



Phase 2

DISCUSSION GUIDE

TRANSPORT
2050



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Introduction

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TransLink is leading the development of a new Regional Transportation Strategy

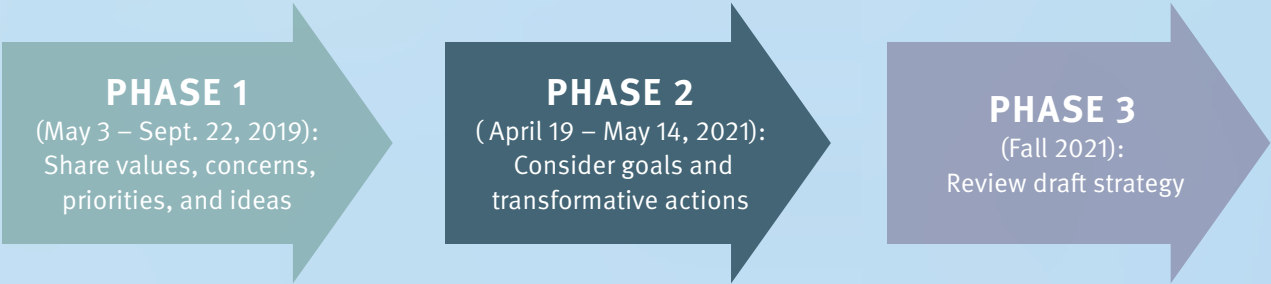
Transport 2050 aims to improve transportation for the people who live, work, and play in Metro Vancouver. As a shared strategy for the region – with actions for all levels of government – Transport 2050 will cover all modes of transportation.

Help us shape the future of how we move and live! Join us for a conversation on the next 30 years of transportation.

Transport 2050: Our largest-ever public engagement

A regional strategy needs regional input. That’s why we launched our largest-ever engagement to shape Transport 2050.

In Phase 1 of Transport 2050, people in Metro Vancouver and beyond told us what’s important to them. They also shared their bold and creative ideas for the future. We’ve translated this input into draft transportation goals – as well as some actions the region could take to help reach those goals.



WE NEED YOUR INPUT!

For Phase 2 engagement, we have four questions to ask you:

- Are we on the right track with the draft goals?

And what do you think of three actions that we’re proposing:

- People-first streets that invite walking, biking, and rolling
- Fast and frequent rapid transit that’s a competitive choice for most longer trips
- Automated vehicles that provide convenient access to car trips, without adding to congestion



Read about our survey:
See page [8](#) for goals and
page [14](#) for actions.

This discussion guide provides background information to help inform your feedback.

We’re involving you so we can ensure your concerns and aspirations are addressed. Your input will help improve goals and actions in the draft regional strategy. To take part, visit transport2050.ca

What You Told Us in Phase 1: Values, Concerns, and Priorities

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To kick off Transport 2050, TransLink launched its largest-ever public engagement. From May 3 to September 22, 2019, we sparked a regional dialogue on the future of transportation. TransLink convened hundreds of events, consulting people through surveys, public polling, and stakeholder meetings.

VALUES

People most value about the region and their neighbourhoods:

1. Natural areas and parks
2. Access to shops and amenities
3. Proximity to transit

CONCERNS

People are most concerned about:

1. Housing affordability
2. Road congestion
3. Climate change

PRIORITIES

As the region changes, people want to prioritize:

1. Transit expansion and improvement
2. Transportation options that are timely and convenient
3. A transport system that’s cost-effective and efficient

How we’re using this input

We’re translating this input into a vision statement, goals, objectives, targets, and key performance indicators. Taken together, this framework will express what our transportation future should look like. It will guide the work of TransLink and regional partners over the next 30 years.



By the Numbers: Transport 2050 Phase 1



Find out what else we learned

Read the Transport 2050 Phase 1 [Report](#).

Working together: Transport 2050, Metro 2050, Climate 2050

TransLink is working with Metro Vancouver as it develops other important regional strategies. For more information about Metro 2050 and Climate 2050, visit metrovanancouver.org

The 2050 We Want: Draft Goals to Guide the Region

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In Phase 1, you shared your values, concerns, and priorities for the future of transportation.

From this input, we’ve envisioned a future where we all have real choices, that we can count on, that we can afford, and that we can safely enjoy. To connect us with the people and places that matter most.

To get us there, we’re proposing five goals to guide the region into the future.

COVID-19 – Reshaping how we move

The pandemic has had a big impact on how we move. Beginning in March 2020, the Province and region introduced measures to keep people safe. Many people changed their habits by moving to personal vehicles – if they weren’t working from home. While transit use declined, it continued to prove itself a lifeline for essential trips. Cycling rates also increased amid a renewed interest in biking. More people were shopping online and receiving deliveries at home.

What about the future?

The future is uncertain. Some trends, such as more remote working and online shopping are likely to persist. But when we reach community immunity, we expect many transportation habits to return to pre-COVID levels. Including road congestion and a return to transit, especially as the region welcomes a million new people by 2050.

Draft Transport 2050 Goals



Convenient Choices

We all have abundant universally accessible choices allowing us to conveniently connect to opportunities without needing to rely on a car.



Reliable Choices

We all have reliable choices that get us where we need to go on time.



Affordable Choices

We all have affordable choices so that people of all incomes can easily live and move in this region.



Safe & Comfortable Choices

We all have safe and comfortable choices that make us healthier and happier.



Carbon-Free Choices

We all have carbon-free choices enabling us to achieve our Provincial and regional climate action targets.

For now, we’d like to focus your attention on the goals above – what do you think?

Are we on the right track with these goals?
Is there anything you would like to add or remove?

Take the survey at transport2050.ca



What You Told Us in Phase 1: Ideas

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In Phase 1, we asked people to think big. To share their bold and creative ideas that could help deliver our transportation future. In the end, we received over 4,000 ideas from the public and stakeholders.

Ideas board

- **Most frequently submitted idea:** improve transit connections with Fraser Valley
- **Most liked idea:** washrooms at major stations (honourable mentions: build Burnaby Mountain Gondola and reduce street parking on busy roads)
- **Most discussed idea:** mobility pricing

These images — automated vehicle, bike ramp, and pedestrian scrambles — were all user-submitted ideas in Phase 1!



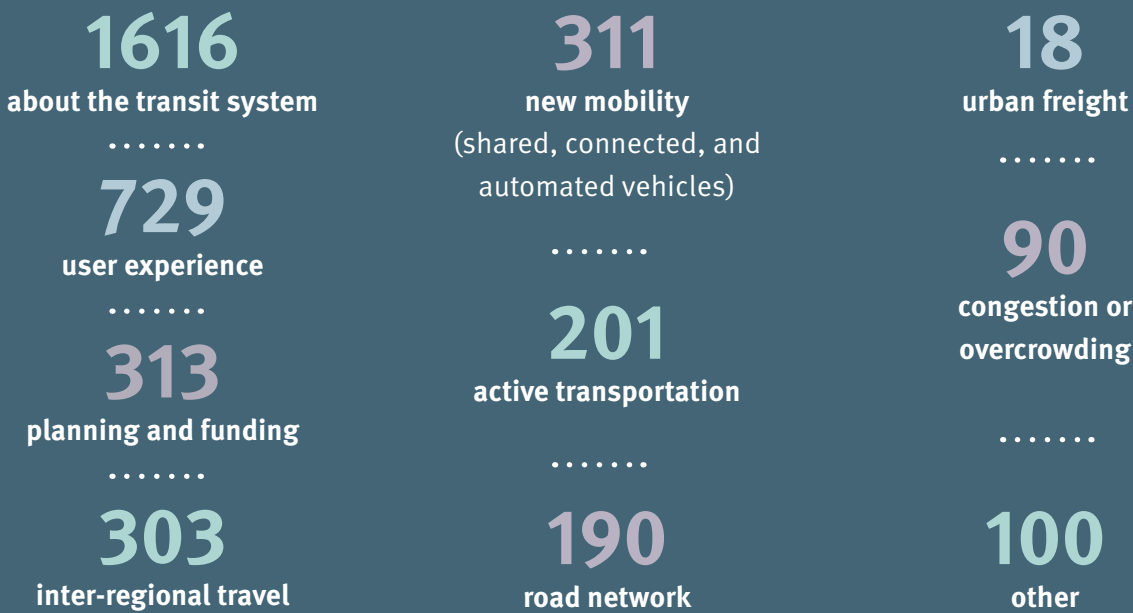
Check out the ideas: visit the public [Ideas board](#) or see the [stakeholder submissions](#)

How we’re using the input

Now, we’re evaluating the ideas for the final strategy. We’re doing this by considering new ideas that are suitable for a long-range strategy. Ideas with the most potential to support regional goals – and that are easy to implement – will be prioritized. For other ideas, we’re forwarding them to regional partners, such as municipalities. Or considering them for other, more suitable plans.

The focus of this round of engagement is to get your feedback on three specific actions

Number of Ideas by Category



A Better Way of Moving

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Imagine Metro Vancouver in 2050

Living in a neighbourhood where nearly all of your regular needs can be found within a 15-minute stroll.

Where the streets are quiet and safe, so you can comfortably walk, bike, and roll.

Where the air is clean, and your transportation doesn't generate pollution.

Where you can easily and affordably travel across the region using a range of options. Fast, frequent, reliable transit supplemented with carsharing make it easy not to have to rely on a car.

Imagine spending more time doing the things you love, instead of being stuck in traffic.

To deliver this vision, we need a **transportation system over the next 30 years that supports a better way of moving.**

In a growing region we need to rethink how we use urban space and streets. Build out the next generation of rapid transit. And take advantage of new and emerging technologies that in some cases have not yet been imagined. So that everyone can access an integrated, multimodal transportation system. Offering choice and reducing the need for you to rely on a car.

But to achieve this vision, we need to imagine a region that looks different from what we know today.

Three key trends reshaping how we move and live:

15-MINUTE NEIGHBOURHOODS

As the population grows in a space-constrained region, the Regional Growth Strategy foresees more people living in complete and compact communities. In this future, more people will be able to access most of their daily needs within an easy 15-minute walk.

DIGITAL ACCESS

During the pandemic we've come to rely more on digital access, such as remote work or learning. In the future, we foresee even more digital services. Making it easier to access opportunity without needing to travel.

AUTOMATED VEHICLES

Partly automated vehicles (AVs) are already here. With evolutions in sensors and artificial intelligence, it's only a matter of time before vehicles without human drivers hit the road in Metro Vancouver. These fully automated vehicles could be commercially available within a decade.



Photo credits: shared bicycles - Mobi by Shaw Go and multimodal city + Town of Innisfil

Transformative Actions: We Need Your Input

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Thinking about this vision and trends, we’re developing a strategy to shape the next 30 years of how we move and live. We’re considering a range of actions to improve transport. That includes giving you more and better walking, biking, and transit options. Ensuring that transportation is affordable – and that you can afford to live close to excellent transit. Making driving less congested. And helping businesses deliver goods and services efficiently throughout the region. All the while ensuring we draw on B.C.’s abundant clean energy to power transportation. So that when we move, we’re travelling carbon-free.

We’ll provide more details on these ideas in the next phase of engagement, later on this year. The focus of this phase is to get your input on three particular actions that could make big strides towards our goals.

- **People-first streets** that invite walking, biking, and rolling
- **Fast and frequent rapid transit** that’s a competitive choice for most longer trips
- **Automated vehicles** that provide convenient access to car trips, without adding to congestion

We need you to help us consider the implications and trade-offs associated with these actions.

As you read about the proposed actions, try to imagine the region evolving over the next 30 years:

- How will your transportation needs change?
- What new technologies might be part of your life?
- How will regional growth reshape your community?

If you’d like more in-depth information on the proposed actions, we’ve created some detailed backgrounders on them. Learn more by downloading them here.

We’ll use your input to help refine actions in the draft Transport 2050 strategy document. The draft strategy will contain many other actions, which will help get us to our transportation future. Later in 2021, we’ll engage you on the draft strategy with a full list of actions.

These actions will support reconciliation with Indigenous peoples. They will also help create a more socially equitable and inclusive transportation system. These actions will also improve the resilience of transportation. So that we can all get to where we need to go — even in the face of future disruptions.



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

What’s the issue?

In many parts of the region, people would like to use active transportation, which includes walking, biking, and rolling. “Rolling” includes a range of wheeled vehicles, such as wheelchairs or scooters. One of the biggest barriers for people to use active transportation is they don’t feel safe next to fast-moving traffic.

What’s the opportunity?

To make active transportation safe and comfortable, the region will need to provide more “people-first” streets. That requires tailoring streets for the diverse needs of different transportation users. Including for people walking, biking, and rolling, who need proper infrastructure.

Some trends will free up road space to achieve this. By 2050, we foresee more people living in compact communities throughout the region. Meaning people will be closer to services, jobs, and amenities. This requires some more coordination on land use, to bring people, shops, and jobs closer together. With more digital access, like remote work or online shopping, we won’t need to rely on cars as much. And as shared automated vehicles come online, street parking

could be freed up. Cars could drop people off at the door, pick up the next passenger, and self-park.

With more road space available for non-automobile uses, we would have an opportunity to reimagine our streets. We could prioritize some street space for transit or goods movement. We could also prioritize some streets or areas for lower-speed travel.

Transformative action: create more people-first streets to make walking, biking, and rolling safe and comfortable. Quieter, residential neighbourhoods could slow down traffic to make the streets safer. In high-density town centres, pedestrian-only areas could be expanded. In some cases, large streets could see protected biking infrastructure or widened sidewalks. More streets could see priority for transit.

Trade-off: would require slowing speeds and/or repurposing some space currently dedicated to driving and parking.

Trend: during COVID, cities experimented with slower streets, giving more road space for walking, biking, and rolling. And supported local businesses with new and expanded patios and parklets.

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

What’s the issue?

Our region already enjoys great public transportation. As the most efficient way to move people, transit will be an important part of our future. And it will continue to evolve with new technologies, including electrification and automation.

Over the next 30 years we expect significant investment in local, frequent, express, and inter-regional services. Including some improvements to the existing rapid transit system over the next decade. But to make it easy for people not to have to rely on a car, we need to more than triple the size of the existing rapid transit network. So that more people have quick, convenient, and affordable options to travel across the region.

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What’s rapid transit? Fast, frequent, and high-capacity public transportation. Many technologies can deliver this level of service, whether on rubber wheels or rails. It’s the separation from traffic that makes rapid transit fast.

What’s the opportunity?

Now’s the time to imagine what the next generation of rapid transit could look like. While we’ve traditionally relied exclusively on SkyTrain, there are different ways we could expand the rapid transit system. We’re considering two different approaches, with different trade-offs, and need your input.

There are two different types of rapid transit that could be part of the system in 2050 - both of which offer fast, frequent and reliable service.

Above or below street level

SkyTrain or similar services running on elevated guideways or in tunnels.

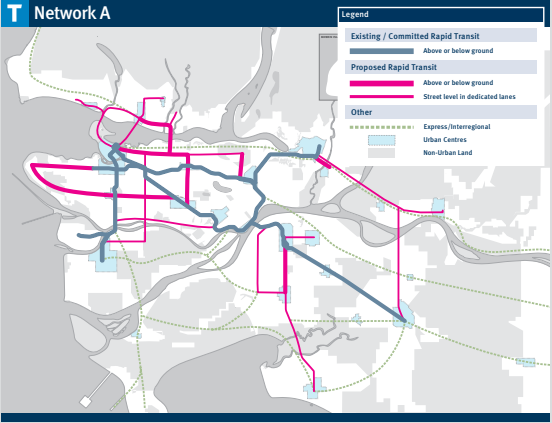
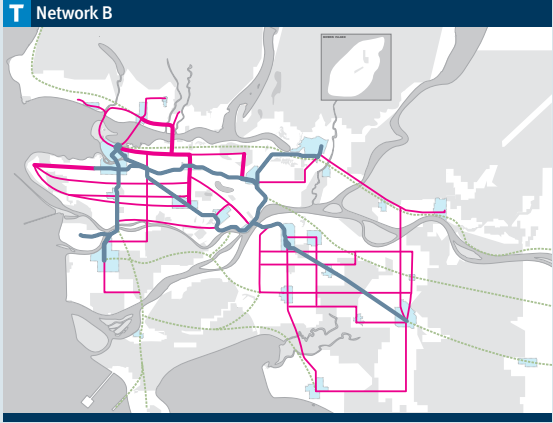


Street level in dedicated lanes

Bus-rapid transit (BRT), light-rail transit (LRT), and other emerging forms of automated, electrified rapid transit.



Photo credits: Subway “Metropolitan Transportation Authority of the State of New York” Black tram “Wik-nuk” Creative Commons licenses 2 and 4 respectively

Approach	Network A	Network B
What’s the idea?	This approach to building rapid transit looks a lot like what we know today. It would rely primarily on SkyTrain, built above and below street level.	This approach would rely primarily on road-based rapid transit. The vehicles would run in dedicated lanes at street level.
What are the trade-offs?	Building SkyTrain involves tunneling, and constructing rail guideways above ground. This makes it relatively expensive and slower to build compared to other systems.	A more street level rapid transit would require dedicating some road space, currently used for automobiles, towards rapid transit.
What could the network look like by 2050?		
Advantages	Network A shines when it comes to moving people between town centres as quickly as possible – given the greater emphasis on complete separation from street vehicles. It can also move a lot of people during peak periods, such as when people commute to and from work.	Because a more street-level network puts a greater emphasis on using existing road space, each kilometre would be less costly to build. For the same investment, we could have a network several times larger than SkyTrain-only. Opening up rapid transit for more people. This system excels serving people throughout all times of the day and for sub-regional travel.
Current network	100 kilometres Length of the current SkyTrain network, with Surrey-Langley and Arbutus extensions	
Network expansion	200 more kilometres than today SkyTrain: 100 kms BRT and LRT: 100 kms	400 more kilometres than today SkyTrain: 50 kms BRT and LRT: 350 kms
Cost	Both networks would cost about the same. While the scale of expansion would be ambitious, both networks are within the realm of what we could expect to fund. In either case, senior governments would be important partners.	

Phase 1 engagement connection: your number one priority was transit expansion and improvement. You also said you wanted the future transportation system to be cost-effective and efficient.

Transformative action: build a fast and frequent rapid transit system that’s a competitive choice for most longer trips for most people in the region.

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

What’s the issue?

Automated vehicles (AVs) could start to become viable within a decade, and common by 2050. They have the potential to help people with mobility challenges. AVs could also help reduce collisions and make driving more energy efficient. Shared automated vehicles could serve multiple passengers around the clock. Reducing the number of cars on the road – and the amount of land used for parking.

However, the mass introduction of AVs carries risks. With our road system already strained, automated vehicles could prompt more car travel. Including much longer trips, and even trips without passengers. If everyone had a private AV, we could see much more driving, congestion, and sprawl.

What makes an automated vehicle?

When a critical safety function (i.e. steering, throttle, braking) occurs without driver input. Some vehicles are already partly automated, with lane assist or self-parking features. Fully automated vehicles need no driver input and wouldn’t require a steering wheel. While the commercial introduction of fully automated vehicles in B.C. is a few years off, they are the subject of this proposed action.



What’s the opportunity?

With the technology emerging, now’s the time to think about how we want AVs to work in the region. Imagine living in a neighbourhood where most daily needs are within a 15-minute walk. Where walking, biking, and rolling is the most convenient option for short trips. Where abundant rapid transit makes it easy to cross the region. If you need the convenience of a car, an automated vehicle is available on-demand.

To support this vision, we need to carefully manage the introduction of AVs. So people can access an automated vehicle when they need it, without the transportation system becoming overwhelmed. To do that, we need to ensure that automated vehicles are used efficiently. This would allow the region to serve its transportation needs with far fewer vehicles on the road. Freeing up urban space for other uses, such as parks, affordable housing, or new business opportunities.

Transformative action: manage how automated vehicles are used in the region. Ensure they provide convenient travel options without overwhelming the transportation system.

- **Promote car sharing.** Create incentives to make the sharing of vehicles easier, cheaper, and more convenient.
- **Reduce the number of empty cars on the road.** For automated vehicles, introduce fees to discourage trips without any passengers.
- **Reduce congestion.** For automated vehicles, introduce fees for passenger pick-ups and drop-offs in congested areas (i.e. downtowns, entertainment districts, etc.).

Trade-offs: owning and using automated vehicles may become more expensive.

We need your input:
Visit **transport2050.ca**
to take the survey