

Attachment #2

MTP KPI Summary Sheet

Master Transportation Plan

Key Performance Indicators 2023

1

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

Desired Trend from Baseline Year (2015): 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. 2021 Census Data not yet available for update on this KPI.

Source:
Statistics Canada
2016 Census

2

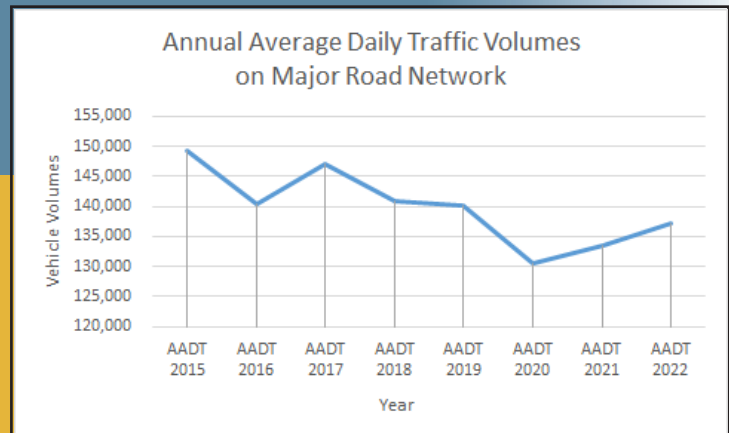
Vehicle traffic volumes on Major Road Network (MRN)

Desired Trend from Baseline Year (2015): Decrease

Trend Achieved: Yes

Although Annual Average Daily Totals (AADT) on the MRN has increased since 2020, AADT has decreased 4.3% between 2015 and 2022

Source:
City Traffic Data



3

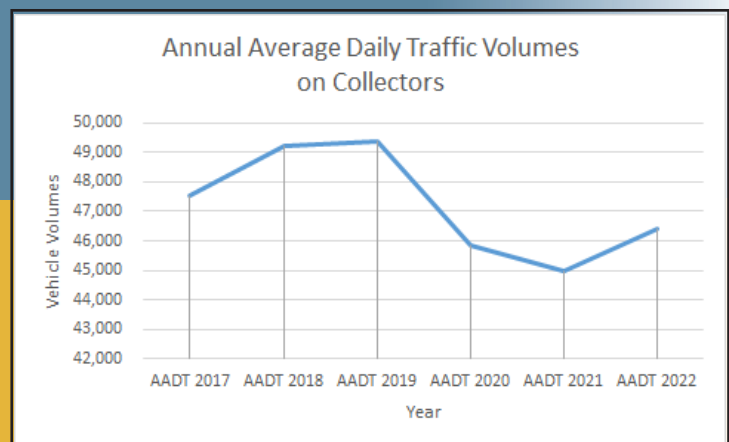
Vehicle traffic volumes on collectors

Desired Trend from Baseline Year (2017): Decrease

Trend Achieved: Yes

Although Annual Average Daily Totals (AADT) on Collector Streets increased since 2021, AADT has decreased 2.2% between 2017 and 2022

Source:
City Traffic Data



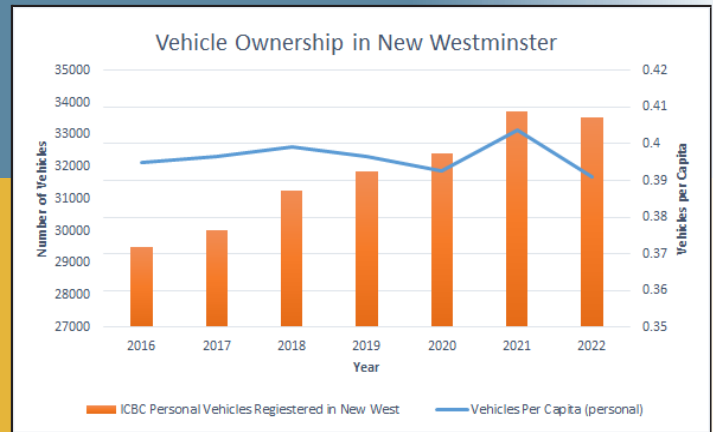
Vehicle ownership per capita

Desired Trend from Baseline Year (2016): Decrease

Trend Achieved: Yes

4

Vehicle ownership rates per capita increased from 2016 to 2018, decreased from 2018 and 2020, increased in 2021, then decreased in 2022.



Source: ICBC, BC Statistics

Vehicle speeds on Major Road Network

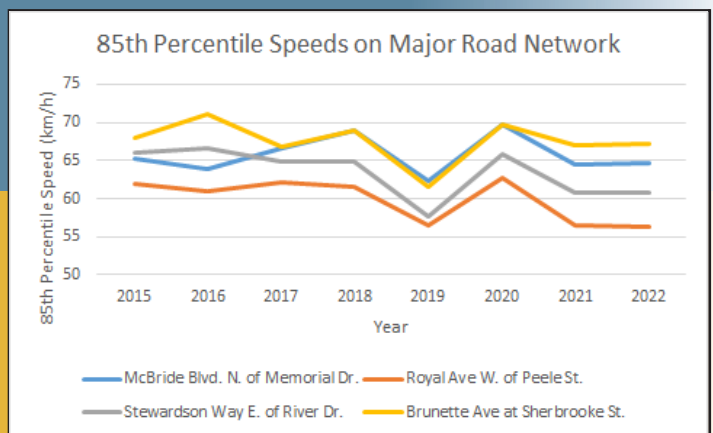
Desired Trend from Baseline Year (2015): Decrease

Trend Achieved: Yes

5

85th percentile speeds decreased by varying amounts across the four count locations from 2015-2022.

McBride Blvd. had a 0.9% decrease.
 Royal Ave. had a 9.0% decrease.
 Stewardson Way had a 8.1% decrease.
 Brunette Ave. had a 1.2% decrease.



Source: City Traffic Data

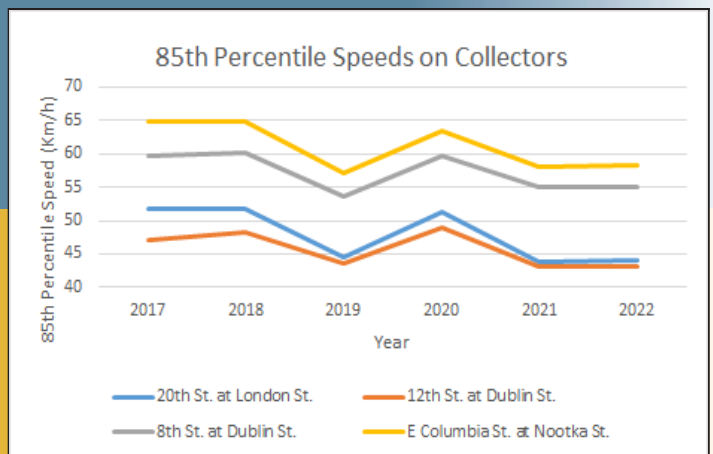
Vehicle speeds on collectors

Desired Trend from Baseline Year (2017): Decrease

Trend Achieved: Yes

6

85th percentile speeds decreased by an average of 10.2% across the four count locations from 2017-2022.



Source: City Traffic Data

Commuting length by mode

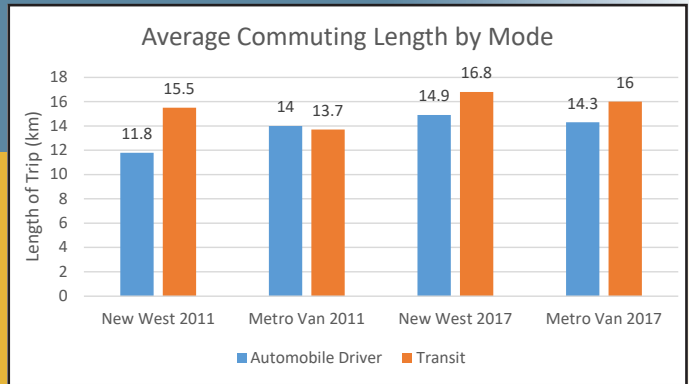
Desired Trend from Baseline Year (2011): Decrease for Vehicles

7

Trend Achieved: No

Between 2011 and 2017 the average trip length to work by auto-mobile 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

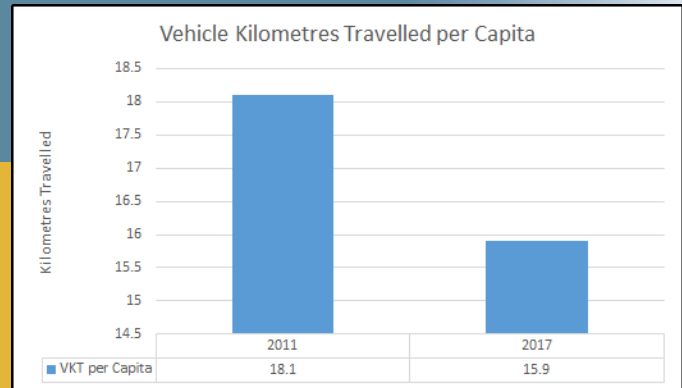
Desired Trend from Baseline Year (2011): Decrease

8

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

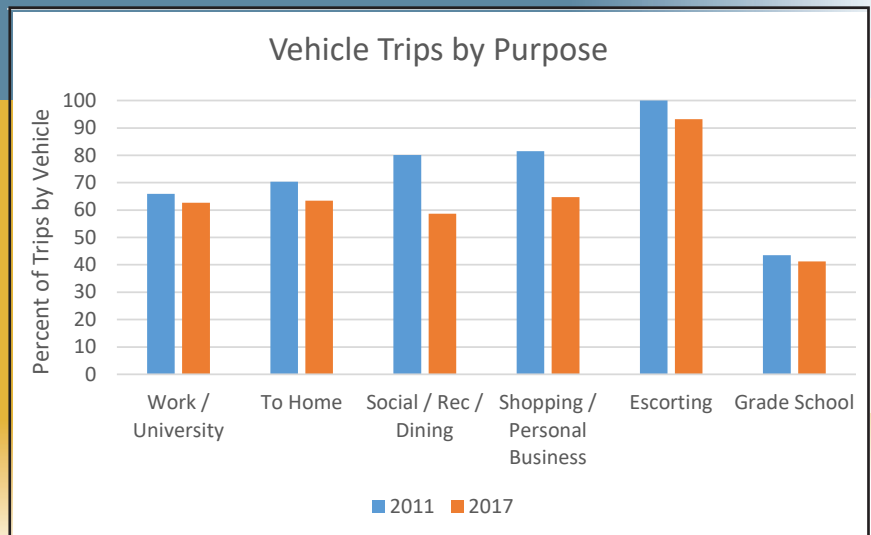
Desired Trend from Baseline Year (2011): Decrease

9

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 Mode Share - Peak Periods

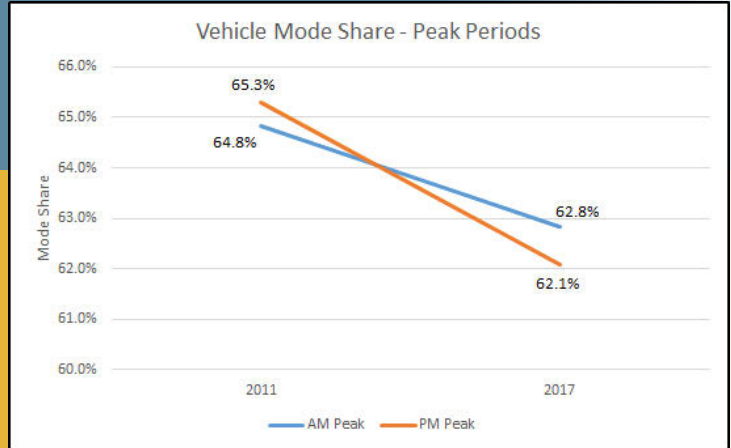
Desired Trend from Baseline Year (2011): Decrease

Trend Achieved: Yes

10

Vehicle 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

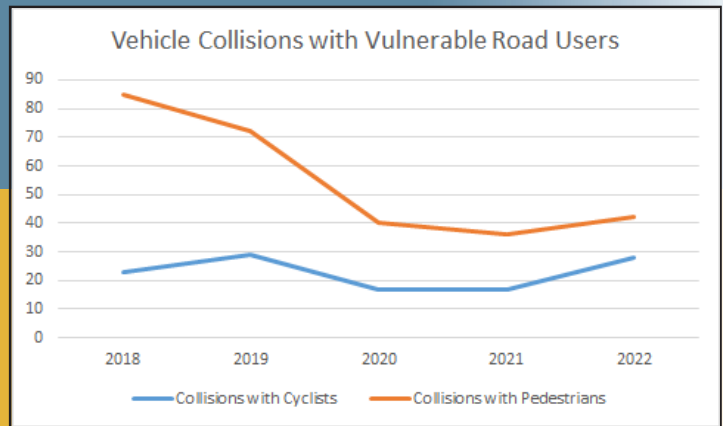
Desired Trend from Baseline Year (2018): Decrease

Trend Achieved: Yes

11

Vehicle collisions with vulnerable road users decreased by 44.4% between 2018 and 2022. (Vulnerable road users are defined as pedestrians and cyclists).

Source:
ICBC



Network development of cycle routes

Desired Trend from Baseline Year (2019): Increase

Trend Achieved: Yes

12

Between 2019 and 2022 the network length increased by 2.25 km.

Source:
City GIS

