

HOW DO PEOPLE GET AROUND IN COWICHAN?

Transportation impacts our access to employment, housing, education, goods, medical services, and recreation, all of which is essential in order for us to meet the needs and demands of our daily lives. People living in poverty, seniors, and those with limited incomes are often the most affected when there is not adequate transit services available. Currently, our Regional Transit System faces route, frequency and schedule limitations due to low population density and the vast geography of our region. Alternate forms of transportation reduce vehicle use, and the CVRD has set clear targets for emission reductions which have been identified as the largest contributor to greenhouse gas emissions in the Cowichan Valley.

GETTING AROUND



Dike along Cowichan River, Duncan



Cowichan Valley Trans Canada Trail



Cowichan Valley Regional Transit, Duncan

GETTING AROUND

& Emissions Reduction

GHG EMISSIONS¹

72%

of GHG emissions in Cowichan are caused by vehicles

41%

of GHG emissions in BC are caused by vehicles and/or transportation

CYCLING

Did you Know?

Cities with higher bicycling rates have lower crash rates for all users. Cities with less driving also tend to keep more money in their local economies.

RESEARCH

From the Institute for Transportation and Development Policy estimates about 6% of miles traveled in world cities are by bike or e-bike. In Canada, however, bicycling only accounts for about 1 percent of non-recreational trips.

CHALLENGES

- approximately 50% of the population live outside of the built-up areas of the Cowichan Valley²
- the TCH is a high-use pedestrian zone, which creates significant safety issues for pedestrians

ISLAND CORRIDOR FOUNDATION



ICF was developed to preserve the corridor, to broaden community usage of the corridor, and to rebuild and improve both freight and passenger rail service

A CLEANER TRANSIT SYSTEM

In 2016, Cowichan received a \$15M boost to transit infrastructure with new and expanded transit operations and maintenance facility. This funding has enabled the introduction of cleaner burning compressed natural gas buses, and has also helped to meet the growing demand for transit while improving efficiency and reducing greenhouse gas emissions.³

GETTING AROUND

CRASH REPORT⁴



Sites in the Cowichan Valley with the highest number of crashes, 2015 to 2019

269

Beverley St. & TCH

265

Trunk Rd. & TCH

PUBLIC TRANSIT AVAILABILITY

In 2012, the CVRD and BC Transit completed a Transit Future Plan. This plan envisioned the region's transit needs over a 25 year period until the year 2037. It describes the services and investments that are required to achieve them. Geography and low population density were recognized as challenges while innovative solutions, such as using supplementary taxi services and smaller buses, were identified.

MODE OF TRANSPORTATION TO WORK⁵

90%

vehicles



6.5%

walking



1.1%

transit



0.9%

cycling



1.3%

other



DIVERSE TRANSPORTATION

The way youth and seniors travel about the community is very different and is often limited. For community planning purposes, it is important to take into account the various ways people travel.

Youth

Seniors

- Pedestrians
- Cyclists
- Transit Users
- Transit Users
- Transit Users
- Companion Services
- Pedestrians & Scooters

CREATING COMMUNITY THROUGH TRANSPORTATION

Every trip begins and ends with walking. Walking remains the cheapest form of transport for all people, and the construction of a walkable community provides the most affordable transportation system any community can plan, design, construct and maintain. Walkable communities put urban environments back on a scale for sustainability of resources (both natural and economic) and lead to more social interaction, physical fitness and diminished crime and other social problems. Walkable communities are more liveable and lead to whole, happy, healthy lives for the people who live in them.