

TRANSIT*future*

▶ **action**plan

COWICHAN VALLEY

2023



Territorial Acknowledgement

We acknowledge with respect that BC Transit carries out its work on the traditional territories of indigenous nations throughout British Columbia.

The Cowichan Valley lies within the treaty and territorial lands of the Quw'utsun, Malahat, Ts'uubaa-asatx, Halalt, Penelakut, Stz'uminus, Lyackson, Pauquachin, Ditidaht & Pacheedaht people.

We are grateful to live, work, and play on their traditional lands.

Table of Contents

01	Transit Vision	06	System Performance	11	Custom Service Priorities 2022-2026
02	Shaping Your Transit Future	07	Route Performance	12	Infrastructure Priorities 2022-2026
03	BC Transit Corporate Initiatives	08	COVID-19 Response	13	Beyond 2026 Service Priorities
04	Transit Today	09	Engagement	14	Investment Strategy & Moving Forward
05	Transit Need	10	Conventional Service Priorities 2022-2026	15	Acknowledgements

01 Transit Vision

The Cowichan Valley Regional Transit System connects people and communities through cost-effective, convenient, safe and accessible transit services

The Transit Future Action Plan builds upon the Transit Future Plan completed in 2012. Apart from the vision above and objectives to the right, the Transit Future Plan set an ambitious target for ridership: 1,200,000 rides per year by 2036.



Make Transit an attractive transportation alternative to the private vehicle



Reduce the Community's impact on the environment



Make the transit system more efficient

Figure 1: Transit Future Plan objectives

Transit Vision

Ladysmith Official Community Plan (2003)

- Develop supportive land use and transit policies
- Promote Ladysmith's linkages within the CVRD and RDN transit systems
- Promote multi-modal transportation systems
- Explore the potential for and location of a multi-modal transportation hub
- Explore a complete streets strategy

City of Duncan Official Community Plan (2007)

- Ensure the effective use of land by supporting higher densities in appropriate locations, such as those served by transit
- Encourage and promote transit use, car-pooling, car-sharing, and Transportation Demand Management Strategies

District of North Cowichan Official Community Plan (2011)

- Reduce vehicle emissions by emphasizing transit use
- Increase density to make more efficient use of land and infrastructure and to encourage transit
- Locate commercial, multi-unit residential, and mixed uses near transit
- Consider transit's needs in road works

Sustainable Duncan (2013)

- Important locations and service areas are within 400 m walking distance of transit
- Public transit is affordable for all income levels
- Central Duncan is well serviced by transit day and night
- Transit has transitioned out of fossil fuels.

Duncan Area Active Transportation Plan (2014)

- Give explicit consideration for transit use when conducting studies
- Provide bicycle parking at transit stops to facilitate multi-modal trips
- Increasing the land use density and supporting transit oriented development

District of North Cowichan/City of Duncan University Village Sustainable Local Area Plan (2015)

- Plan for the intensification of Canada Avenue as a main transit route
- Promote complete streets

Bell McKinnon Local Area Plan (2018)

- Planning for a future transit hub near the hospital
- Extend local and regional transit service to this new area as it develops

Town of Lake Cowichan Official Community Plan (2019)

- Encourage and promote transit use, car-pooling, car-sharing, and Transportation Demand Management strategies
- Reducing or waiving off-street parking requirements with the provision of facilities for transit users
- Encourage the continued expansion of the transit system within the Town to provide service to surrounding communities

02 Shaping Your Transit Future

The role of the Transit Future Action Plan is to:

Build on existing planning and add service and infrastructure priorities for the community

Review what has changed for the community

Inform both the planning and operational activities

Drive a range of objectives and actions that will deliver a fit for purpose network across the community

Guide decision making to procure and deliver the desired network

Engage with the community



03 BC Transit Corporate Initiatives

Over the next five years, the Cowichan Valley Regional District and BC Transit will continue to evolve the transit system by introducing new programs and technologies to improve the customer experience and reduce the impact on the environment.

[BC Transit's Strategic Plan](#) provides the blueprint for how we will facilitate the transformation and pursue our common vision of the future to create responsive and reliable services, improving integration with other mobility providers, introducing electronic fares, building more transit supportive infrastructure and transitioning to greener fleets.

For more information, please visit:

<https://www.bctransit.com/transforming-your-journey>

Low Carbon Fleet Program

<https://www.bctransit.com/low-carbon-fleet-program>

Digital On Demand

Umo - Electronic Fare Strategy

<https://www.bctransit.com/umo>

NextRide

<https://www.bctransit.com/nextride-faq>

BC Transit Development Referral Program

<https://www.bctransit.com/development-referral-program>

Equity, Diversity and Inclusion

Figure 2: Ongoing BC Transit Corporate Initiatives

BC Transit Corporate Initiatives

Low Carbon Fleet Program

BC Hydro will help determine the readiness of the electricity infrastructure to support electric fleets across the province.

BC Transit will work with the Ministry of Transportation and Infrastructure to refine the anticipated funding requirements for buses and infrastructure.

Umo - Electronic Fare Strategy

Smart ticketing providing new ways to pay. BC Transit is working to not only improve rider convenience but also enable mobility partnerships and create new data collection opportunities.

Systems will also accommodate a mix of fare products, including cash fares. The system will also be able to operate in areas with low-cell phone coverage/service.

Digital On Demand

This is an exciting initiative that uses technology to dynamically dispatch a bus or fleet of vehicles to locations dictated by customers using an app or phone-in service. BC Transit has completed a feasibility study on digital on-demand transit and plans to roll out this service type to one or two communities starting in 2023, with a view to add more communities in future years, based on the success of the initial phase.



BC Transit Corporate Initiatives

Development Referral Program

Local governments or developers can send any referrals and supporting information to BC Transit to review.

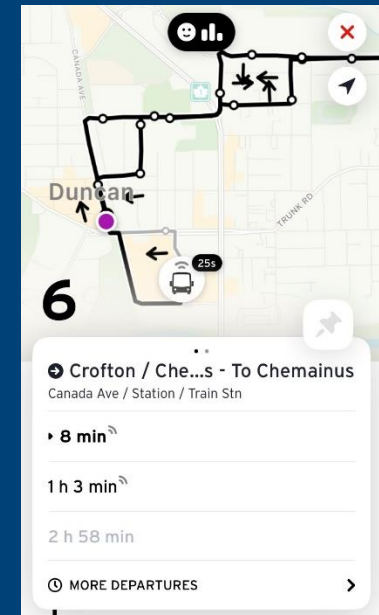
BC Transit will provide comments to submitter about how the proposal may affect current or future transit service and infrastructure, and how the application or plan could be changed to better support current or future transit service and infrastructure.

Equity, Diversity and Inclusion

BC Transit is committed to building an inclusive work environment that reflects the diversity of the communities we serve. Every day, we aim to ensure our communities thrive by providing the safest, highest-quality, most accessible public transit – this means listening to and meeting the transportation needs of British Columbians. Future plans include furthering engagement with Indigenous communities and using Gender-Based Analysis+ (GBA+) to integrate multiple perspectives in transit planning, and guide decisions that provide the best experience for all riders.

Next Ride

NextRide was launched in February of 2022 in the Cowichan Valley and offers door to door journey planning. It provides bus location information to customers via transit apps, enhances operations control and route information for the operator.



04 Transit Today

Cowichan Valley transit ridership is growing

Inaugurated in 1993, the Transit System has seen ridership grow from 452,043 riders in 2012/2013 to 479,872 riders in 2019-20. These statistics include the conventional, commuter, and paratransit services operating in the Cowichan Valley.

The system is delivered through BC Transit's innovative cost sharing model and in coordination with the Cowichan Valley Regional District who makes the final decisions on fares, routes, and service levels.

Recent changes to the system include:

- Introduction of route 70 NCX Nanaimo-Cowichan Express, providing connections between downtown Nanaimo and Duncan

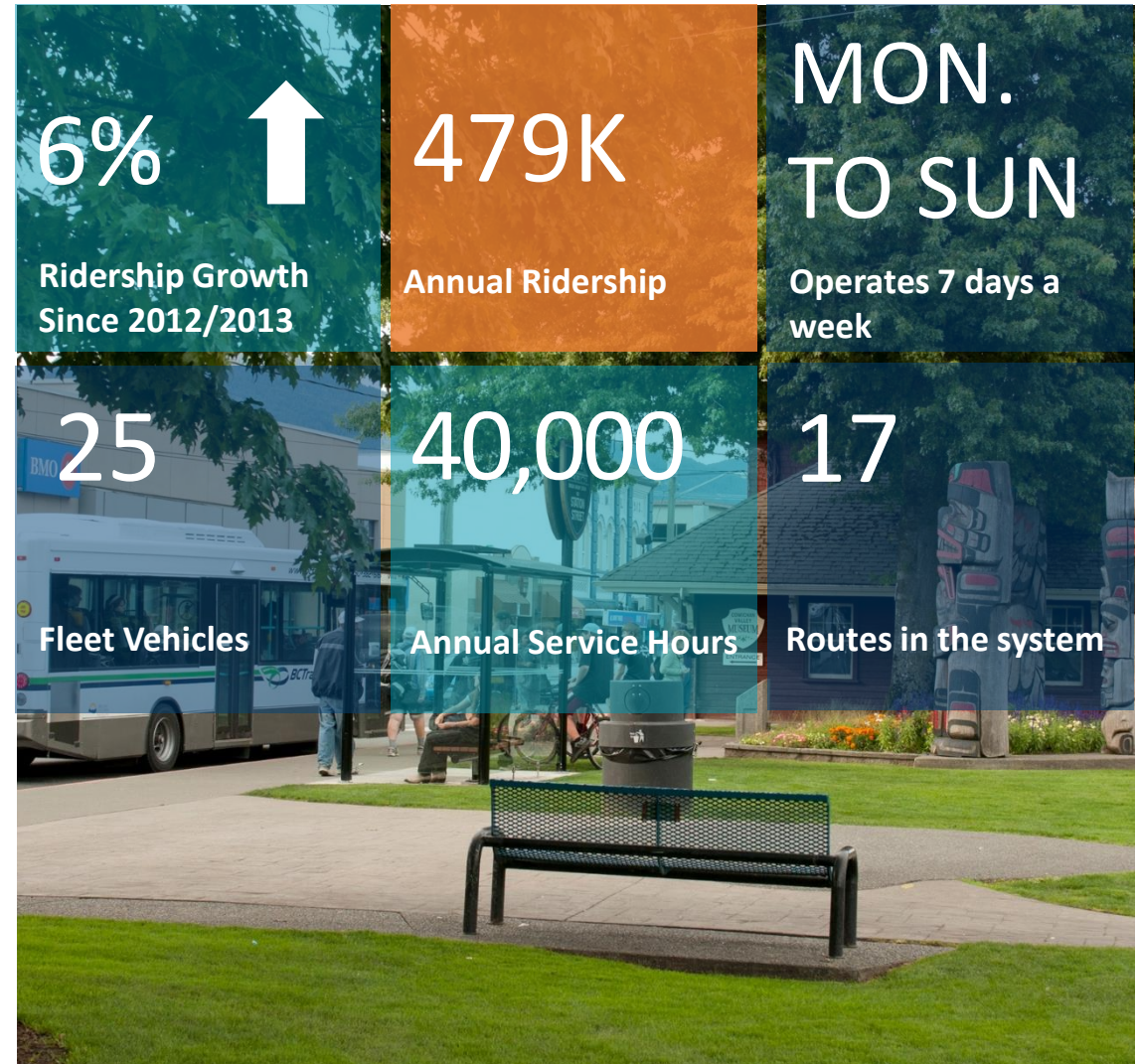


Figure 3: Key system statistics, 2019/2020, including conventional, commuter, and paratransit services

04 Transit Today

Cowichan Valley Transit Network

The Cowichan Valley Transit network is centred on the City of Duncan. The service consists of:

- Urban service operating in the City of Duncan and adjoining urbanized areas of the District of North Cowichan
- Routes connecting from outlying small and rural communities of Lake Cowichan, Ladysmith, Crofton and Chemainus, and South Cowichan.
- The network is further supported by targeted interregional services that enable travel south to Victoria (routes 66, 99, and 44), and north to Nanaimo (route 70).

Cowichan Valley Transit and BC Ferries

- The Cowichan Valley has three ferry terminals, one situated at Crofton providing connections to Salt Spring Island, another at Mill Bay providing connections to Brentwood Bay, and another at Chemainus providing service to Thetis Island and Penelakut Island.
- The Crofton and Chemainus ferry terminals are served by route 6 Crofton-Chemainus and the Mill Bay Ferry terminal is served by route 8 Mill Bay.



Figure 5: Duncan/North Cowichan map

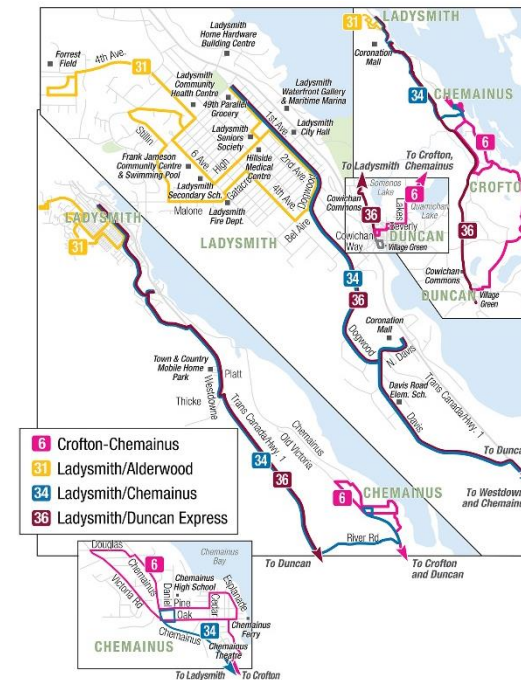


Figure 4: Ladysmith, Chemainus, and Crofton maps

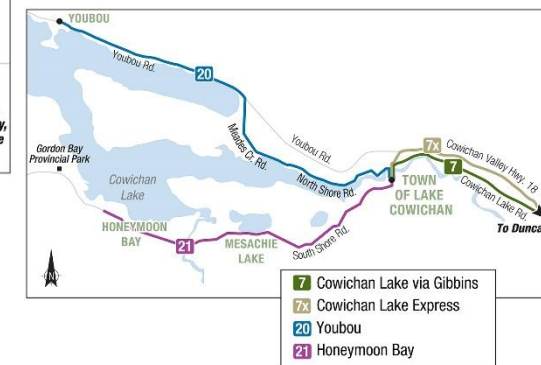


Figure 6: Lake Cowichan map

05 Transit Need

Demographics in the Cowichan Valley

- The population in the Cowichan Valley Regional District grew by 6.3 per cent between 2016 and 2021 (Census 2021).
- Over 35 per cent of Cowichan Valley's population is concentrated in North Cowichan and Duncan
- Inversely 65 per cent of the population is in outlying communities, which makes providing efficient transit service a challenge

Transit is an important solution in the Cowichan Valley to connect communities, ensure accessibility and support the shift to active and sustainable modes of transportation. Transit growth and improvements need to match population growth to support new residents with transportation solutions that are sustainable, affordable, and work for them.

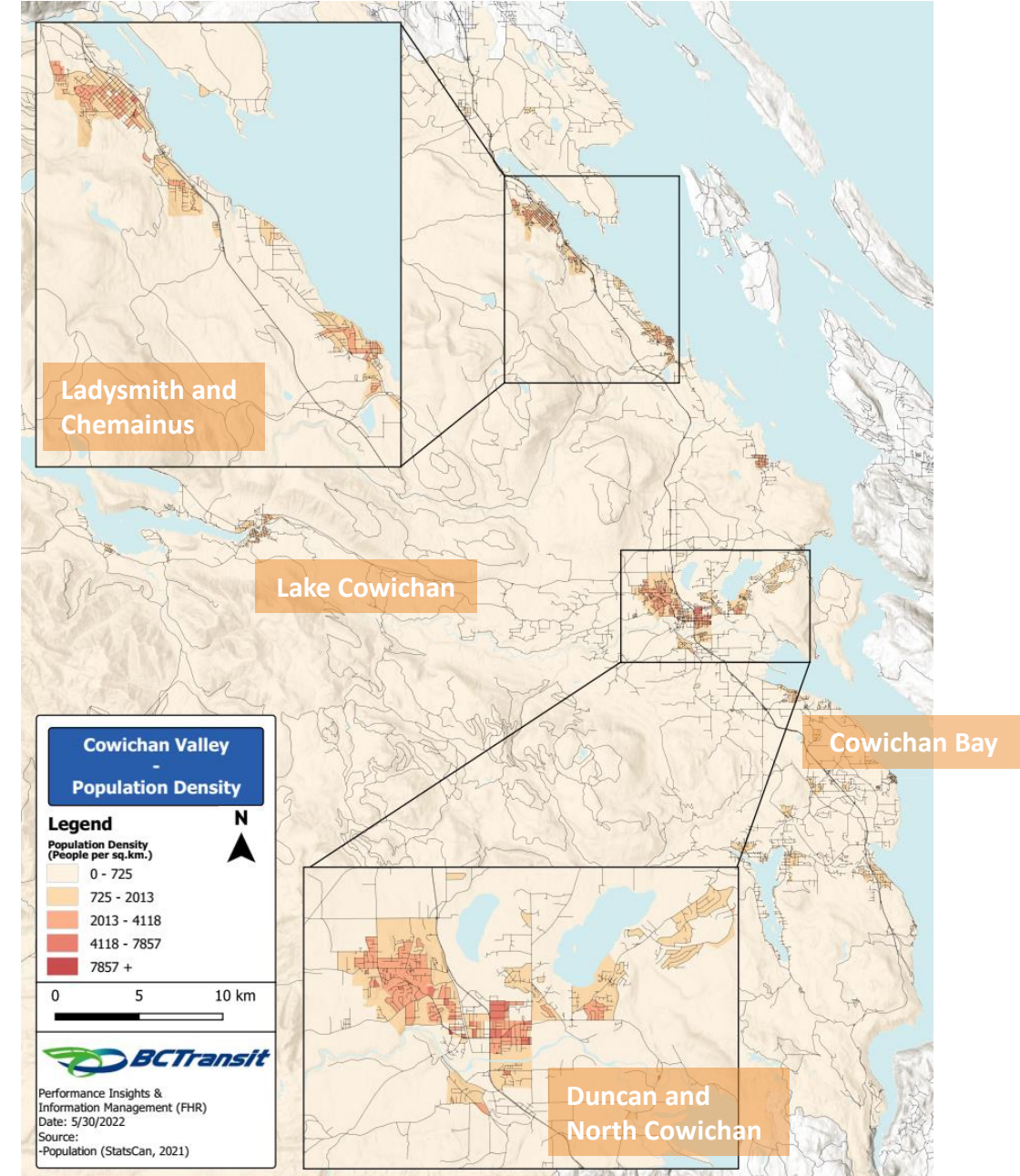


Figure 7: Population density in the Cowichan Valley

06 System Performance

Since 2012 ridership has remained relatively stable and grew six per cent between 2012 and 2020. Investment in the transit system in terms of hours increased in 2015/2016 and grew about 13 per cent by 2019/2020. Figure 8, shows how ridership and service hours have changed over time; as investment in annual service hours increased the ridership started to increase.

The COVID-19 pandemic, which started in early 2020, greatly impacted ridership in transit systems the world over and the Cowichan Valley is no exception with ridership having dropped significantly. Ridership is expected to recover from the COVID-19 pandemic and, with further investment, can continue to grow.

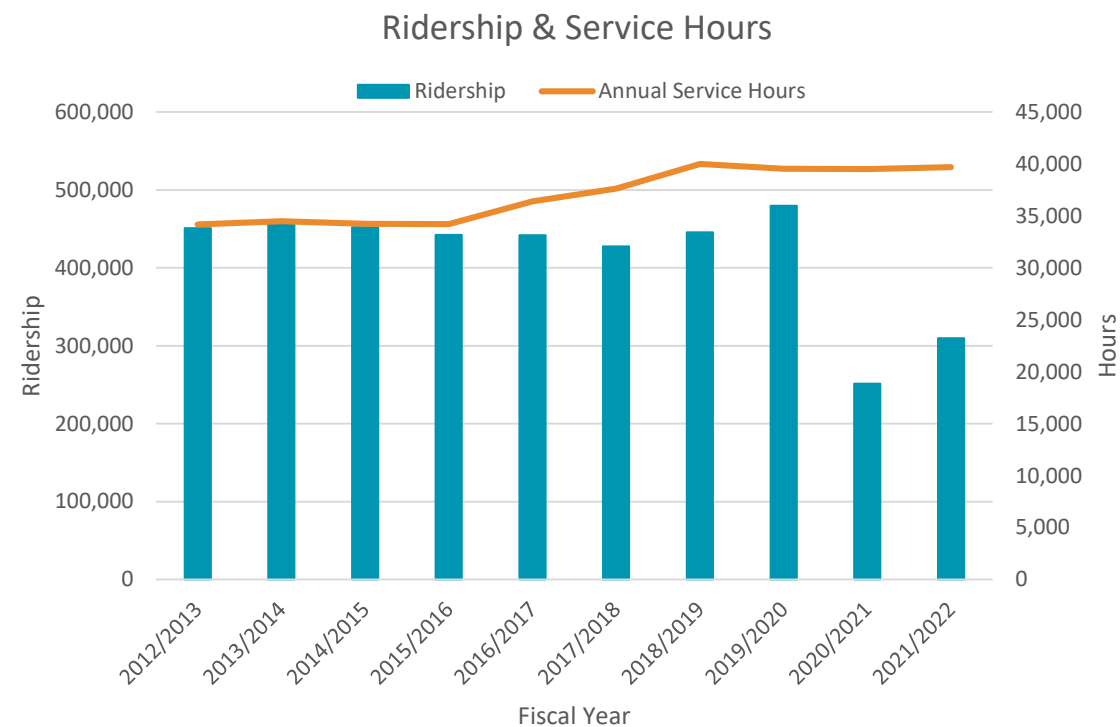


Figure 8: Ridership & Service hours, 2012-2021

06 System Performance

COVID-19 Impacts

As expected, given British Columbia's Public Health Officer's advice to limit non-essential travel, transit ridership was impacted.

Key Takeaways

- Cowichan Valley's ridership decreased in mid-March 2020
- Ridership fell by up to 69 per cent compared to 2019
- Prior to the COVID-19 pandemic, 2020 ridership levels in the Cowichan Valley Conventional System were tracking closely with 2019.
- Ridership has steadily recovered, peaking at 83 per cent of 2019 levels in late 2021.

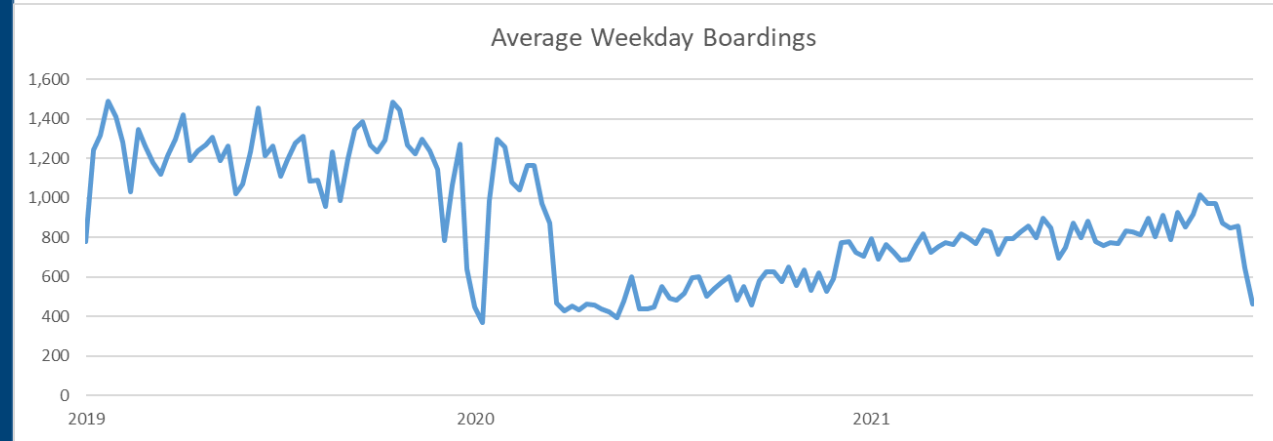


Figure 9: Average Weekday Boardings by week, 2019-2021



07 Route Performance

Key Takeaways

- The Cowichan Valley Commuter routes (44, 66, 99) are normally high performing routes but have seen a large decrease in performance since the start of the pandemic, but have started to recover
- The 2 Mt. Prevost is the highest performing route both currently and pre-pandemic and has recovered
- The 36 Ladysmith/Duncan Express is the only route which had its performance improve through the pandemic
- The lowest performing conventional route is the 31 Alderwood-Ladysmith and may be a target for on-demand service.

Within the Cowichan Valley, many routes provide service coverage and important connections to local communities and services. Significantly altering routes could have an impact on local riders; any changes implemented through this plan will be monitored in addition to regular performance monitoring and evaluation.

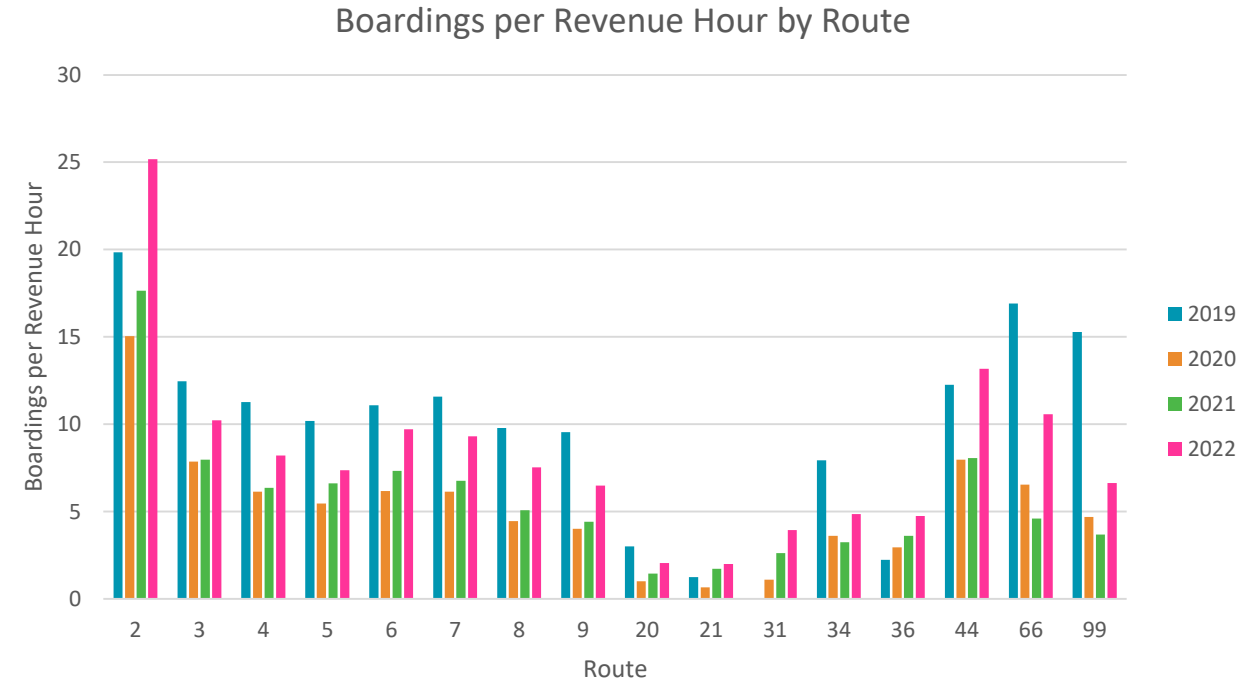


Figure 10: Boardings per Revenue Hour by Route, 2019-2022*

*Ridership data for route 31 in 2019 excluded due to outlier
Data for 2022 up to December 2022

08 COVID-19 Response Plan

Safety of our Passengers

BC Transit's top priority is the safety of our passengers and operators. The key measures are summarized in the image opposite, but the full strategy and details can be found at <https://bctransit.com/COVID19>.

Support Ridership Return

To support ridership return, the Province of British Columbia has provided restart funding to the Local Government partners to ensure the continued effective delivery of transit across your transit system.

The **Free Transit for Children 12 and Under Program** was introduced in September 2021. This program also aligns with BC Transit's commitment to delivering initiatives to drive new and effective measures to improve the transit experience and help grow young ridership, create life-long transit users and further reduce congestion on our roads.

Optimizing Your Services to Maximize Ridership

BC Transit will continue to monitor and direct service improvements to ensure service hours are being effectively used on routes and at times where your community needs them.

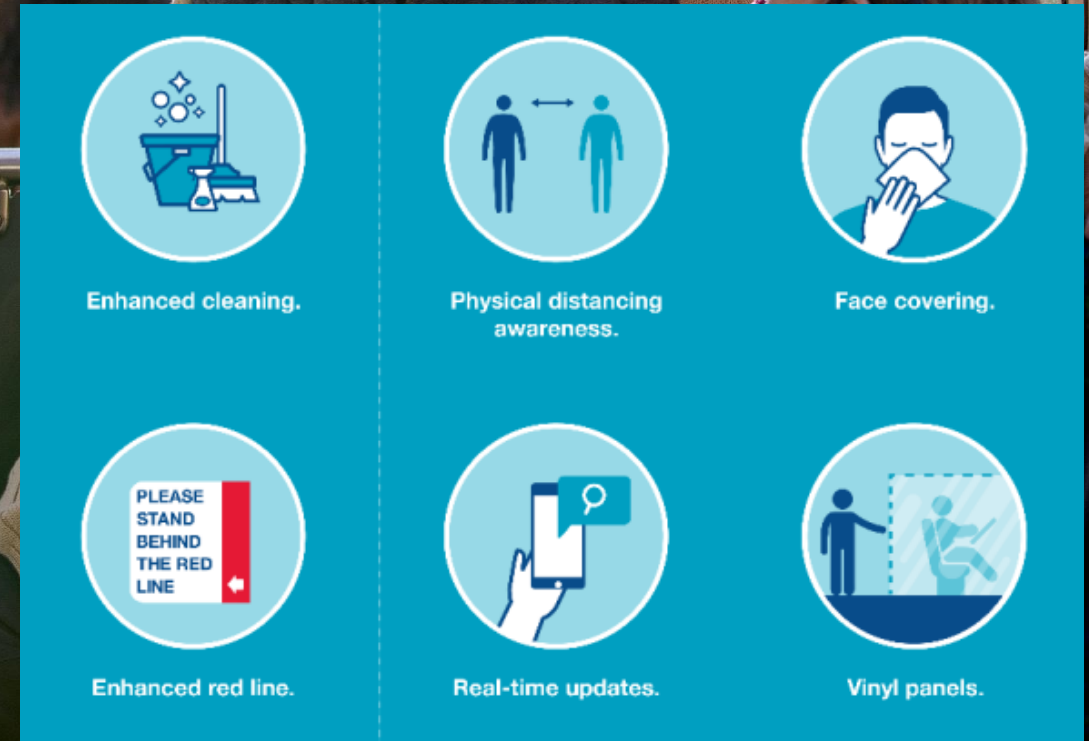


Figure 11: COVID-19 Response Measures

09 Engagement

As part of BC Transit’s commitment to public engagement, outreach was carried out to identify draft service and infrastructure priorities through surveys, workshops, conversations with interested and affected parties, and a transit operator survey.

Public engagement was launched online from October 28, 2021 to December 24, 2021. Paper surveys were made available for those who needed them and marketing to the community was facilitated through a variety of tools including: a project website, newspaper ads, internal bus ads, radio ads, and social media.

The summary of the public engagement results can be found [here](#).



25 key stakeholder representatives*



562 total comments



456 survey respondents

Figure 12: Engagement Statistics

*11 representatives were Cowichan Valley Regional District Board members

Stay engaged!

Check out the full engagement summary report and register for future updates.

<https://engage.bctransit.com/cowichanvalley2021>

09 Who we heard from

Over 450 survey responses were received from the public, with the majority of the feedback coming through the online survey.

Key Findings:

- 33 per cent of respondents do not take transit, whereas 13 per cent take transit a few times per month. Over 8 per cent of respondents are regular transit users, taking the bus 5 or more times per week.
- 64.9 per cent of respondents indicated they or their household were adults, followed by 29.9 per cent as seniors, 4.8 per cent as students, and 0.5% as children 12 and under
- The highest response rates came from Duncan and the Ladysmith/Saltair area (based on postal code data). Duncan has the highest population density in the Cowichan Valley, and Saltair was an area with frequent requests for transit service.

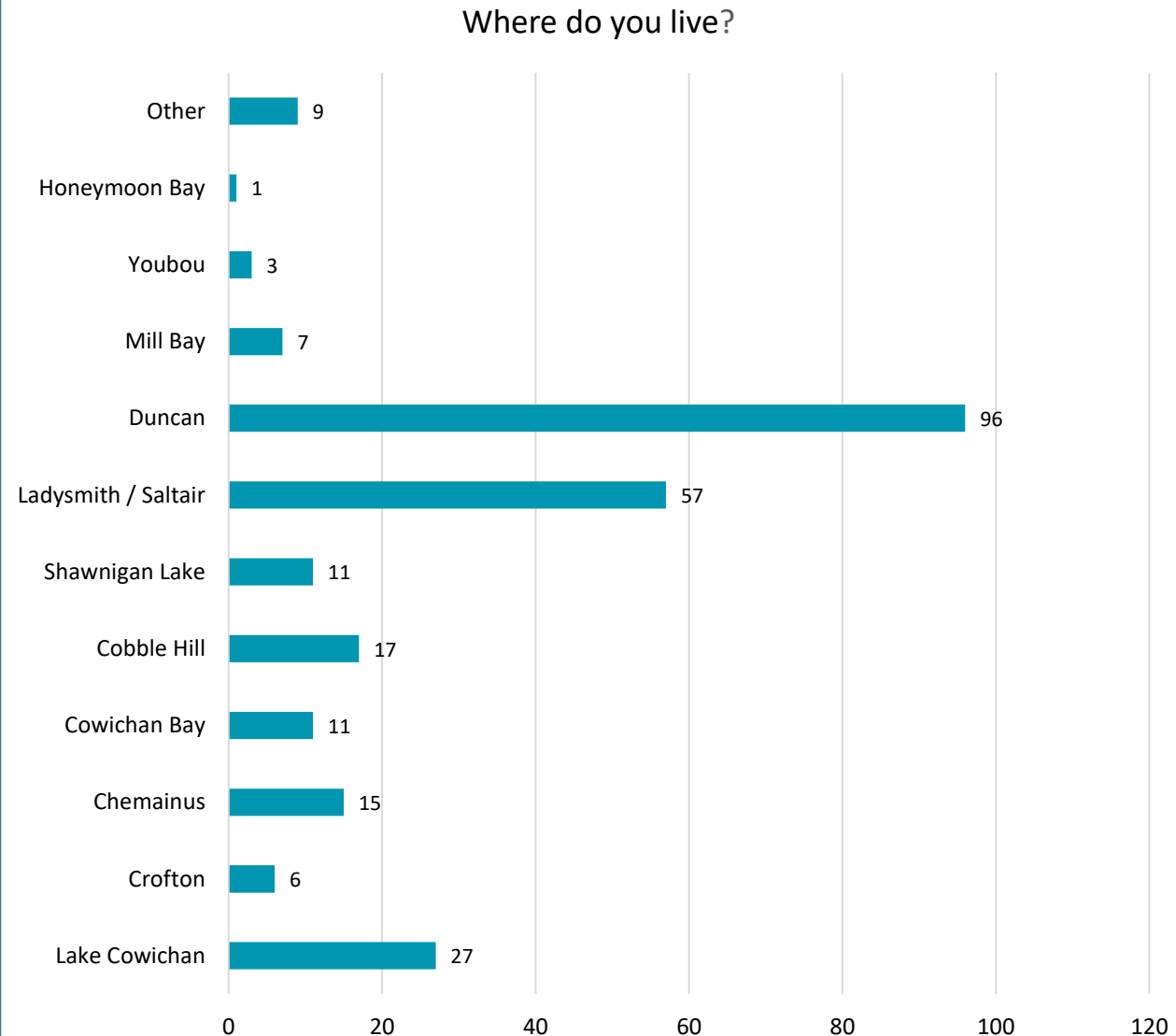


Figure 13: Where survey participants live

09 What we heard

Key Findings:

- Expanding service area was identified as the top item for encouraging more transit use, with Saltair being the most commonly identified area to expand transit.
- Frequency improvements during weekdays was the most desired
- Desire for better connections between local routes and to interregional routes.
- Strong support for a new Duncan and North Cowichan Circulator route.
- Desire to improve frequency of service to the South Cowichan area as well as reducing the amount of travel time.

What would encourage you to use transit more often?

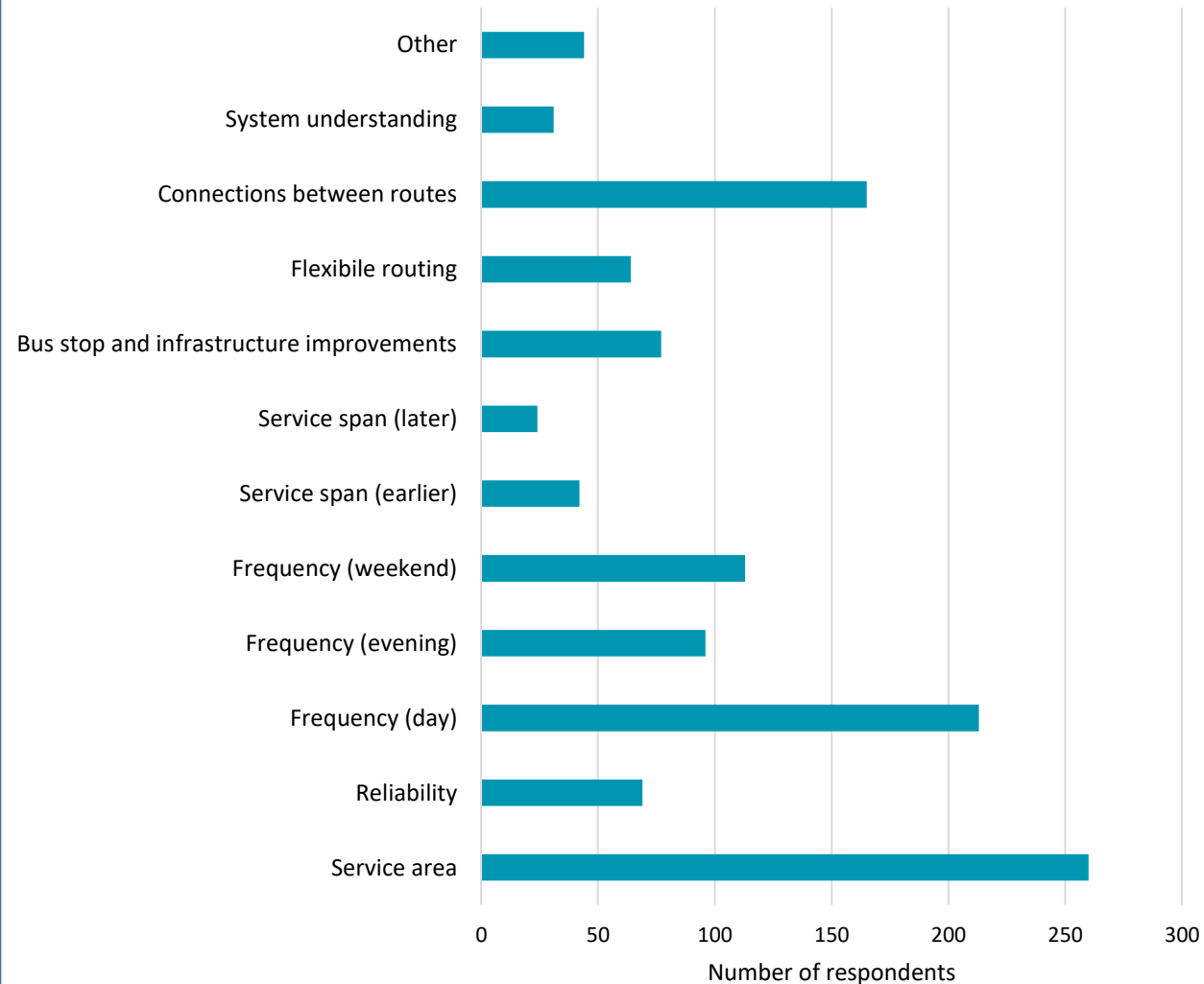


Figure 14: What would encourage you to use transit more often? Results

09 Ongoing Engagement

Voice of the Rider

BC Transit believes that in order to understand our riders and prospective riders better, we need to move a step closer to your community and make the community a part of important business decisions. Our Voice of the Rider panel is an effort to drive community engagement on every project we undertake, understand the satisfaction levels of our riders, and take recommendations and suggestions to improve the overall transit experience.

Engaging with Indigenous Communities

BC Transit is developing a strategy for increasing engagement with First Nations and supporting meaningful reconciliation. We recognize the need to engage with communities in ways that are appropriate for each culture. BC Transit and the Cowichan Valley Regional District will continue to work with the First Nation communities within the Cowichan Valley to understand how we can best serve their communities.

**Do you have something to say
about transit in your community?**

VOICE
of the Rider



Learn more at engage.bctransit.com/frequently-asked-questions

10 Conventional & Commuter Service Priorities 2023-2027

Priority	Description	Expansion Resources
Immediate Priorities	Improving weekday service frequency and introducing Saturday service on the 5 Eagle Heights. Introduce 7X Cowichan Lake on Saturday. Adding one additional trip to the 6 Crofton-Chemainus.	2,300 annual service hours, 2 vehicles
Redesign South Cowichan Routes	A redesign of the routes providing service south of Duncan with the goal of making the services faster , connected and more frequent.	Reallocation & additional resources to be determined
New Core service in Duncan & North Cowichan	Two new routes in Duncan and North Cowichan providing local service. Requires reallocation of resources from the existing 3 Quamichan.	Phase One: 1,600 annual service hours Phase Two: 3,600 annual service hours, 2 vehicles
Non-commuter trip on the 66 Victoria/Duncan	Rescheduling an early morning trip on the 66 Victoria/Duncan to later in the morning to serve non-commuting customers.	Reallocation

Table 1: Service Priorities 2023-2027, Part 1 of 2

10 Conventional Service Priorities 2023-2027

Priority	Description	Expansion Resources
Transit service to Saltair	Explore introducing transit service to Saltair by extending the 6 Crofton-Chemainus north. Introducing this service would be dependent on Saltair becoming a partner in the CVRD transit function.	1,550 annual service hours, 1 vehicle
Improve Transfer Opportunities & Service Reliability	Schedule changes to prioritize establishing transfer opportunities between local transit service and targeted transit services, such as interregional services to Nanaimo and Victoria.	Reallocation & 800 annual service hours
Investigate On-Demand	Investigate on-demand service for areas served by low performing routes and low density areas.	Reallocation, additional resources to be determined
Provide service to new Hospital	With the relocation of the hospital to the Bell McKinnon area transit service will need to be expanded.	To be determined

Table 2: Service Priorities 2023-2027, Part 2 of 2

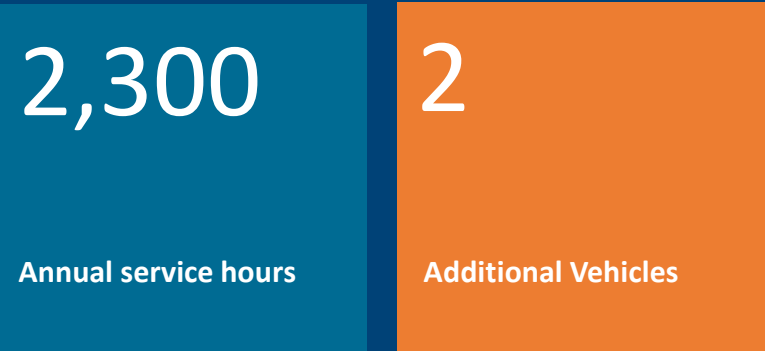
Immediate Priorities

There are some immediate service priorities carried forward from previous years.

Improving the weekday service frequency and introducing Saturday service on the 5 Eagle Heights.

Introducing Saturday service on the 7X Cowichan Lake Express.

Adding an additional trip on the 6 Crofton-Chemainus.



Route	Annual Hours	Additional Vehicles
5 Eagle Heights	1,350	1
6 Crofton-Chemainus	550	1
7X Cowichan Lake Express	400	
Total	2,300	2

Table 3: Resource breakdown for Immediate priorities

Redesign South Cowichan Routes

The routes south of Duncan are in need of a redesign.

This redesign includes the routes 5 Eagle Heights, 8 Mill Bay, and 9 Mill Bay. Based on the feedback from the public the focus on the redesign will focus on improving service frequency, reducing trip times, and ensuring that there is enough coverage in the area. This local area transit plan will be supported by targeted public engagement for the proposed routes and service levels.

The study area of the Local Area Transit Plan will includes:

- Eagle Heights
- Cowichan Bay
- Cobble Hill
- Arbutus Ridge
- Mill Bay
- Shawnigan Lake (including the west side)

A detailed service change plan will be developed to implement the recommended service modifications and inform service expansion requirements including infrastructure improvements.

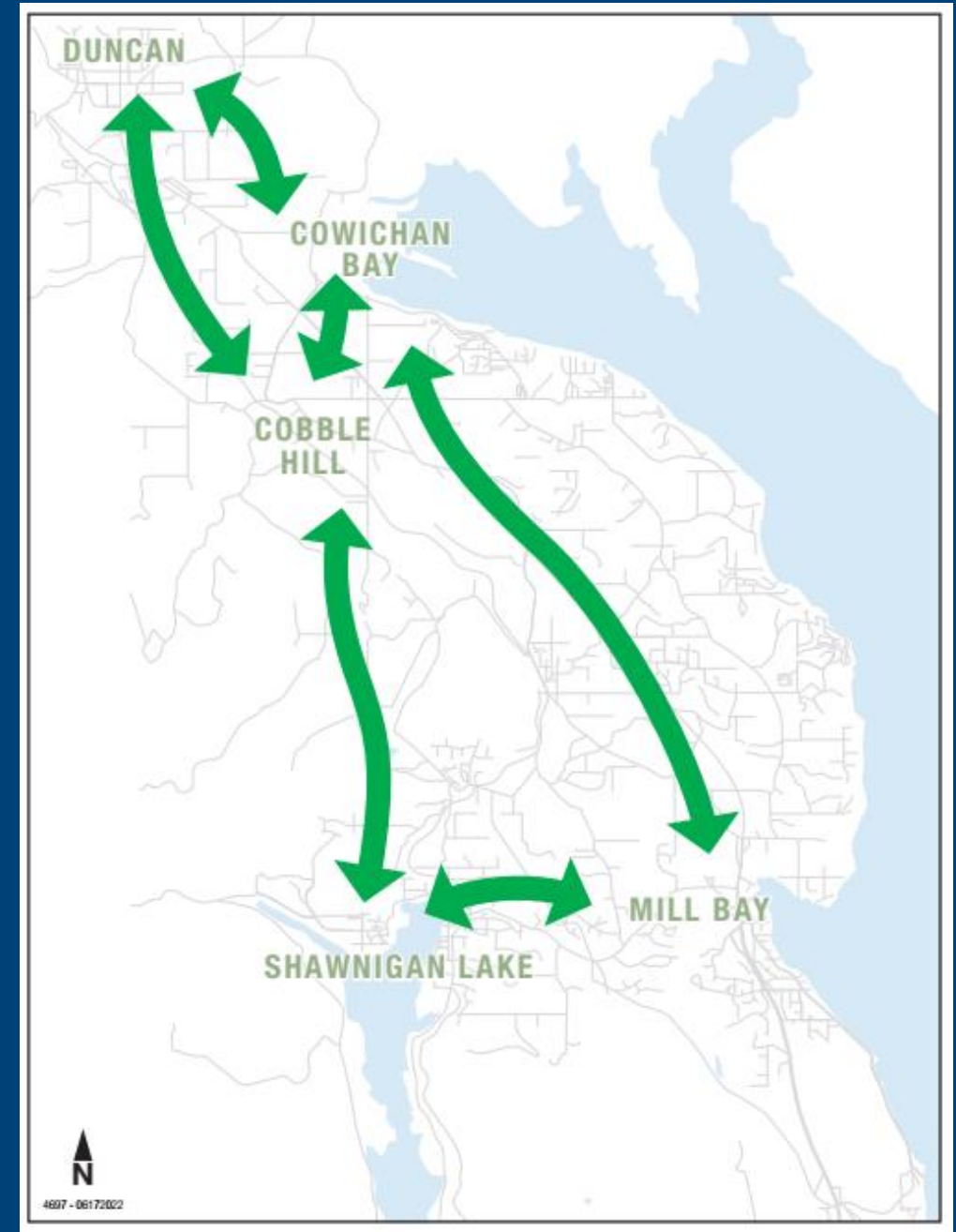


Figure 15: South Cowichan Communities

New Core Routes

New local transit service within Duncan and North Cowichan providing the core with a higher quality transit service

Two new routes would provide more direct and frequent service. These routes are: a new circular route providing important connections east west and a new north-south route providing service between Cowichan Commons and Village Green. Both of these routes would be bi-directional. When these new routes are introduced, the route 3 Quamichan will be discontinued and its resources reallocated to these new routes.

Duncan Circular

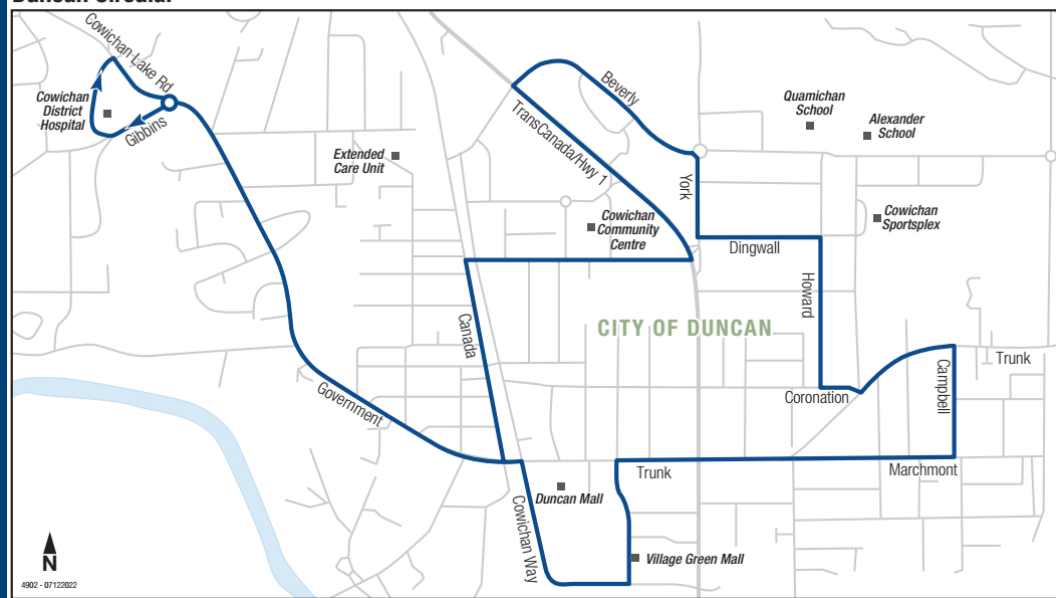


Figure 16: Concept map for Duncan Circular

Commons – Village

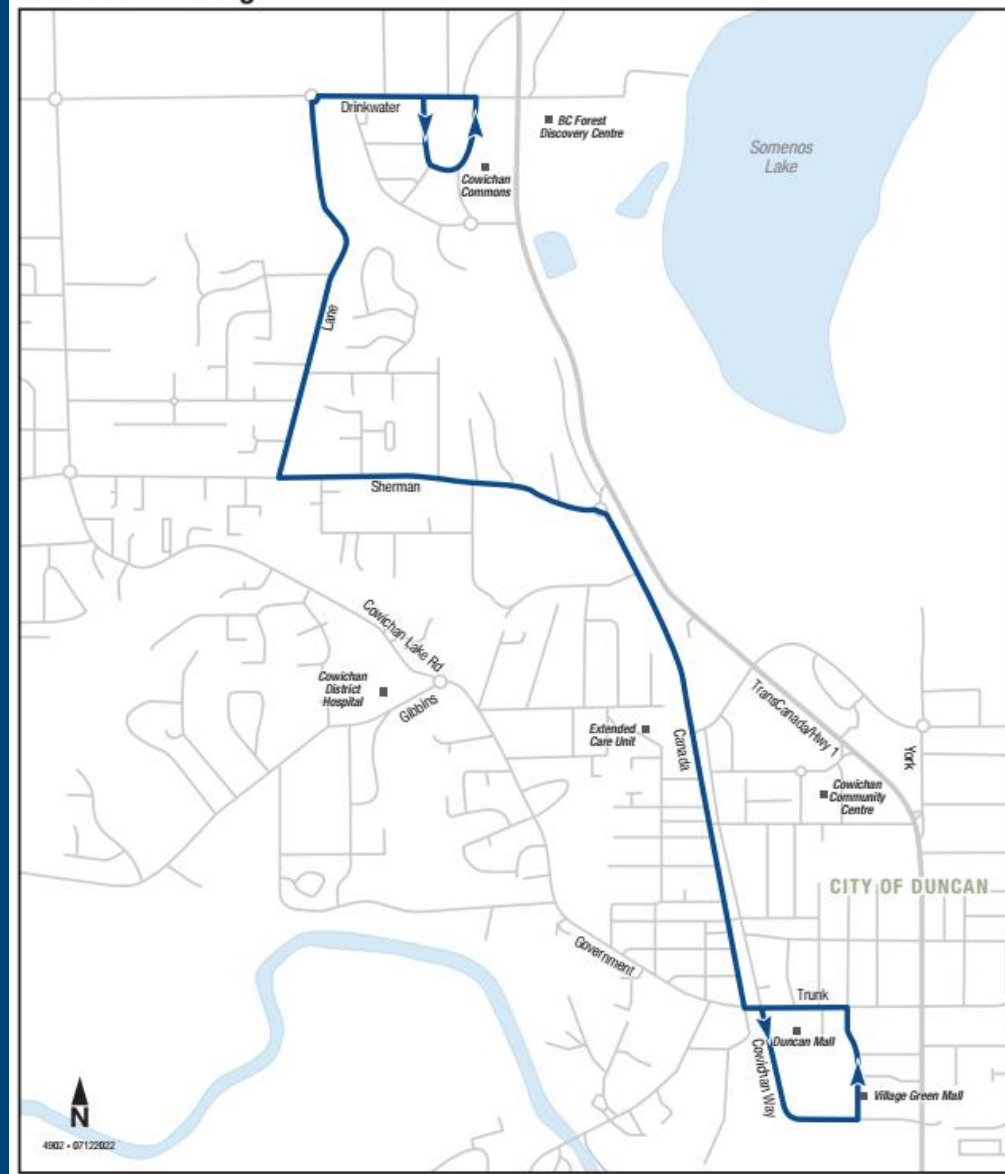


Figure 17: Concept map for Commons/Village Route

New Core Service Levels

Service for the new Circular Route would be introduced in two phases:

Phase one:

- Monday to Friday, 120 minute frequency, 8:00 a.m. to 6:00 p.m.
- Weekend and holidays, 120 minute frequency 9:00 a.m. to 5:00 p.m.

Phase two:

- Monday to Friday, 60 minute frequency, 7:00 a.m. to 7:00 p.m.
- Weekend and holidays, 120 minute frequency 7:00 a.m. to 7:00 p.m.

Service for the new Commons-Village Route would be introduced at the same time as phase one

Phase one:

- Monday to Friday, 120 minute frequency, 8:00 a.m. to 6:00 p.m.
- Weekend and holidays, 120 minute frequency 9:00 a.m. to 5:00 p.m.

Phase One

1,600

Net annual service hours

0*

Additional Vehicles

Phase Two

3,600

Annual service hours

2*

Additional Vehicles

*Vehicle requirements to be determined during the annual Transit improvement Process

Non-commuter Trip on the 66 Victoria/Duncan

Due to COVID-19, demand for peak commuter service has shifted, and there is an opportunity to reallocate one morning trip on the 66 Victoria/Duncan to the later in the morning to allow for non-commuters to travel to and from Victoria. Additional public engagement is needed to determine which trip, if any, would be reallocated and at what time should the new trip should occur.

It is likely over time that demand for peak commuter service will return as the population in the Cowichan Valley grows and demand for employment and services in the Capital Regional District increases. It is recommended that this change be piloted until it can be determined if there is higher demand for commuter or non-commuter transit service.



Service to Saltair

Explore providing transit service to Saltair. Introducing this service would be dependent on Saltair becoming a partner in the CVRD transit function.

The proposed service would extend the 6 Crofton/Chemainus north to Saltair. This would add approximately 15 minutes of travel time to each trip. Existing users of the route should be minimally affected by the additional travel time as it is at the end of the existing route.

1,550

Annual service hours

1*

Additional Vehicles

*Vehicle requirements to be determined during the three-year improvement process

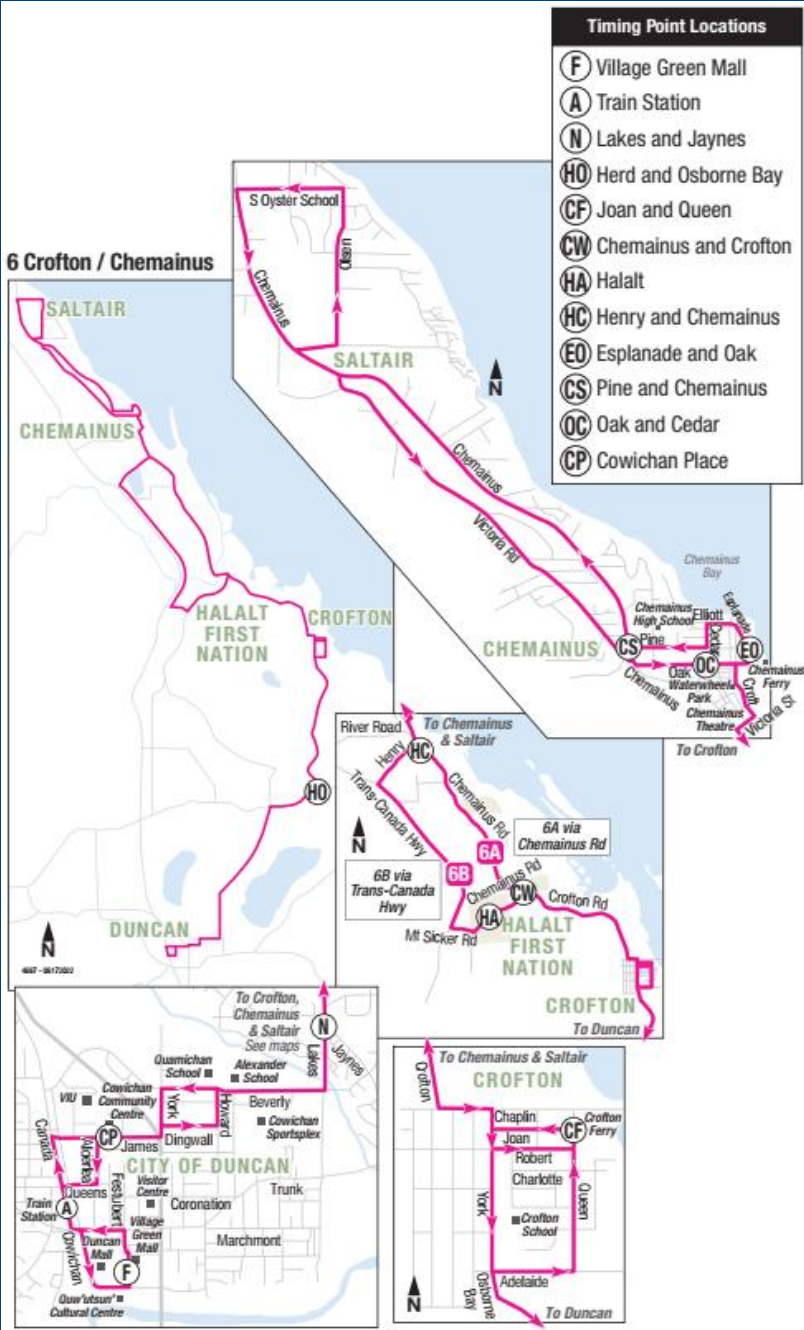


Figure 18: Route 6 extension to Saltair

Improve Transfer Opportunities & Service Reliability

The ability to make seamless connections is one of the top factors identified by the public that would encourage them use transit more. Creating these transfer opportunities requires changes to the schedule and having the resources available to allow a bus to potentially wait a few minutes for the transferring bus to arrive.

While there may be opportunities for reallocation of resources to improve transfer opportunities, additional resources are needed to address traffic congestion. As traffic congestion worsens buses spend more time in traffic, which requires more resources to just maintain the same level of service. If the bus cannot arrive reliably on time, transfer opportunities disappear. In the short-term, 800 annual service hours are needed. However, future investment may be required as traffic congestion worsens.

800

Annual service hours

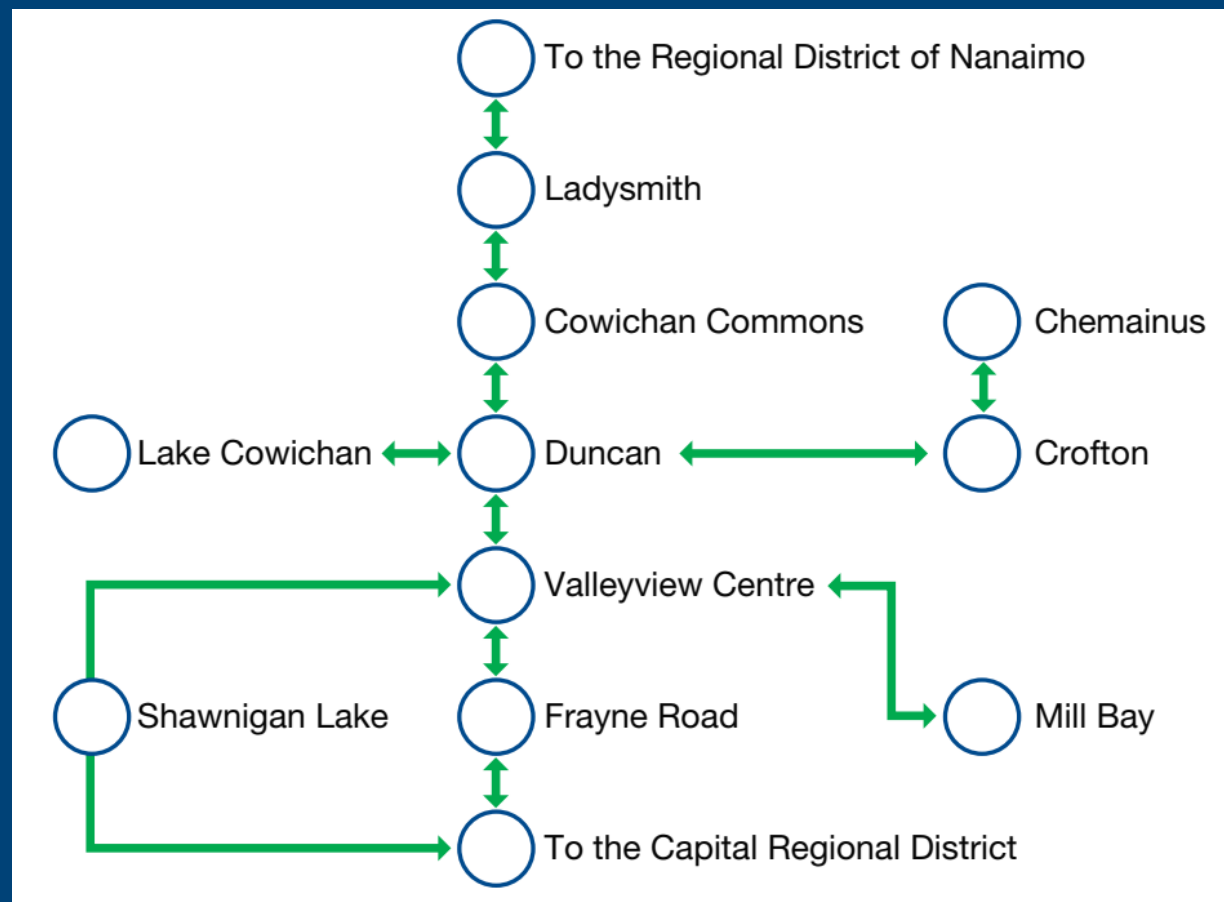


Figure 19: Key transfer locations within the Cowichan Valley

On-Demand Service

On-demand transit service may be an option to provide service in low-density areas or to replace existing low performing services.

The following areas and routes have the potential to be augmented by, served by, or replaced with on-demand service:

- Arbutus Ridge
- 31 Ladysmith/Alderwood
- North Oyster*

*Subject to North Oyster/Diamond becoming a partner in the CVRD transit function.

The following routes could be changed with the introduction of digital on-demand service:

- 20 Youbou Connector
- 21 Honeymoon Bay Connector

Prior to implementation of on-demand transit service, additional planning and engagement is required to identify the appropriate level of service and type of on-demand service to that community's needs.



Flexible Routing

- Requires existing fixed-route service
- Requires street network accessible by standard transit vehicles
- Requires layover facilities to recover time and minimize delay
- Zone size is usually smaller than other on-demand formats
- Consider consolidating very low frequency routes in similar directions with a single flexible route



Curb-to-Curb Service

- Useful for providing large coverage of low-demand and widely distributed trip generators
- Zones are typically less than 15-20 square kilometers
- Demand in zone is generally too low and inconsistent over the service period to warrant attractive fixed-route transit
- Trips are localized within the zone
- Useful when expanding service into new areas on the urban fringe

Figure 20: Possible On-demand Service Types

Phase	Service Type	Timeline
1	Introduce on-demand service in new areas and provide Flexible Routing opportunities by calling up to one day in advance to allow for the bus to deviate up to 1 kilometre off of the fixed route in specified areas.	1-2 years
2	Opportunity to work with BC Transit to consider modifying the service to incorporate Digital On Demand technology such as booking a trip using your mobile phone. Service may be modified to Curb-to-Curb Service or remain Flexible Routing .	3 years +

Table 4: On-Demand Service Phasing

Provide service to the new Hospital

With the relocation of the hospital to the Bell McKinnon area expected in 2026, transit service will need to be adjusted to provide service to the hospital.

Any routing change will require additional resources based on the conditions at the time of implementation. The new Duncan/North Cowichan circulator route and/or the 2 Mt. Prevost are good candidates for this change. In addition, the routes 36 Ladysmith Express/Duncan Express and the 70 NCX Nanaimo-Cowichan Express could be rerouted to include a stop at the hospital.



11 Custom Service Priorities 2023-2027

Priority	Description	Expansion Resources
Introduce Sunday Service and Expand Weekday Evening Service Span	Expanding weekday evening service span to match hours of operation of conventional transit.	1,500 annual service hours
Peak Service Improvements	Improving service during peak travel times with the possibility of providing service to First Nation communities.	1,500 annual service hours, 1 vehicle

Table 5: Custom Service Priorities 2022-2026

12 Infrastructure Priorities 2023-2027

Priority	Description
Ladysmith Exchange	Conduct a study on potential transit exchanges in Ladysmith to support interregional and local transit service. The location should be centrally located while able to provide service for express transit routes.
Hospital Transit Exchange	Develop a transit exchange at the new hospital location as part of the development with a minimum capacity for two full-size vehicles and handyDART.
Duncan Exchange	Explore the creation of a transit exchange in Duncan in the vicinity of the train station. Work to determine the feasibility and design of the exchange with key stakeholders, the public, and the City of Duncan.
Park & Rides	Complete a study of Park & Ride options throughout the Cowichan Valley and work to implement as commuters return.
Invest in bus stop infrastructure	Improving accessibility, safety and providing additional amenities at bus stops. Seek investment through capital planning and funding opportunities such as: <ul style="list-style-type: none">• Transit Shelter Program• Transit Minor Betterments Funding

Table 6: Infrastructure Priorities 2023-2027

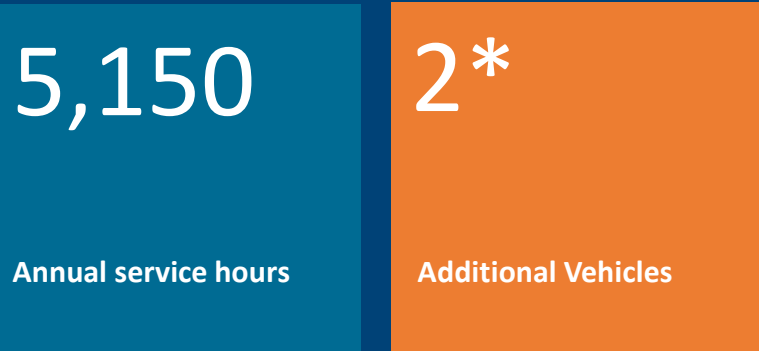
13 Beyond 2027 Service Priorities

Priority	Description	Estimated Resources
Improve Weekday Service Frequency	Increase service frequency throughout the day on select routes on weekdays.	5,150 annual service hours, 2 vehicles

Table 7: Beyond 2027 Service Priorities

Improved Weekday Service Frequency

This expansion would increase the service frequency on select routes to approximately 60 minutes from 7 a.m. to 7 p.m. with the exception of the 2 Mt. Prevost which would also maintain its 30 minute frequency during peak times.



*To be determined during the three-year improvement process

Route	Annual Hours	Additional Vehicles
2 Mt. Prevost	250	0
4 Maple Bay	1,450	0
6 Crofton-Chemainus	3,450	2
Total	5,150	2

Table 8: Estimated resources broken down by route

14 Investment Strategy

Funding the plan

To achieve the goals of this plan capital and operating investments in the transit system will be required over the next five years and beyond. Annual operating costs are based on service hours that are projected to increase by over 9,850 annual hours.

The plan also calls for capital investments that include:

- An additional four vehicles added to the transit fleet
- Improvements to customer amenities at transit stops
- Studies looking at larger infrastructure projects, such as transit exchanges and Park & Rides



14 Moving Forward

Monitoring + Implementation

Performance of the transit system is monitored on an annual basis, which is typical for transit systems of this size. Performance may be monitored more closely after a significant service change to evaluate the change.

Service improvements will be integrated into the Three Year Transit Improvement Process (TIP), which is updated on an annual basis. Infrastructure improvements will be incorporated into BC Transit's Capital Plan. Prior to implementation of service changes, BC Transit planning staff will work with Cowichan Valley staff to ensure service improvements appropriately reflect local needs. Additional targeted engagement may be conducted.



15 Acknowledgments

Thank you,

The development of this Transit Future Action Plan provides the planning overview for the development of the Cowichan Valley transit system. This plan was made possible by participation from provincial and local governments, key stakeholders and the public. BC Transit would like to thank staff from:

- Cowichan Valley Regional District
- First Canada
- City of Duncan
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- School District 79
- Vancouver Island University
- Cowichan Valley Chamber of Commerce
- Ladysmith Chamber of Commerce
- Volunteer Cowichan
- Social Planning Cowichan

