

# Part I

Engaging the Region



This section summarizes consultation activities and how feedback has shaped Transport 2050.

A regional strategy needs regional input, which is why TransLink launched its largest-ever public engagement to help inform Transport 2050. Through three phases of engagement, beginning in May 2019 and concluding in October 2021, we sparked a dialogue on the future of transportation with the people who live, work, and play here. In Phase 1, we asked people to share their values, vision, and ideas. In Phase 2, we shared draft goals and three transformative actions for input. Finally, in Phase 3, we shared the draft Transport 2050 strategy document, asking, “Did we get it right?”

During the consultation period, we took the time to visit every municipality in Metro Vancouver. And because our region is a hub

for the movement of people and goods across the province, we also visited the neighbouring communities of Abbotsford, Chilliwack, Mission, and Squamish.

With the arrival of the COVID-19 pandemic, we had to pivot to continue our engagement in a safe and physically distant way. We’re grateful that people continued the journey with us.

In addition to in-person and online events, and workshops, we also gathered feedback through surveys, public opinion polls, and stakeholder meetings and submissions. We would like to thank everyone who took the time to share their input with us — this strategy is better for your contributions.

## Transport 2050 engagement highlights

### By the numbers:

Through three engagement phases between 2019 and 2021



**184**  
days of engagement



**360**  
events (in-person or virtual)



**160k+**  
conversations



**38,000+**  
surveys completed



**4k**  
ideas submitted



**500+**  
stakeholder groups engaged



**7**  
languages engaged in

## Engaging with people of diverse backgrounds

Throughout the Transport 2050 engagement, we made a special effort to reach groups that are typically under-represented in transportation decision-making to better understand their unique points of view.

We partnered with organizations to hold workshops and gather input directly from people from disadvantaged groups, such as people with visible and invisible disabilities, youth, and those who are more comfortable providing feedback in languages other than English, including Punjabi, Farsi, Mandarin, Hindi, Arabic, and Cantonese. We made concerted pushes to ensure participation from all areas of the region, from people who don’t use transit, and from all age groups.

Making transportation planning more inclusive for everyone is an ongoing process and, as such, Transport 2050 makes specific commitments to advance this.



Transport 2050 Youth Engagement

## Phase 1: Share values, concerns, priorities, and ideas (May 3–September 22, 2019)

During this first phase of engagement, we asked you to share your values, concerns, priorities, and ideas for the future of transportation.

### How did we engage?

To reach as many people as we could across the region, we set up transport2050.ca, which included a discussion guide and an online engagement survey. To bolster the results from the survey, we also commissioned a public opinion research firm to conduct a statistically significant online poll of Metro Vancouverites

using the same questions, of which the results were weighted to reflect the demographics of the region.

In Phase 1, we hosted or attended 315 events across the region, including 122 pop-ups on our transit system, and we held a Transport 2050 expo for 16 days at the PNE Fair. During this phase, we also established a Youth Advisory Council in partnership with City Hive and ran a series of multicultural workshops in partnership with EmpowerMe.

### What did we hear?

During Phase 1, we received more than 31,000 survey responses and over 4,000 idea submissions.

We broke down what we heard through the survey into six key areas:

- **Spectacular surroundings:** you are drawn to Metro Vancouver for the parks, outdoors, and mild weather.
- **Location, location, location:** when it comes to choosing a neighbourhood, you want to be near work, near transit, and have easy access to shopping and other community amenities.
- **Valuing your time:** trip duration and reliability are your top commute concerns.
- **More and better transit:** Whether you walk, cycle, take transit, drive, or travel another way, you told us you want more and better transit options to get you where you need to go.
- **Making it easy and green:** you want the transportation system to get you where you're going efficiently, cost-effectively, and in a way that's environmentally friendly.
- **Tackling the tough issues:** when it comes to the future of the region, you told us you're most worried about housing affordability, and you told us that road congestion and climate change are also pressing issues.

In addition to the questions in the survey, we also asked you to share your bold and creative ideas for the future. When we categorized the ideas from members of the public, municipalities, and transportation stakeholders, these included:

- 1,616 ideas about the **transit system** including requests for electrification of the bus fleet, an underwater transit tube, and expansion of transit options
- 729 ideas about **user experience**, including increasing retail options at stations and bus loops, displaying more art at SkyTrain stations, and adding phone charging stations at bus stops
- 313 ideas about **planning and funding**, including finding sustainable funding, engaging youth in planning activities, and replacing the gas tax
- 311 ideas about **new mobility**, including introducing scooter sharing apps, integrating more services into the Compass Card, and preparing the roads for driverless cars
- 303 ideas about **interregional travel**, including expanding transit into the Fraser Valley, building high-speed rail to Portland, and providing car-share services at BC Ferries locations
- 201 ideas about **active transportation**, including building a cycling super freeway, creating pedestrian-only areas in city centres, and delivering consistent wayfinding for bike routes

- 190 ideas about **road network**, including adding bus priority signals at busy intersections, introducing congestion pricing, and prohibiting parking on major roads
- 100 ideas about **other transportation initiatives**, including greater use of our waterways, eliminating minimum parking requirements in new constructions, and creating more Compass Card designs
- 90 ideas about **congestion or overcrowding**, including using more double-decker buses, increasing transit service during special events like concerts, and encouraging remote working
- 18 ideas about **urban freight**, including the movement of goods on transit, building goods-movement tunnels, and exploring short-sea shipping

### How did we respond?

We took the input you provided in Phase 1 and considered it in developing foundational pieces of Transport 2050:

- **Setting goals:** the values, concerns, and priorities we heard were translated into the five goals that drive Transport 2050, which we sought your feedback on in Phase 2
- **From ideas to actions:** the ideas shared were considered for inclusion in Transport 2050. See the call-out box for more details about how we're turning your ideas into action.



### From ideas to action

We evaluated over 4,000 ideas that were submitted in Phase 1. Many are now included in the final strategy.

To start, we filtered out any ideas that were unclear or irrelevant. Then we combined similar or duplicate ideas. This resulted in approximately 256 unique ideas for consideration. For example, “bicycle-only cars on SkyTrain” and “expand protected bike lanes and corridors” were submitted 25 and 74 times, respectively, but counted as two unique ideas.

Of these 256 ideas, approximately 35 were either already being implemented or subject to a recent decision. And approximately 30 ideas were unrelated to regional transportation, which were forwarded to relevant regional partners where applicable, for consideration.

The remaining approximately 200 unique ideas were screened for fit, including potential cost and ability to reach regional goals, with the most promising ones moving forward. Ultimately, the final strategy contains 126 strategies and actions, many of which came through the public ideas process.

## Phase 2: Consider goals and transformative actions (April 19–May 14, 2021)

In Phase 2, we sought feedback on four topics:

- Draft Transport 2050 goals: convenient, reliable, affordable, safe, comfortable, and carbon-free
- Three transformative actions, building on ideas shared in Phase 1:
  - Action 1: People-first streets that invite walking, biking, and rolling
  - Action 2: Fast and frequent rapid transit that’s a competitive choice for most longer trips
  - Action 3: Automated vehicles that provide convenient access to car trips, without adding to congestion

### How did we engage?

Due to COVID-19, Phase 2 was undertaken entirely online. Because of the complexity of the three transformative actions, we wanted to make sure that participants had a chance to learn more about the topics before providing feedback. We created different kinds of materials — including videos, a discussion guide, and technical backgrounders — that clearly explained the proposed actions and their trade-offs.

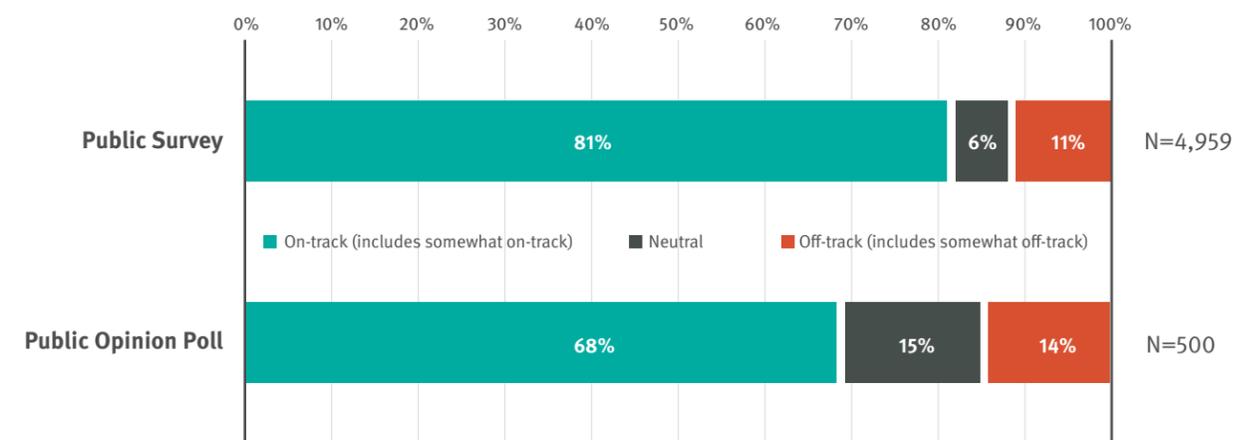
To collect input, we hosted an online survey, which was supplemented by a public opinion poll. Online, 36 different events were convened, including stakeholder workshops, public open houses, workshops with elected officials, and a series of multicultural workshops in partnership with EmpowerMe.

### What did we hear and how did we respond?

We received nearly 5,000 survey responses and had in-depth discussions during the online events. The discussion guide was downloaded over 2,800 times, and backgrounders were downloaded over 1,200 times, meaning that participants were well-informed of the issues prior to providing feedback and that they understood trade-offs associated with the proposed actions. As with Phase 1, a public opinion poll was commissioned, and results were weighted to reflect the diversity of the region.

### Draft goals

Are we on the right track with these goals?



#### What did we hear?

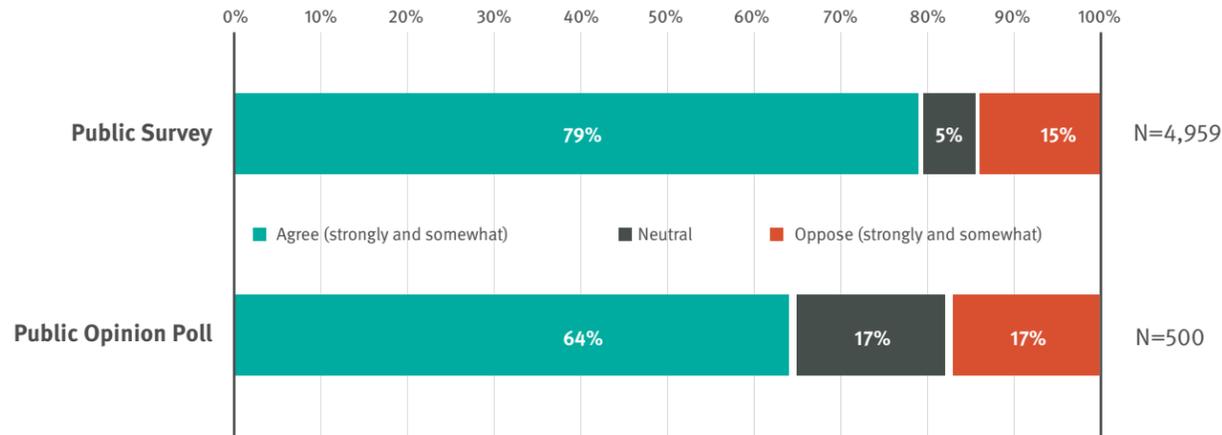
Overall, participants said that draft goals were on-track, a sentiment shared across people of different demographic backgrounds. Many respondents provided suggestions for improvements that could be included in other parts of the strategy document.

#### How did we respond?

Due to the high levels of support, we carried the proposed goals forward. As a result, the goals in the final strategy are largely the same as were presented during Phase 2.

## Action 1: People-first streets that invite walking, biking, and rolling

To what extent do you support or oppose this proposed action?



### What did we hear?

In general, there was strong support for people-first streets. Participants generally agreed with the aspiration of reducing our dependence on automobiles, but noted that implementation and design are very important — including how parking, goods movement, and accessibility are accommodated.

### How did we respond?

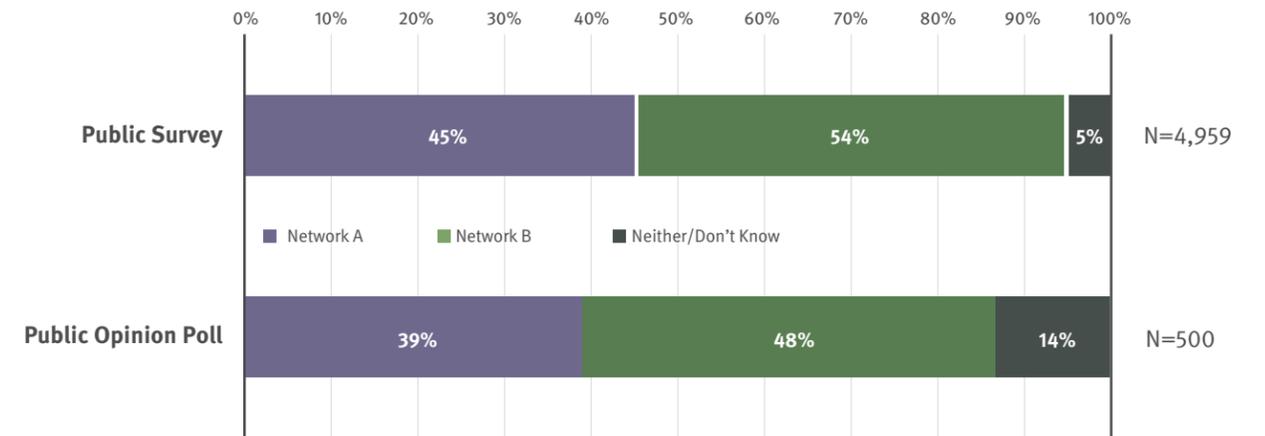
We added actions related to people-first streets in Transport 2050 under Goal 4 – Safe & Comfortable Choices for Everyone.

Transport 2050 envisions a transition away from roads designed for cars towards people-first streets designed for everyone, featuring reduced motor vehicle speeds and greater separation of different modes and speeds; in the long run, automation can also play a major role in improving traffic safety and freeing up space to support more people-oriented streets.

For more, see Goal 4, including Actions 4.1.2 and 4.1.3.

## Action 2: Fast and frequent rapid transit that's a competitive choice for most longer trips

Which of the rapid transit network options do you prefer?



### What did we hear?

Two proposed rapid transit networks both saw support in the region, with a few respondents indicating that they didn't support either network or didn't know which they support. There was a slight preference among participants for relying more on street-level rapid transit to achieve a more extensive rapid transit network for the region.

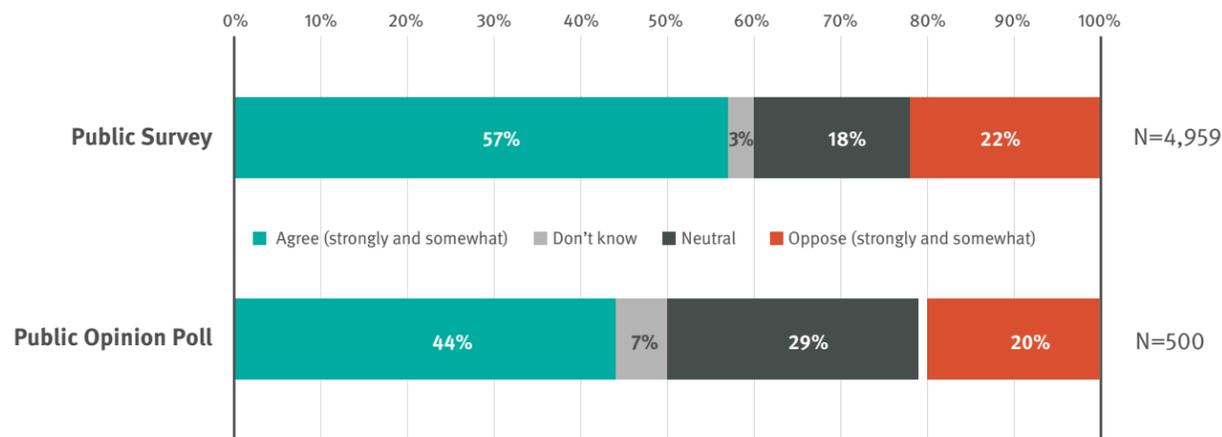
### How did we respond?

The input we received in Phase 2 was instrumental in the development of the Reliable & Fast Transit Network included in Transport 2050 (see Map 10).

In developing the final network, we created a hybrid of the two rapid network options shared for input in Phase 2.

### Action 3: Automated vehicles that provide convenient access to car trips, without adding to congestion

To what extent do you support or oppose this proposed action?



#### What did we hear?

In general, there was support for our proposals to manage the introduction of automated vehicles (AVs); however, more people reported a neutral response to this question, compared to others. While people liked the idea of safety and accessibility benefits, some said that AVs would exacerbate issues like congestion and inequity. There was mixed support for the use of fees to manage potential issues around AVs such as zero-passenger trips or congestion.

#### How did we respond?

We included a series of actions in Transport 2050 to manage the introduction of AVs. This includes policies to promote shared fleets and equitable use. For more information, see Actions 2.3.5., 2.3.6., and 4.1.12.

For more information, see the Phase 2 engagement report at [translink.ca/rts](https://translink.ca/rts)

## Phase 3: Review draft strategy

(October 12–29, 2021)

In the third and final phase of engagement, we shared the draft Transport 2050 strategy for comment.

#### How did we engage?

Recognizing different levels of desire and ability to participate in this phase, we provided two ways to engage in the process at [transport2050.ca](https://transport2050.ca):

- A quick survey with two questions that could be completed after reviewing a summary document
- A detailed survey allowing a respondent to take a deep dive into the 120-page draft strategy document and provide feedback on strategies and actions

To complement the survey, we engaged a Translink Listens panel to gather feedback, using the same questions, which was weighted to match the region’s demographics.

We also held 10 online events with the public, stakeholders, elected officials, and other groups. These events drew approximately 330 participants to discuss and provide input on the draft strategy.

Members of the Transport 2050 Youth Advisory Council, leaders of the Phase 2 multicultural workshops, and representatives from social equity groups were invited to participate in the stakeholder workshops and open houses. We also made a concerted effort to reach drivers, by reaching out to 27 organizations that represent them, so we could gather their input.

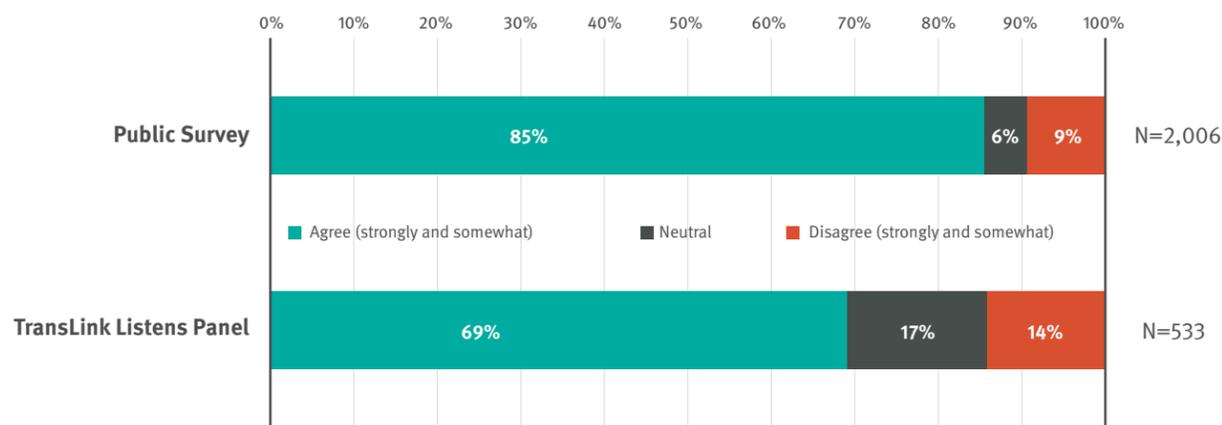
#### What did we hear and how did we respond?

We received 2,006 public survey responses — approximately 1,100 submitting the quick survey, and about 900 moving on to provide comments through the detailed survey. The TransLink Listens panel received input from 553 people across the region, which was then weighted to reflect the key demographic characteristics of the region.

The following summarizes key takeaways from Phase 3 engagement on two key elements: overall support for the draft Transport 2050 strategy as well as for the Reliable & Fast Transit Network.

## Strong support for the draft Transport 2050 strategy

After reviewing the summary document, to what extent do you agree or disagree that Transport 2050 supports how you want to move and live?



### What did we hear?

A strong majority of participants in both the engagement survey and the weighted panel supported the draft Transport 2050 strategy. When asked why they selected their level of agreement, 1,135 public survey respondents provided comments:

- 21% agreed with the plan and goals and noted that they sound good
- 18% agreed with reduction of carbon emissions and reliance on automobiles
- 15% appreciated or agreed with the need for expansion of reliable and fast transit options
- 11% noted support for the cycling infrastructure proposed
- 0% noted that certain regions would still be underserved in the future
- 9% expressed a concern that the timeline for implementing the strategy is too long or not ambitious enough
- 9% noted that even more rapid transit is required than is outlined in the strategy

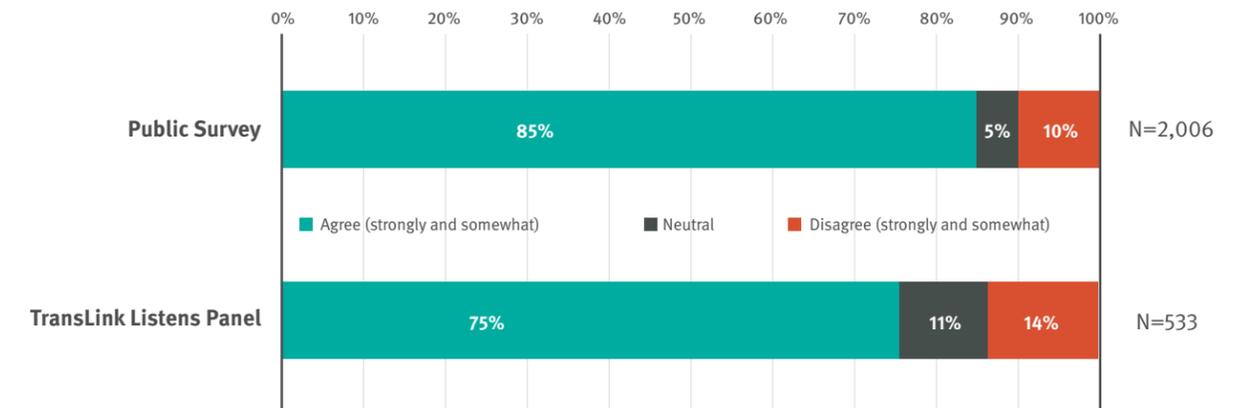
### How did we respond?

A number of edits were made to strategies and actions to clarify, emphasize, and provide specifics without changing the content of the actions. Based on what we heard, greater emphasis was added to specific areas, such as those discussing persons with disabilities, sidewalks, different micromobility modes, and intermodal connections, including to BC Ferries and Park and Ride. The role of low-carbon fuels was clarified as being transitional only for the short and medium term.

A more substantial change was made to the content on driving. Based on the survey feedback, the focus for driving was shifted to improving reliability, which is the main problem for people driving, rather than convenience, since many people commented that driving is already very convenient.

## Support and enthusiasm for the proposed Reliable & Fast Transit Network

What is your level of agreement with the proposed Reliable & Fast Transit Network?



### What did we hear?

A strong majority of participants in both the engagement survey and the weighted panel supported the Reliable & Fast Transit Network.

When asked why they selected their level of agreement, 981 public survey respondents provided comments:

- 29% identified regions that they felt would be underserved by the network
  - 14% mentioned the North Shore
  - 6% mentioned South of Fraser (Surrey, Delta, Langley, White Rock)
  - 5% mentioned UBC
  - 4% mentioned the Fraser Valley (Abbotsford, Chilliwack, Hope)
  - 4% mentioned Vancouver and Burnaby
- 13% stated that it provides good coverage and supported the area and populations to be served
- 11% expressed general support for the proposed network
- 1% suggested that the network requires more SkyTrain than is currently proposed

### How did we respond?

Given the high level of support and its potential to attain regional goals, the network will be advanced as part of the final Regional Transportation Strategy. Prioritization will occur throughout the New Vision process, which is to follow in 2022, and further study and engagement will be required to site and advance specific corridors.

### Toward reconciliation

Transport 2050 recognizes historical and continued social inequities and systemic barriers to opportunities for Indigenous Peoples.

As part of the development of Transport 2050, TransLink invited a representative from each of the 10 First Nations in Metro Vancouver as well as two urban Indigenous organizations to participate in a Transport 2050 Indigenous Advisory Committee.

Through a series of workshops with the Committee, individual meetings and written feedback, we gathered input from Indigenous representatives, which has been considered and incorporated throughout Transport 2050.