

EQUITY

MOVING IN A LIVABLE REGION

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DEFINING SOCIAL & INTER- GENERATIONAL EQUITY

In general terms, we define "equity" as the quality of being fair and impartial. In this context, it is the quality of ensuring that the benefits and costs of various social features are fairly distributed among relevant groups. Weiss (1990) introduces Intergenerational Equity as a principle that 'says that humans hold the natural and cultural environment...in common both with other members of the present generation and with other generations'.

These dimensions of equity are important factors that affect the quality of life for many individuals. The Vancouver region is no stranger to efforts aimed at reducing inequity along these lines. Within our discussion, equity is a key principle that shapes the outcomes of our work.



The Stanford Social Innovation Review (2016) highlights that while transit provides certain public benefits, public transit can also perpetuate social inequity. Generally, current transit planning improves the quality of life for white, upwardly mobile individuals, while displacing low-income communities.

01 Funding and investment strategy to support low-income riders

02 Benefit high-need communities; informed by their priorities

03 Community voices should inform decision making

04 Planning should improve housing affordability

05 Operations and projects should support jobs in high-need communities

06 Operations and planning should account for public health and safety

BUILDING TRANSIT & EQUITY

The TransitCenter Foundation in New York published a research report in 2018 highlighting these six takeaways.

ANALYZING ETHNOCULTURAL SEGREGATION IN METRO VANCOUVER

In 2018, *The Tyee* published an article entitled "By the Numbers: Metro Vancouver's Increasing Inequality and Division" which outlined a number of important figures relevant to the discussion of this topic for MLR.

HIGH-INCOME
COMMUNITIES

67%

IDENTIFY AS WHITE

LOW-INCOME
COMMUNITIES

73%

IDENTIFY AS MINORITY

PERCENTAGE (%) OF POP.
WITH A COMMUTE > 60 MIN

13 > 8

LOW VS HIGH INCOME

In May 2018, the CBC reported on a survey including 156 immigrant and refugee youth in Metro Vancouver between 13-30 years. The survey showed that approximately 50% of the respondents used transit as their primary mode of transportation. This is significantly higher than the general public where only 29% primarily use transit. Similarly, in September 2011, *Global News* reported on figures delivered by the Federation of Canadian Municipalities.

LIKELIHOOD OF USING
PUBLIC TRANSIT

2x

IMMIGRANT VS LOCAL

YEARLY EARNINGS

\$55,000

for ages 25-34
in 1976

\$49,000

for ages 25-34
in present
day

AVG HOUSING PRICES

\$290,000

in Greater Vancouver
in 1977 (today's
dollars)

\$1.5 mn

in Greater Vancouver
in present day

AGE GROUP

Under 30 Years

Between 30 and 60 Years

Over 60 Years

% USING TRANSIT

43

12

9

UNDERSTANDING GENERATIONAL FAIRNESS

Generation Squeeze published a set of infographics highlighting the inequality between 1976 and present day. The Real Estate Board of Greater Vancouver has been tracking housing prices in the region since 1977, highlighted here.

Additionally, CityLab published an article in September 2014 outlining the trends in transit use by age demographics in the United States.