27%</td> </tr> <tr> <td>2050</td> <td>24%</td> <td>26%</td> <td>50%</td> </tr> </tbody> </table>	Year	Driving (alone or shared)	Ride-hailing, taxis, carshare	Active modes / transit	2017	73%	0%	27%	2050	24%	26%	50%
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 <p>2/Reliable Choices</p> <p>We all have reliable choices that get us where we need to go on time.</p>	<p>By 2050, people and goods are spending 20% less time stuck in congestion, compared to today.</p>	<p>Road congestion (Millions of hours spent in congested conditions)</p>  <table border="1"> <caption>Road congestion (Millions of hours spent in congested conditions)</caption> <thead> <tr> <th>Year</th> <th>Millions of hours</th> </tr> </thead> <tbody> <tr> <td>2017</td> <td>42</td> </tr> <tr> <td>2050</td> <td>33</td> </tr> </tbody> </table>	Year	Millions of hours	2017	42	2050	33						
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2050	33													
 <p>3/ Affordable Choices</p> <p>We all have affordable choices allowing us to easily live and move in this region.</p>	<p>By 2050, none of us — 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.</p>	<p>Combined housing & transportation costs (Housing & transportation costs as percentage of median household income (renters))</p>  <table border="1"> <caption>Combined housing & transportation costs (Housing & transportation costs as percentage of median household income (renters))</caption> <thead> <tr> <th>Year</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>2011</td> <td>49%</td> </tr> <tr> <td>2050</td> <td>45%</td> </tr> </tbody> </table>	Year	Percentage	2011	49%	2050	45%						
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 <p>4/ Safe & Comfortable Choices</p> <p>We all have safe and comfortable choices that make us all healthier and happier.</p>	<p>We steadily reduce serious traffic injuries and fatalities by at least 5% annually until we reach zero before 2050.</p>	<p>Annual traffic fatalities</p>  <table border="1"> <caption>Annual traffic fatalities</caption> <thead> <tr> <th>Year</th> <th>Fatalities</th> </tr> </thead> <tbody> <tr> <td>2016–2020 Avg</td> <td>91</td> </tr> <tr> <td>2050</td> <td>0</td> </tr> </tbody> </table>	Year	Fatalities	2016–2020 Avg	91	2050	0						
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 <p>5/Carbon-Free Choices</p> <p>We all have transportation choices that are carbon-free, supporting global efforts to respond to the climate emergency.</p>	<p>By 2030, we have lowered greenhouse gas emissions from light-duty vehicles by 65% over 2010 levels; we have eliminated transportation greenhouse gas emissions altogether by 2050.</p>	<p>Carbon emissions from light-duty vehicles (million tonnes of GHGs)</p>  <table border="1"> <caption>Carbon emissions from light-duty vehicles (million tonnes of GHGs)</caption> <thead> <tr> <th>Year</th> <th>Million tonnes of GHGs</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>4.5</td> </tr> <tr> <td>2030</td> <td>2.0</td> </tr> <tr> <td>2050</td> <td>0</td> </tr> </tbody> </table>	Year	Million tonnes of GHGs	2010	4.5	2030	2.0	2050	0				
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What Do We Mean by *Access for Everyone*?

To achieve *Access for Everyone*, we need to realize that every single person in Metro Vancouver has unique needs, preferences, and aspirations. We also need to realize that some people face particular struggles and barriers that can make living and moving around in our region more challenging.

To create a fairer and more just and inclusive transportation system that truly delivers on this promise of *Access for Everyone*, we need to take steps to support these struggles. We also need to understand and address systemic barriers in the transportation system that may cause or worsen disparities experienced by different groups of people — especially marginalized individuals and groups who have been denied equitable processes or outcomes.

It means supporting reconciliation by recognizing the rights of **Indigenous Peoples** while working with Indigenous Nations and urban Indigenous Peoples to ensure access to safe, affordable, and reliable transportation options, including in on-reserve communities.

It means actively taking steps to make people of **all races, faiths, and national origins** feel welcome, safe, represented, and included as full and equal members of society, irrespective of their skin colour, citizenship, or language.

It means making sure that people of **all sexual orientations** and **gender identities** feel welcome, safe, and included. Women and members of the LGBTQ+ community are more frequently subjected to violence, threats of violence, or discrimination, so they may feel less safe to travel alone at certain times or in certain locations.

It means finding ways to support people of **all abilities**. This refers to able-bodied, neurotypical people for whom most of our transportation system has historically been designed, and especially to people with diverse cognitive, intellectual, psychiatric, sensory, and physical abilities and functioning who often struggle to get around in a world that wasn't designed to meet their needs.

It means supporting the needs of people of **all ages**. Children, youth, and older adults often have fewer transportation options compared to middle-aged adults. They also can suffer other barriers, including visual, hearing, or other physical impairments that make it uncomfortable, difficult, or dangerous to travel.

It means ensuring that people from **all socio-economic groups** can afford to easily and safely get around. The cost of transportation can make it prohibitively expensive for people living in poverty to get around and attend to their daily needs, forcing them to drive poorly maintained vehicles, sometimes evade transit fares, walk long distances, or forgo often-important trips altogether.

Many members of our community who face these and other barriers to their mobility also don't often see themselves well represented in transportation decision-making. This “invisibility” means that their needs are often overlooked or poorly understood by decision-makers. This can lead to harmful and discriminatory policies that then further widen disparities.

Advancing social equity means developing a region where people aren't discriminated against or excluded from society because of any of these characteristics, identities, or abilities — instead, they are welcomed, celebrated, and supported, and treated with dignity and respect.

Previous regional transportation strategies have not paid enough attention to issues of social equity and inclusion as they relate to getting around in our region. As governments and public sector

agencies involved with transportation in Metro Vancouver, we have a lot to learn, a lot of data gaps to fill, and a lot of relationships to build.

The strategies and actions contained in Transport 2050 take some preliminary but substantive steps towards realizing a more just, equitable, and inclusive transportation system. *Access for Everyone* is about supporting equitable outcomes for all individuals, including asking not only whether a program or policy is working — but asking *for whom* it works.

Throughout this document, wherever you see the term “everyone”, it is referring to the *everyone* described above, including non-Indigenous and Indigenous Peoples; people of all races, faiths, national origins, and languages; people of all sexual orientations and gender identities; and people of all ages, abilities, and socio-economic groups.

Actions that advance social equity can be found in Parts E (Strategies and Actions) and F (Implementation Approach), and are shown with this icon:



For a summary of all social equity-related actions, see Part K (Thematic Index).