

TRANSPORT
2050

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What We Heard Report

Indigenous Engagement: April 2021 – October 2021

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1. Indigenous Engagement

TransLink acknowledges, respects, and celebrates the Indigenous Nations on whose modern treaty and unceded 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.

Some of the goals of our engagement activities with Indigenous Nations and Indigenous organizations on Transport 2050 included:

- Demonstrating our recognition of the rights of Indigenous Nations and Indigenous peoples.
- Understanding the needs, issues, interests, and priorities held by Indigenous Nations, organizations, and peoples in the region.
- Demonstrating recognition of and responsiveness to those needs, issues, interests, and priorities within the Regional Transportation Strategy (RTS).
- Building long-term, respectful, and mutually beneficial relationships with Indigenous Nations and organizations in the region.

1.1 How We Engaged

TransLink invited the Indigenous Nations with modern treaties and unceded territories within the Lower Mainland, as well as Indigenous organizations, to participate in the Transport 2050 Indigenous Advisory Committee (IAC). The Indigenous Nations and Indigenous organizations that were invited to participate in the Transport 2050 IAC were:

- ǰíćəy (Katzie First Nation)
- ǰwɑ:ńłən' (Kwantlen First Nation)
- kwikwəłəm (Kwikwetlem First Nation)
- máthxwi (Matsqui First Nation)
- Métis Nation BC
- xwməθkwəyəm (Musqueam Nation)
- qiqéyt (Qayqayt First Nation)
- se'mya'me (Semiahmoo First Nation)
- Skwxwú7mesh Úxwumixw (Squamish Nation)
- scə wəθən məsteyəxw (Tsawwassen First Nation)
- səlılwətaʔt (Tsleil-Waututh Nation)
- Vancouver Aboriginal Friendship Centre Society

It should be noted that Tsawwassen First Nation negotiated a modern treaty with a formalized role in decision-making processes through the TransLink Mayors' Council on Regional Transportation as per the *South Coast British Columbia Transportation Authority Act*.

Indigenous Nations and Indigenous organizations were offered opportunities to participate in the Transport 2050 IAC and provide input on the Transport 2050 engagement process and the development of the draft RTS through group and/or individual meetings and through written submissions.

1.2 Participation

TransLink hosted a total of three meetings on April 19, 2021, June 14, 2021, and October 13, 2021, with the Transport 2050 IAC.

We extend our sincere gratitude to the Indigenous Nations and Indigenous organizations that have participated in the Transport 2050 IAC and helped shape the strategies and actions that we will implement together, with government and regional support, over the coming years.

2. What We Heard

Through TransLink's engagement with Indigenous Nations and Indigenous organizations, we have heard that demonstrating a commitment to reconciliation requires understanding and telling the truth, as well as implementation of actions that have been developed with the Transport 2050 IAC.

We heard that working together effectively requires bilateral engagement and the building of relationships based on shared communication, mutual benefit, and respect. TransLink understands that Indigenous Nations are more than simply users of transportation system rather, have a key role in the ongoing development and operation of the system.

We heard that our priority action will be to work with Indigenous Nations, federal and provincial governments, and transportation partners to explore multi-modal options to provide transportation services to on-reserve communities and to review the effectiveness of services for Tsawwassen First Nation.

2.1 Summary of Key Interests, Issues and Priorities

Through the engagement process and the receipt of comments on the draft RTS, key interests, issues, and priorities were identified by the Transport 2050 IAC. To demonstrate our commitment to supporting the reconciliation process and building meaningful, longstanding relations with Indigenous Nations and peoples, TransLink developed actions within the final RTS to address the key interests, issues and priorities raised by the Transport 2050 IAC as outlined below.

Service Provision

- Transportation services to on-reserve communities
- Improved transportation services to treaty lands
- Improved accessibility for people utilizing bicycles to access transportation services near on-reserve communities
- Improved accessibility for peoples with disabilities and mobility challenges
- Safe and well-lit access to transportation, including bus shelters, pedestrian walkways, and transit facilities
- Consideration for improved security on transportation services

Recognition, Representation, and Governance

- Representation of Indigenous Nations in governance and decision-making
- Recognition of the rights of Indigenous Peoples
- Improved recruitment and retention of Indigenous employees
- Improved cultural awareness training for staff and decision-makers
- Cultural recognition and public education

Project Consultation and Engagement Processes

- Engagement in early transit systems planning, land use and environmental management processes.
- Inclusion of Indigenous cultural and archaeological knowledge and permitting processes.

2.2 Actions within the Regional Transportation Strategy

The Transport 2050 IAC key interests and associated responsive actions that have been developed within the Regional Transportation Strategy are outlined in the table below.

Interest	Action Reference and Description	Reconciliation Action or Statement
Transportation services to on-reserve communities and improved transportation services to treaty lands	1.2.1 Support the transit-oriented regional growth framework outlined in Metro 2050, to make transit more convenient for more people and for more trips.	G) Work with Indigenous communities to develop context sensitive land use plans that help support transit service provision in their communities.
	1.2.2 Provide a transit system that is accessible and barrier-free for everyone across the region.	A) Prioritize investment in transit service that improves access (1) for people living on Indigenous Nation reserves and for urban Indigenous People; (2) for areas with high proportions of people who are low-income, without access to a car, disabled, visible minorities, or seniors; (3) to parks, beaches, and natural areas; (4) to emerging transit-oriented areas with plans for higher densities and mixes of land uses. B) Work with Indigenous Nations to determine community-specific transit service priorities. C) Continue engaging with people and organizations that represent people with lived experience of discrimination and marginalization to understand and address barriers to accessibility, equity, and inclusion – such as inclusive planning processes and improved

Interest	Action Reference and Description	Reconciliation Action or Statement
		social equity competency for staff and decision makers.
Safe, well-lit, access to transportation including bus shelters, pedestrian walkways, and transit facilities	4.2.4 Ensure that everyone, including marginalized or disadvantaged individuals and groups feel welcome and secure when getting around through:	B) Technology, including emergency call buttons and security cameras in vehicles, at mobility hubs, and available via smartphone apps.
Representation of Indigenous Nations in governance and decision-making	6.2.1 Update the Regional Transportation Strategy every five years to:	F) Incorporate strategies and actions related to reconciliation through ongoing engagement with Indigenous Nations.
	6.3 We will ensure that transportation planning processes are accessible and inclusive of the people we serve, engaging with the public to identify issues, opportunities, aspirations, and solutions.	
	6.3.1 Continue engaging with Indigenous Nations and urban Indigenous Peoples to understand and address barriers to accessibility, equity, and inclusion. Continue engaging with people and organizations that represent people with lived experience of discrimination and marginalization to understand and address barriers to accessibility, equity, and inclusion — such as inclusive planning processes and improved social equity competency for staff and decision-makers, as described in Action 4.2.4.	
	Section 8.1: Collaboration with Indigenous Nations We will work with Indigenous Nations, the federal and provincial governments, and regional partners to ensure that the implementation of Transport 2050 adheres to the implementation of both UNDRIP and the Declaration on the Rights of Indigenous Peoples Act (DRIPA) Action Plan. This will include creating inclusive regional governance processes that will be required to implement the strategies and actions identified as priorities through the Transport 2050 Indigenous Advisory Council (IAC).	

Interest	Action Reference and Description	Reconciliation Action or Statement
	Through the Transport 2050 IAC, we have consistently heard from non-treaty Indigenous Nations that an enhanced and well-defined role in governance and representation in decision-making are key interests. Through ongoing engagement with Indigenous Nations, governments, and partners, on the implementation of Transport 2050, the role of Indigenous Nations in the governance will be further defined.	
Improved recruitment and retention of Indigenous employees	3.4.5 Develop proactive strategies to attract, train, and retain a skilled and qualified transportation workforce that:	L) Includes strong representation from local Indigenous peoples.
	4.2.4 Ensure that everyone, including marginalized or disadvantaged individuals and groups, feel welcome and secure when getting around through:	E) Implementation by each mobility service provider, including transit, of a strategy to recruit and retain employees who represent marginalized individuals and groups into both front-line positions and senior management positions so that all people see themselves well reflected in the transportation work force they rely on.
Improved cultural awareness training for staff and decision-makers	4.2.4 Ensure that everyone, including marginalized or disadvantaged individuals and groups, feel welcome and secure when getting around through:	B) Training for all staff and decision-makers of mobility service providers, especially front-line and security staff, on Indigenous cultural awareness to improve cultural competency, anti-harassment, unconscious bias, equity, diversity, and inclusion, and understanding and mitigation of systemic racism, and supporting the mobility needs of riders with disabilities.
Cultural recognition and public education	4.2.7 Foster a transportation system that connects people to their communities through art, design, landscape, and cultural recognition.	D) Leverage the transit system as a platform for Indigenous cultural recognition, language revitalization and education - promoting and celebrating the rich cultural heritage of Indigenous communities from this region through

Interest	Action Reference and Description	Reconciliation Action or Statement
		design, Indigenous art, landscaping, and naming of networks, stations, and places.
Engagement in early transit systems planning, land use, and environmental management	3.1.1 Encourage land use planning authorities and affordable housing organizations to expand, retain, and renew rental housing supply adjacent to frequent transit stops and stations, especially within Urban Centers and Frequent Transit Development Areas, at a much more ambitious pace and scale than today, through measures including:	B) Engaging Indigenous Nations on new transit-oriented affordable housing targets concurrent with approval of major transit investments.
	4.3.1 Conduct health and environmental impact assessments for major transportation projects, which consider air quality, climate change, noise, vibrations, urban heat, tree canopy, greenspaces and natural systems, water and sewage and soil contamination impacts, as well as physical activity, traffic safety, and social impacts – with specific attention to any disproportionate and/or cumulative impacts on marginalized groups and disadvantaged individuals.	

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<p>Improved accessibility for peoples with disabilities, mobility challenges</p>	<p>1.2.2 Provide a transit system that is accessible and barrier-free for everyone across the region.</p>	<p>E) Meet the needs of customers with disabilities by providing customized service when they are unable to independently use the conventional system. The customer experience should be high-quality, i.e., easy to book and use, and suited to a wide range of unique customer needs. This may require an accessible vehicle, a specially trained attendant, door-to-door service, or person-to-person transfer.</p>
	<p>4.1.5 Make active transportation facilities comfortable and enjoyable for people of all ages, abilities, and backgrounds, consistent with the B.C. Active Transportation Design Guide. In particular:</p>	<p>A) Provide low-speed pathways and street crossings for walking and rolling that are comfortable for people of all ages, abilities, and backgrounds, including spaces for rest, placemaking, and social connection.</p> <p>B) Make it safer and easier for people who roll (including wheelchairs or strollers) to safely get around by installing curb cuts, removing obstructions, and repairing sidewalks.</p> <p>C) Provide low- and medium-speed bikeways that are comfortable and accessible for people of all ages, abilities, and backgrounds, including traffic-separated bikeways or shared street neighbourhood bikeways where there are sufficiently low vehicle speeds and volumes.</p>

Interest	Action Reference and Description	Reconciliation Action or Statement
		<p>D) Ensure the needs of people with disabilities and others experiencing barriers to accessing opportunities are always considered in the design and execution of active transportation facilities. In locations where various modal priorities intersect (i.e., adjacency of protected bikeways, transit stops, and accessible crossings with curb letdowns), prioritize the needs of people with disabilities and traditionally marginalized people in the design.</p> <p>E) Improve the completeness, accessibility, and safety of the walkway network, especially in and around transit stops and stations.</p>
<p>Improved accessibility for people utilizing bicycles to access transportation services near on-reserve communities</p>	<p>1.1.5 Improve access to shared micromobility by enabling convenient, safe, accessible, and interoperable services that are well-distributed throughout the urban parts of the region such that they can support short local trips within Urban Centres as well as longer trips between Urban Centres.</p>	<p>B) Support access to shared micromobility services for Indigenous peoples living on reserve and treaty lands, where desired by the community.</p> <p>D) Regulate end-of-trip procedures to ensure that devices are not blocking sidewalks, entrances, or rights-of-way so that pedestrians (and especially people with disabilities) are unobstructed.</p>

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	<p>3.2.2 Make micromobility devices, such as bicycles, and micromobility aids such as walkers, wheelchairs, and scooters, more widely available to more people at low cost through:</p>	<p>A) Public ownership of shared micromobility as a utility and extension of the public transportation system.</p> <p>B) Rebates for micromobility devices, repairs, or accessories and mobility aids for low-income individuals.</p> <p>C) Refurbishment and redistribution programs.</p>
	<p>3.2.4 Prioritize subsidies and rebates for electric vehicles, electric bicycles, and bicycles to those residents with the least ability to pay and particularly to those who require that transportation mode to conduct their jobs (e.g., gig couriers, mobile care aids).</p>	
<p>Recognition of the rights of Indigenous Peoples</p>	<p>P. 11: TransLink’s Commitment to Advancing Reconciliation with Indigenous Communities</p>	<p>Commitment and Understanding: As the region’s transportation authority, TransLink recognizes the rights of Indigenous Peoples as well as Indigenous Nations. TransLink is committed to advancing reconciliation through the implementation, by all levels of government, of the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) and the Truth and Reconciliation Commission Calls to Action. It is a commitment to supporting the fundamental paradigm shift required to dismantle the systemic racism, discrimination, and disparity faced by Indigenous peoples in our society today.</p>
<p>Inclusion of Indigenous cultural and</p>	<p>Strategy 4.3 Minimize transportation’s adverse impacts on local communities.</p>	<p>Major transportation developments may impact Indigenous cultural heritage sites and traditional Indigenous cultural practices; therefore, as</p>

Interest	Action Reference and Description	Reconciliation Action or Statement
archaeological knowledge and permitting processes		appropriate, TransLink engages communities to identify and mitigate potential impacts. TransLink follows Indigenous archaeological permitting requirements and provincial laws and guidelines as required.
	6.5.2 Establish information sharing methods with Indigenous Nations and support ongoing dialogue on the implementation of Action Plans.	
	6.5.3 Work with each Indigenous Nation to ensure that processes reflect the needs and interests of each community (e.g., cultural heritage preservation and archaeological permitting processes and interests).	
Consideration for improved security on transportation services	4.2.4 Ensure that everyone, including marginalized or disadvantaged individuals and groups, feel welcome and secure when getting around through:	<p>A) Improving safety aboard the public transit system by maintaining a zero-tolerance policy for harassment from other passengers or from staff. This is supported by training, education, and consequences to make the system welcoming to all transit users, especially marginalized or disadvantaged individuals and groups, and by creating a transit-riding culture of active bystanders who are comfortable to intervene for the sake of maintaining safe and welcoming spaces for all</p> <p>E) Ongoing dialogue with community members to ensure the specific safety and security needs of all people, including marginalized or disadvantaged individuals and groups, are considered in the planning and operation of the transit system.</p>

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	<p>4.2.5 Support an integrated non-punitive community-based approach to community safety in the Metro Vancouver region with social workers, mental health workers, first responders, community ambassadors, and non-armed Community Safety Officers working alongside police officers from local forces and the Metro Vancouver Transit Police to:</p>	<p>A) Reduce sexual offences that occur to people while they are trying to get around.</p> <p>B) Reduce racist harassment and hate-motivated crimes that occur to people while they are trying to get around.</p> <p>D) Reduce assaults on front line transportation workers while they are trying to do their jobs.</p> <p>E) Help vulnerable people in crisis with the most appropriate personnel and the most appropriate techniques to ensure those individuals feel culturally and psychologically safe, are treated with respect and dignity, and can minimize the risk of harm to themselves or others.</p> <p>F) Make using public transit in quieter areas, higher risk areas, or late at night safer by increasing staff presence.</p>

3. What's Next

Implementation of the broad range of actions developed with Indigenous Nations and Indigenous organizations will require unprecedented levels of cooperation and coordination across the region including TransLink, Indigenous Nations and Indigenous organizations, federal and provincial governments, the private sector, and regional agencies. Commitment will be required to build the confidence and accountability necessary to implement the actions outlined in the Regional Transportation Strategy.

As we move forward, we must acknowledge that the actions, and the interests and priorities involved, may evolve over time. As the priority actions of improved transportation services to on-reserve communities and improved effectiveness of service for Tsawwassen First Nation are achieved, new priorities may arise.

We will continue to work with Indigenous Nations and Indigenous organizations throughout the implementation of the Regional Transportation Strategy, recognizing that each Indigenous Nation has unique priorities, needs, interests, opportunities and plans for economic development. Every 5 years, we will revisit the Regional Transportation Strategy and look for opportunities to incorporate new and existing actions to support the broader goal of reconciliation. To support implementation, we will work closely with each Indigenous Nation to develop appropriate actions that will guide the shared implementation.

TransLink understands that to gain the trust and confidence of Indigenous Nations and peoples in our region, we must be honest and committed to implementing the changes required to build an inclusive and equitable society. We understand that our role in transportation in our region provides a unique and important opportunity to recognize the rights of Indigenous Nations and Indigenous peoples and to support the work required to achieve meaningful reconciliation.