



Regional Snapshot Series: Transportation and Transit
Commuting and Places of Work
in the Fraser Valley Regional District

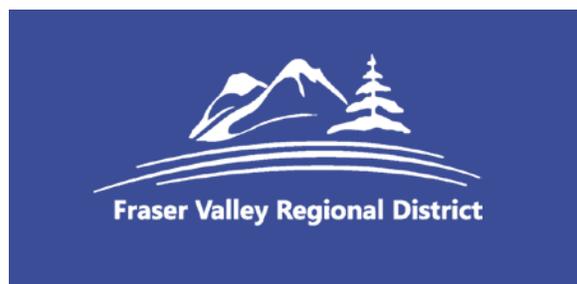






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The Regional Snapshot Series for the Fraser Valley Regional District is designed to provide the public with greater insight into the forces which are shaping growth and change in the region today. For a full list of documents currently available in the series, please visit us on the web at: www.fvrd.bc.ca

CHOICES FOR OUR FUTURE: our regional growth strategy

Transportation and increasingly transit are an important part of daily life in the Fraser Valley Regional District. *Choices for Our Future*, the FVRD's regional growth strategy adopted in 2004, supports the development of a network of sustainable communities where residents can live and work in the same community and region. It also seeks to promote greater transportation choice and reduce automobile dependency by encouraging pedestrian and bicycle infrastructure, as well as a broader range of transit services.

“Plan for settlement patterns that minimize the use of automobiles and encourage walking, bicycling, and the efficient use of public transit, where practical.”

– Choices for our Future

COMPLETE COMMUNITIES WHERE WE CAN LIVE, WORK, AND PLAY

A network of sustainable communities

The Fraser Valley Regional District (FVRD) is comprised of six member municipalities and seven electoral areas and features a variety of diverse landscapes, from small rural villages to the fifth largest city in British Columbia. Recognizing that the region's large land base presents a number of transportation challenges, the regional growth strategy promotes the development of a network of sustainable communities with strong social, economic, and environmental linkages, while at the same time encouraging local self-sufficiency. This is the foundation for building “complete communities” that provide residents with local jobs and services that are accessible to everyone through a wide range of transportation choices.

Building complete communities that provide residents with jobs and services close to where they live can improve accessibility to employment opportunities, reduce the number of commuters on the roads, and help reduce vehicle congestion, air pollution, and greenhouse gas emissions. In addition, local jobs and services can also help to make walking, cycling and taking transit to work a more attractive option, resulting in cleaner, healthier communities in the Fraser Valley.

Fraser Valley Regional District and surrounding area

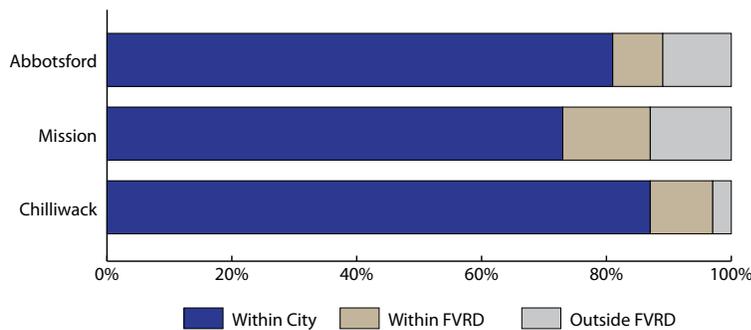


DAILY TRIPS TO WORK AND ELSEWHERE

Most trips are local

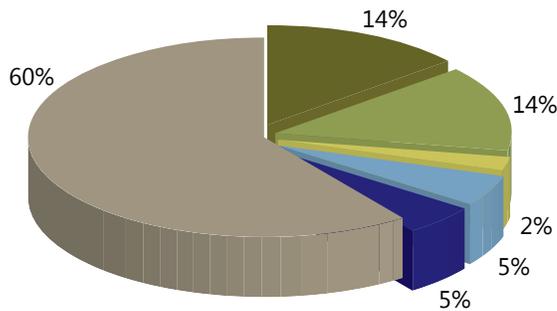
Building complete communities means providing jobs and services that residents can access locally. In 2004, a daily trip survey was undertaken to evaluate the length and purpose of trips in the three largest FVRD communities. For the region as a whole, fully 92% of all trips made stayed within the FVRD. This percentage includes commutes to work and school as well as trips for recreation, errands or shopping. On a more local level, Abbotsford and Chilliwack in particular had a high percentage of trips stay within their communities, at 81% and 87% respectively. Trips made from the District of Mission were somewhat less self-contained, with 71% staying within its boundaries. The survey also found that the main purpose of trips within the FVRD was for personal business, with the second largest category being commutes to and from places of work and post-secondary institutions.

Daily Trips from Abbotsford, Mission, and Chilliwack by Destination



Source: TransLink 2004 Trip Diary

Proportion of Daily Trips by Purpose in Abbotsford, Mission, and Chilliwack



Source: TransLink 2004 Trip Diary

- Personal Business
- From Work or Post Secondary
- Trips Made During Work
- To Work or Post Secondary
- To Grade School
- From Grade School

“Provide opportunities for residents to live and work in the same community or region.”

- Choices for our Future



LIVE/WORK RATIO IN THE REGION

Nearly 60% of residents work in the community where they live

One measure of a complete community is the ratio of residents who live and work in the same community to those who live locally but work elsewhere. Based on data from the 2006 Canada Census, the region has a high proportion of residents who live and work in the same community.

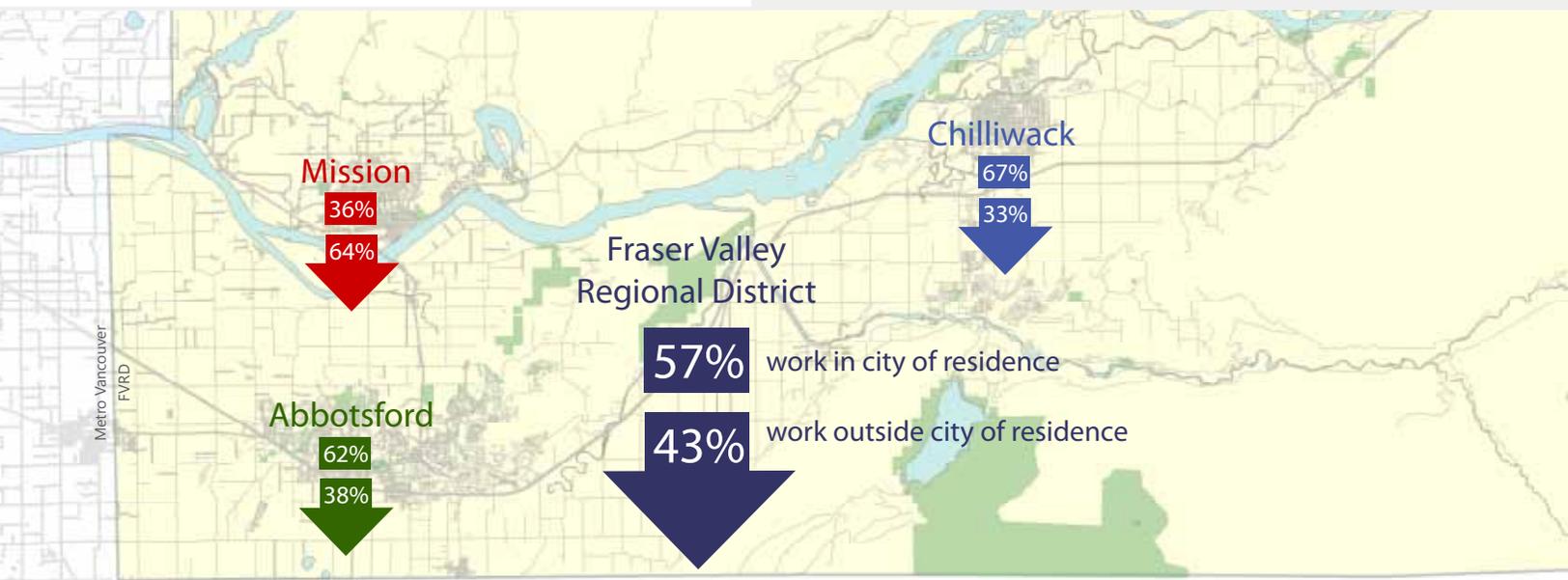
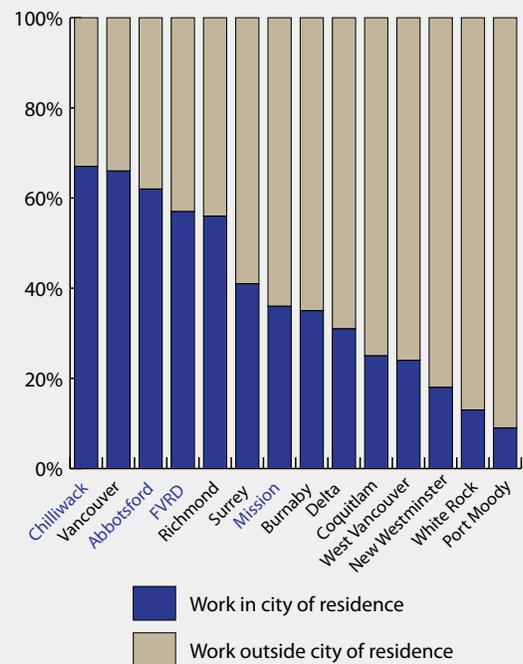
Chilliwack in particular is a highly self-contained community, with over two thirds of residents working within the city. Abbotsford is also high on the list, with 62% of workers remaining within the city limits to work. The District of Mission is about average for communities in the Lower Mainland, with 36% of residents living and working within the community.

Overall in the FVRD, the number of people working within their own municipality sits at well over half of all residents at 57%. Encouraging cycling, walking and transit use for these local trips is a priority for creating a sustainable transportation future in the Fraser Valley.



Percentage of Lower Mainland Workers Living and Working in the Same Community

Source: 2006 Census



COMMUTING

HOW FAR DO WE TRAVEL?

Relatively short commuting distances

How far people commute on a daily basis can also tell us a lot about our goal to create sustainable communities. Shorter commutes mean that residents are working closer to home, and the FVRD has some of the shortest commutes to work in the Lower Mainland. Abbotsford and Chilliwack especially are well below the BC average at around 6 kilometres each.

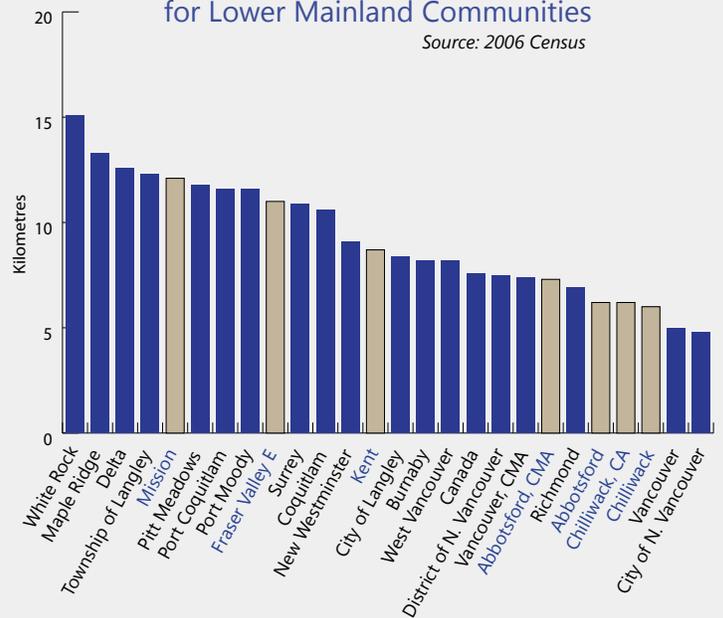
Rural areas like the District of Kent and the FVRD electoral areas have relatively higher commute distances as a result of their more dispersed settlement patterns and distance from employment centres. Likewise, the Abbotsford Census Metropolitan Area (CMA) and the Chilliwack Census Agglomeration (CA) have higher commuting distances because they incorporate many of the more rural areas and the agriculture and resource-industry jobs that are so important to the region. Unlike other places of employment, these jobs are mostly located outside urban centres, and are generally not accessible by transit, walking or cycling.

The District of Mission has one of the higher average commuting distances in the region, resulting from a lower number of jobs concentrated in the area and good transportation connections. Easily accessible connections to Abbotsford through Highway 11 and to many other Lower Mainland destinations both by automobile and the West Coast Express (WCE) rail service add to Mission's higher travel distances to and from work.



2006 Median Commuting Distance for Lower Mainland Communities

Source: 2006 Census



LOCAL TRIPS

JOBS ARE CLOSE TO HOME

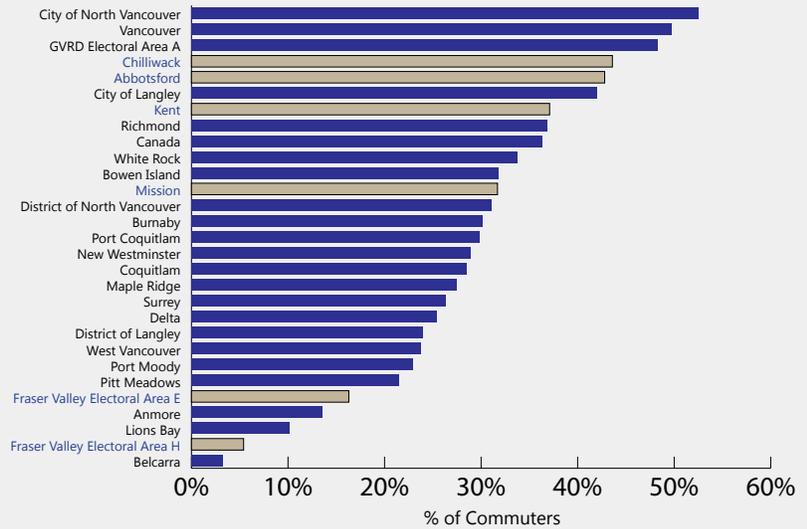
Most of us travel shorter distances

The majority of the jobs in the region are clustered within the FVRD's urban growth boundary, concentrated within the three largest municipalities of Abbotsford, Chilliwack, and Mission. With jobs located nearby to where residents live, trips to and from work are shorter and result in less congestion and a reduced impact on the environment.

Although most of the jobs are concentrated within the urbanized areas of these municipalities, there are also significant numbers of jobs in the agricultural areas and smaller communities surrounding the larger urban centres. The importance of these jobs to their respective communities cannot be overstated; however their rural locations and dispersed pattern do create challenges that have implications for transportation networks in the region. Many employees in the agricultural and resource sectors depend on the flexibility of the automobile, and jobs are often located in areas where densities are not high enough for transit service.

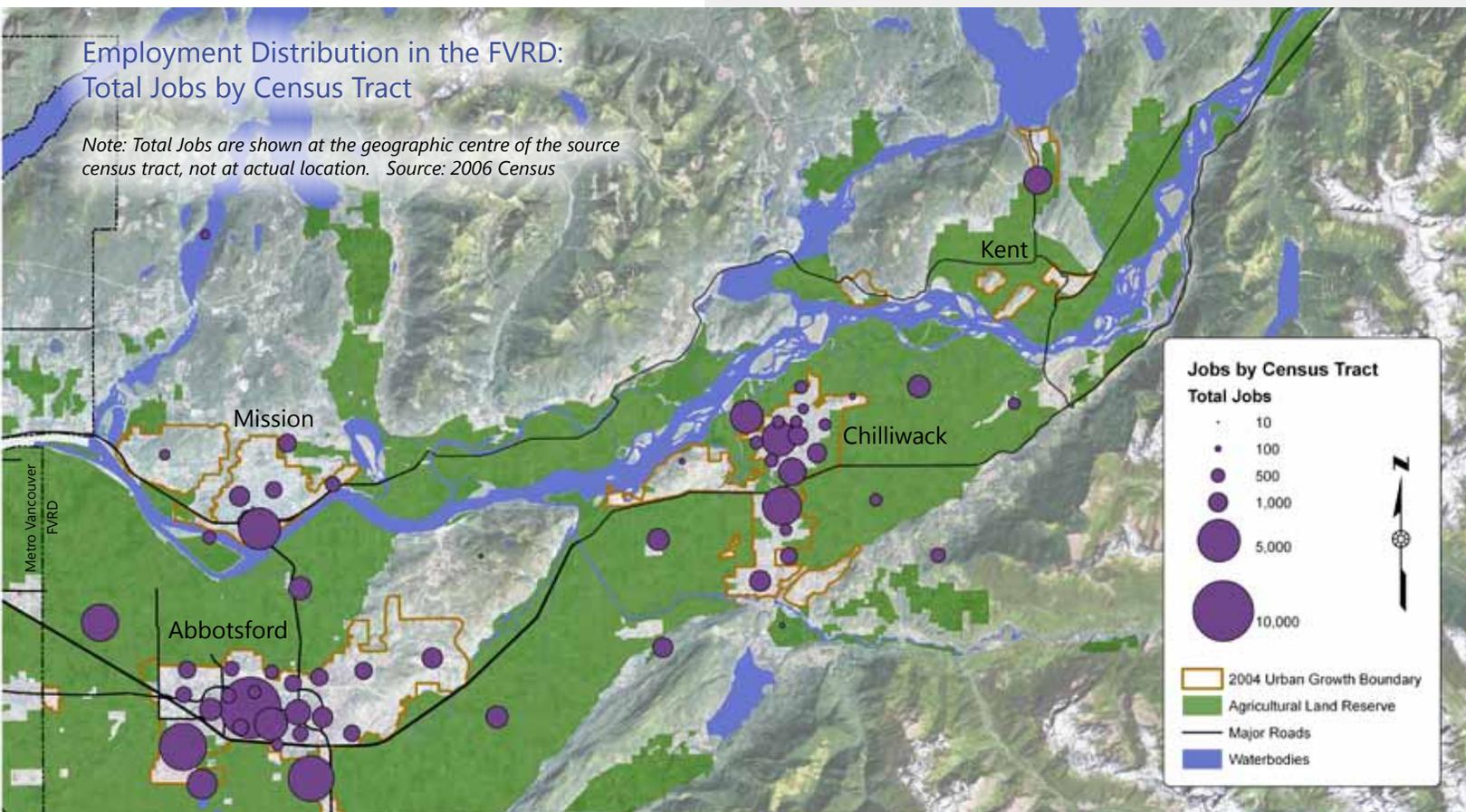
Percentage of Commuters Traveling Less than 5km to Work

Source: 2006 Census



Employment Distribution in the FVRD: Total Jobs by Census Tract

Note: Total Jobs are shown at the geographic centre of the source census tract, not at actual location. Source: 2006 Census



REGIONAL TRIPS

24% OF COMMUTERS HEAD INTO METRO VANCOUVER

Langleys are the main destination for trips to Metro Vancouver

According to the 2006 Census, 76% of all trips to work stay within the Fraser Valley Regional District. In addition, of the 24% of commuters who do leave the region, a significant majority travel only to municipalities close or adjacent to the FVRD's southwestern boundary. The four closest municipalities to the FVRD – the Langleys, Surrey, and Maple Ridge – collectively represent 66.1% of all trip destinations from the FVRD into Metro Vancouver, suggesting that only a minority of commuters are crossing congested bridges to destinations north of the Fraser River.

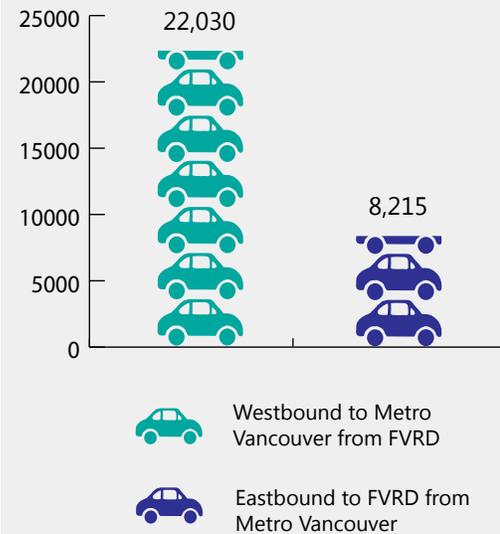
FVRD Commuters to Metro Vancouver by Destination Municipality

Commuter Destinations in Metro Vancouver	Total Commuters to Metro Vancouver	% of Total
Langley City and District	7,690	34.9
Surrey	4,775	21.7
Maple Ridge	2,100	9.5
Vancouver	1,830	8.3
Burnaby	1,435	6.5
Coquitlam	805	3.7
Richmond	760	3.4
Delta	755	3.4
Port Coquitlam	640	2.9
New Westminster	600	2.7
Pitt Meadows	260	1.2
White Rock	115	0.5
City of North Vancouver	110	0.5
Port Moody	75	0.3
District of North Vancouver	60	0.3
Other	20	0.1
Total	22,030	100%

66.1% of FVRD commuters heading to Metro Vancouver go to either the Langleys, Surrey, or Maple Ridge.

Total Daily Commutes crossing the Metro Vancouver-FVRD Boundary

Source: 2006 Census



REGIONAL TRIPS

MAJOR EMPLOYMENT DESTINATIONS

DESTINATIONS

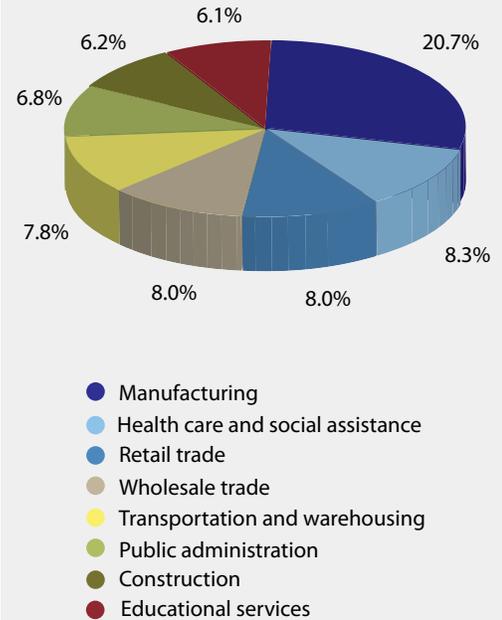
Industrial areas are a major destination for commuters to Metro Vancouver

Of the approximately 22,000 trips (24% of job-related trips in the region) leaving the FVRD and heading to Metro Vancouver daily, the majority are destined for communities directly adjacent to the region, namely Maple Ridge and Langley. Major destinations further west are largely concentrated in census tracts which contain major industrial areas such as DeltaPort, Annacis Island, and South Westminster. Other significant destinations for journey to work trips in Metro Vancouver are largely clustered in the north side of the Township of Langley and Surrey, and include the Gloucester and Port Kells Industrial Parks.

As the chart to the right shows, manufacturing, transportation, warehousing and other employment sectors based in these industrial areas make up a large proportion of the jobs for commuters heading in to Metro Vancouver from the FVRD.

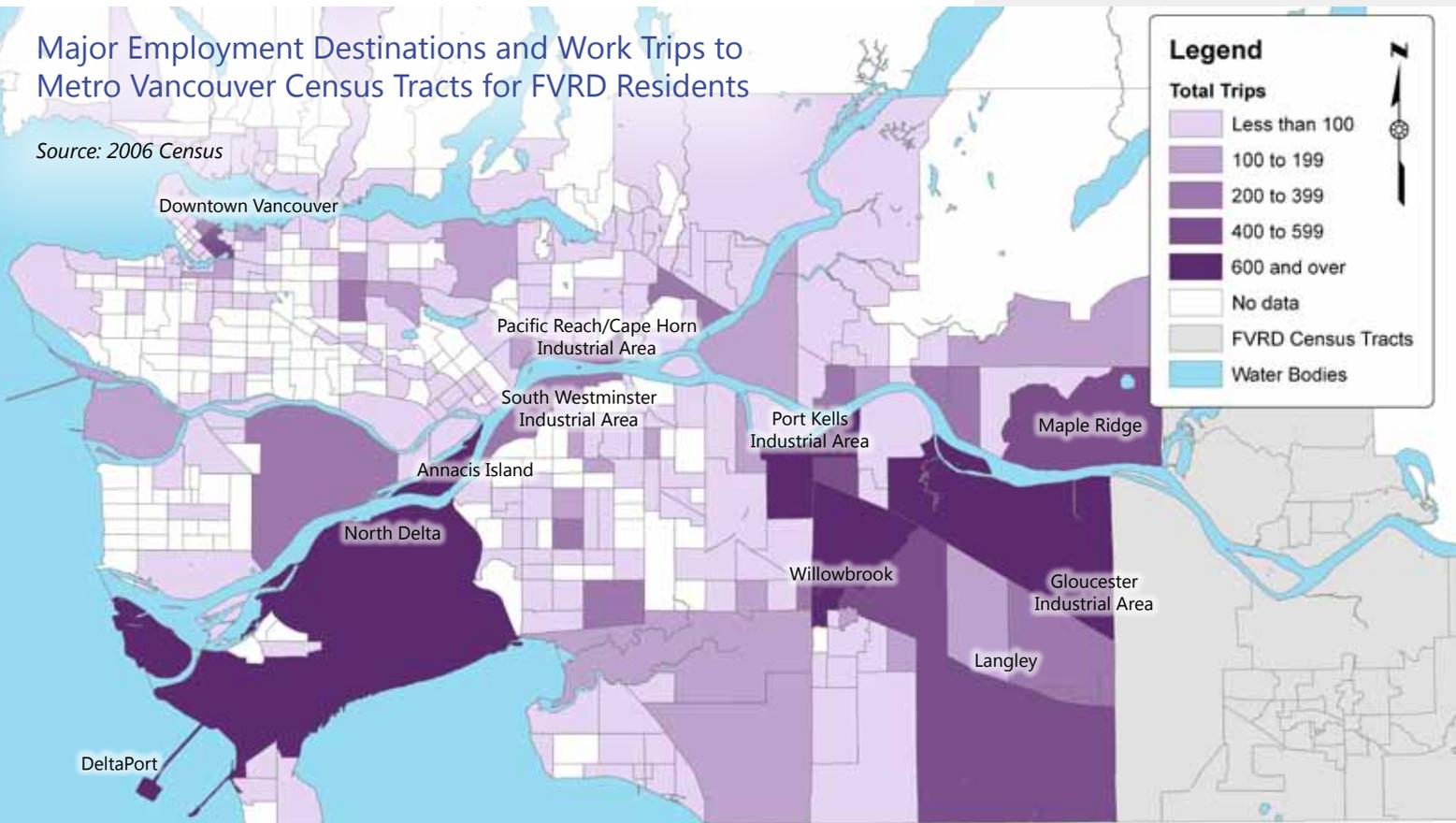
Commutes into Metro Vancouver by Top 8 Industry Types (% of total trips)

Source: 2006 Census



Major Employment Destinations and Work Trips to Metro Vancouver Census Tracts for FVRD Residents

Source: 2006 Census



The Fraser Valley Regional District is comprised of 6 member municipalities and 7 electoral areas.

City of Abbotsford, City of Chilliwack, District of Mission, District of Hope, District of Kent, Village of Harrison Hot Springs and Electoral Areas A, B, C, D, E, F and G.



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Fraser Valley Regional District
45950 Cheam Avenue
Chilliwack, BC V2P 1N6
Toll free: 1.800.528.0061
www.fvrd.bc.ca