

Attachment # 4
MTP KPI Summary Sheet

Master Transportation Plan

Key Performance Indicators 2022

1

Percent of all residents living within 800 metres of a SkyTrain station and 400 metres of the Frequent Transit Network

Desired Trend: Increase
Trend Achieved: TBD

In 2016, 50.4% of New Westminster's residents were living within 800 metres of a SkyTrain station, or 400 metres of the Frequent Transit Network.

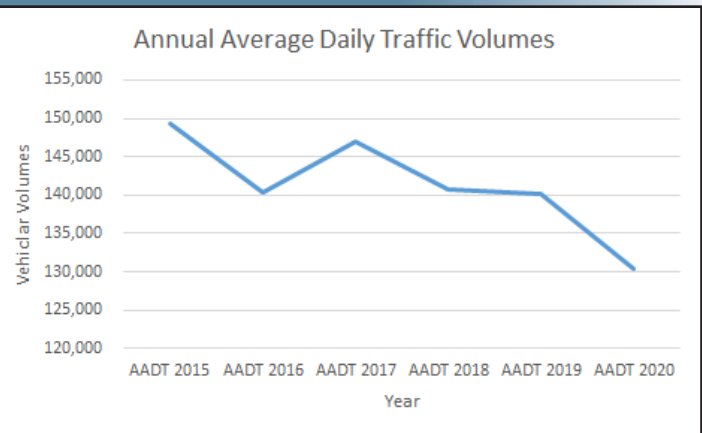
Source:
Statistics Canada
2016 Census

2

Vehicle traffic volumes on Major Road Network (MRN)

Desired Trend: Decrease
Trend Achieved: Yes

Annual Average Daily Totals (AADT) on the MRN have decreased 12.6% between 2015 and 2020



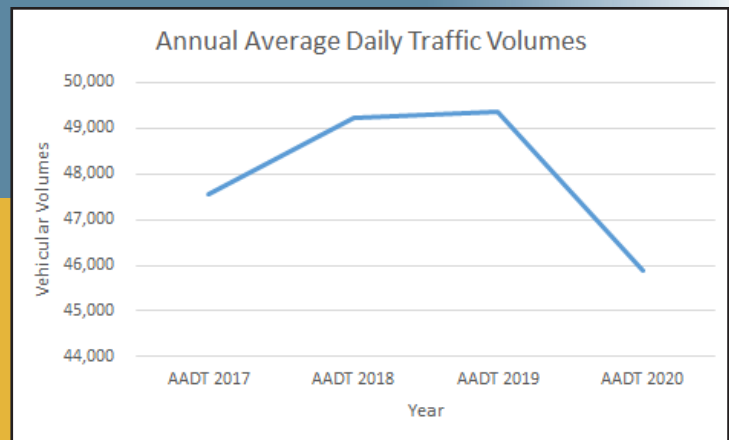
Source:
City Traffic Data

3

Vehicle traffic volumes on collectors

Desired Trend: Decrease
Trend Achieved: Yes

AADT on Collector Streets increased 3.8% between 2017 and 2019, but decreased 7.1% from 2019 to 2020.



Source:
City Traffic Data

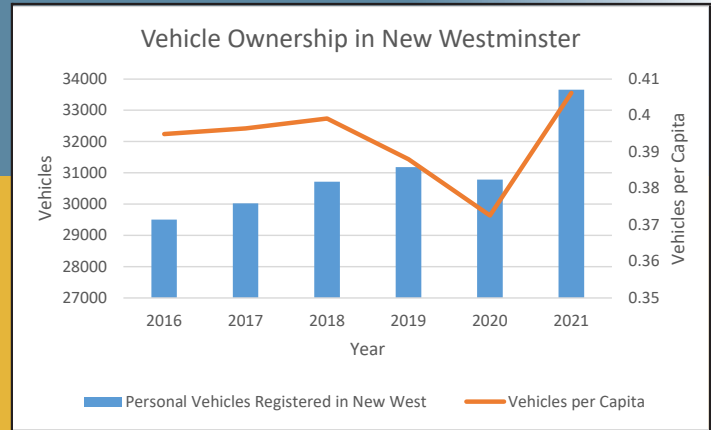
Vehicle ownership per capita

4

Desired Trend: Decrease
Trend Achieved: No

The vehicle ownership rates per capita increased marginally year-over-year between 2016 and 2018, decreased in 2019 and 2020, then increased in 2021.

Source: ICBC,
BC Statistics



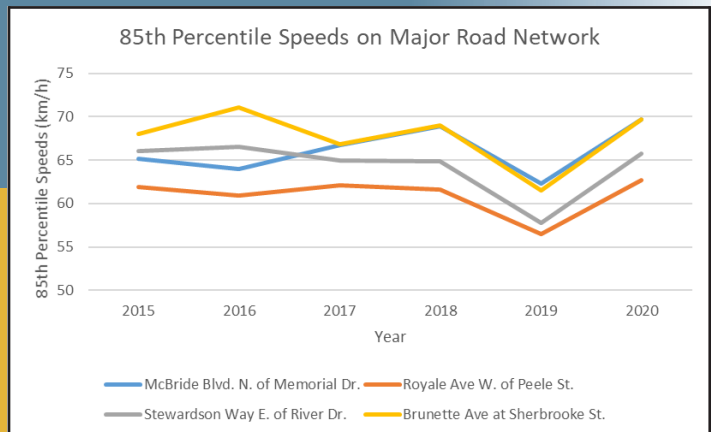
Vehicle speeds on Major Road Network

5

Desired Trend: Decrease
Trend Achieved: No

85th percentile speeds increased an average of 2.6% across the four count locations between 2015 and 2020.

Source:
City Traffic Data



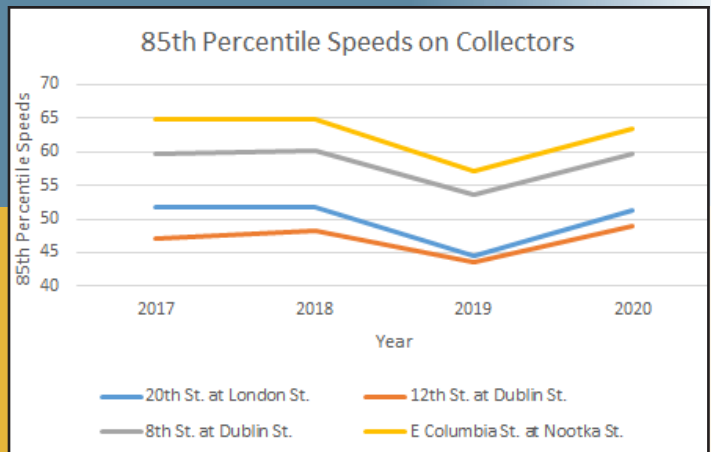
Vehicle speeds on collectors

6

Desired Trend: Decrease
Trend Achieved: No

85th percentile speeds had an average increase of 0.3% per year between 2015 and 2020.

Source:
City Traffic Counts



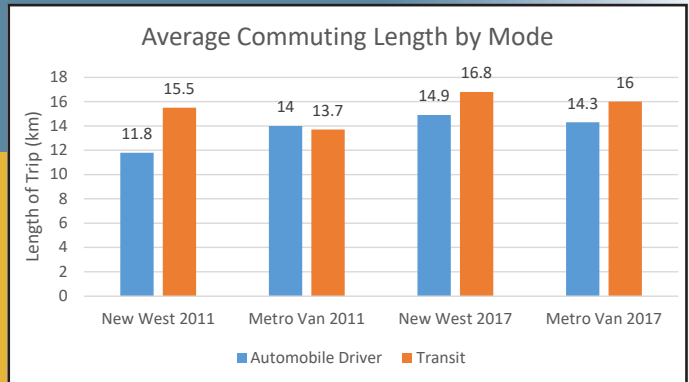
Commuting length by mode

7

Desired Trend: Decrease for Vehicles
Trend Achieved: No

Between 2011 and 2017 the average trip to work by automobile increased by 31.4%. Over the same time period the average trip to work by transit increased by 8.4%.

Source:
2011, 2017
Translink Trip
Diary



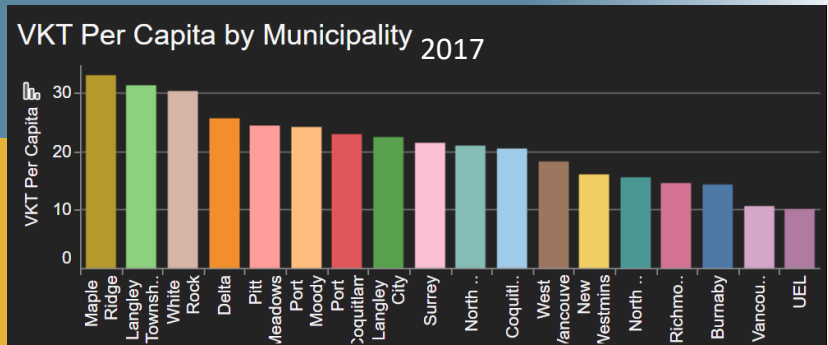
Vehicle Kilometres Travelled (VKT) per capita

8

Desired Trend: Decrease
Trend Achieved: Yes

New Westminster's VKT per capita decreased by 12.2% between 2011 and 2017.

Source:
2011, 2017
Translink Trip
Diary



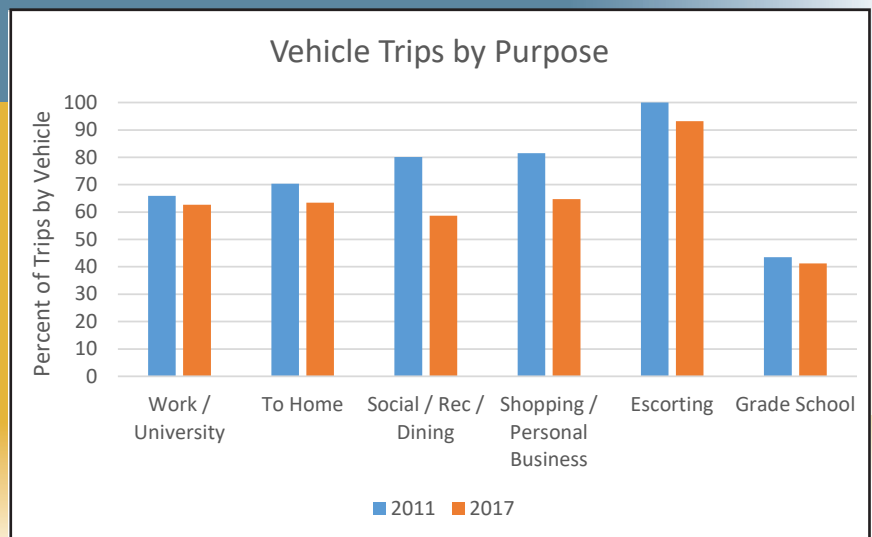
Vehicle trips by purpose

9

Desired Trend: Decrease
Trend Achieved: Yes

Automobile mode share for all trip types decreased between 2011 and 2017. Decreases ranged from 4.9% for work/university trips, to 26.7% for social, recreation, and dining trips.

Source:
2011, 2017
Translink Trip
Diary



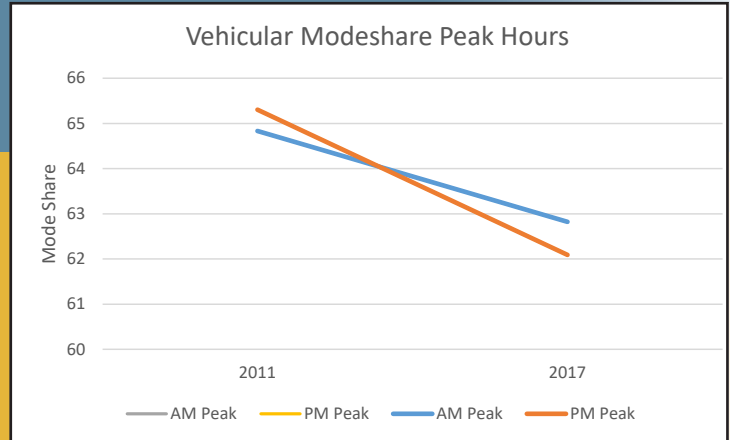
Vehicle trips by time period

10

Desired Trend: Decrease
Trend Achieved: Yes

Vehicular peak hour mode shares decreased by 3.1% in the AM peak and 4.9% in the PM peak between 2011 and 2017.

Source:
2011, 2017
Translink Trip
Diary



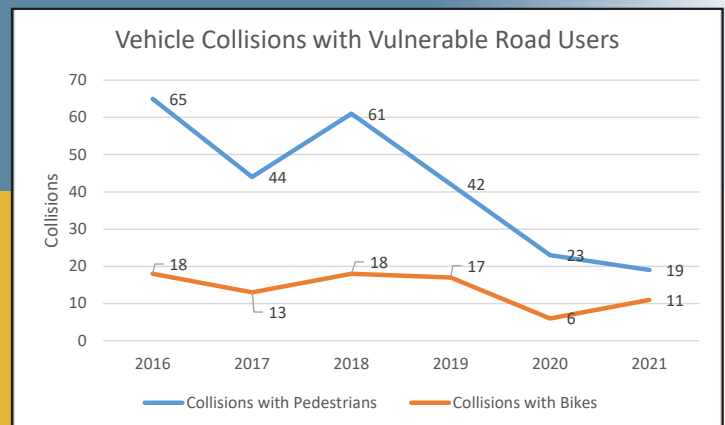
Vehicle collisions with vulnerable road users

11

Desired Trend: Decrease
Trend Achieved: Yes

Vehicular collisions with vulnerable road users decreased by 65% between 2016 and 2021. (Vulnerable road users are defined as pedestrians and cyclists).

Source:
ICBC



Network development of cycle routes

12

Desired Trend: Increase
Trend Achieved: Yes

Between 2019 and 2020 the network length increased by 1.9 km.

Source:
City GIS

Note: Data not available prior to 2019

