The development of transportation plans is evolving from a historical focus on providing capacity for road based transportation modes to an increased emphasis on sustainable transportation planning. The principles for sustainable transportation planning, as articulated by Transport Canada¹ and the Transportation Association of Canada ² were referenced as guidelines for this particular project. The twelve principles are summarized in Appendix A and can be grouped into two categories or themes as described by Transport Canada – the first grouping referring to outcomes and the second to process.

These principles are reiterated here and provide the framework for illustrating how the Town of View Royal is responding to these principles with their Transportation Master Plan which is one strategy underpinning their vision for their community which was articulated in the current Official Community Plan as being:

“a quiet traditional “small town” residential community with a modest rate of growth. It is made up of sustainable neighbourhoods that are desirable places to live – convenient, walkable, attractive, affordable and safe. These neighbourhoods will be self-sufficient in many respects and be connected to one another through greenspace corridors and pedestrian/cyclist-friendly streets. The impact of major transportation corridors that pass through View Royal will be minimized,”

² “Strategies for Sustainable Transportation Planning”, Preliminary Draft Briefing, Transportation Association of Canada, April 2006.
7.1 Sustainable Communities & Transportation Systems

**Principle 1  Integrate Transportation and Land Use Planning**

That transportation planning needs to be done in conjunction with land use planning seems obvious due to the impact each activity has on the other. Typically land use planning is incorporated in the Official Community Plan (OCP) of which the transportation plan is an integral component. In this particular instance the Transportation Master Plan (TMP) is using the existing OCP and Zoning Bylaws to develop rapid and slow growth scenarios for the community. Concurrently the OCP is being updated and when complete, the TMP will be incorporated into the OCP. Subsequently the OCP and TMP will be updated on a regular basis to ensure that the two are consistent and reflect the symbiotic relationship of the two processes.

Accompanying the need for coordination between land use planning and transportation planning, are supportive policies for desirable land use form and design. Historically OCPs have envisioned the single family dwelling unit as the most desirable residential unit within a community. The current View Royal OCP is more socially aware and relevant to today’s issues. It states that “excessive reliance on motorized vehicles and consumption of valuable land resources will no longer be appropriate in View Royal. Compact housing at low to medium densities will increase housing choice and use less land than traditional forms of detached housing, while still retaining the positive attributes of small town living. Alternatives to car travel will be encouraged.”

An impediment in the achievement of this vision is the amount of vehicular movements on the Town’s routes that are generated from other communities within the region. To be successful, View Royal’s vision must be shared. This places more importance on the need for CRD member communities to make these same principles, which are the framework for the Regional Growth Strategy, a living and dynamic reality within their communities so that all will benefit from a comprehensive and consistent approach to transportation and land use planning.

**Principle 2  Protect Environmental Health**

This area is becoming more important as the relationship between transportation activity, quality of life and health issues is demonstrated. Physical factors such as obesity from a lack of physical activity to the increased pressures on our health care systems due to pollution caused by transportation activities are all negative consequences of a lack of sustainability being incorporated into transportation and land use planning.

An example how the Town of View Royal is being proactive in this area is the proposed changes to the section of the Island Highway between Admirals Road and Helmcken Road which was the highest rated road project within the CRD and demonstrated significant reductions in emissions as well as water quality improvements.

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3 IF and GSPF applications IF24031, IF24032, GSPF22049 and GSPF 22050, request for additional information
Under the Gas Tax Agreement, application was made to the General Strategic Priorities Fund (GSPF) and Innovations Fund (IF) for capital works on various proposed capital projects within the community. For the above project, the information included in the application related to greenhouse gas emission reductions and storm water quality is shown below.

**GREENHOUSE GAS EMISSION REDUCTION**

*Emission Reduction due to Reduced Delay*

This section of roadway experiences severe delays which backup onto other roadway sections in the region. Computer modeling by Bunt and Associates indicates that significant reductions in vehicle delay in this and adjacent roadway sections could be achieved by implementing the proposed plan for this section. This modeling has indicated that the vehicle delay time (creeping traffic) would be reduced by 4.98 minutes along this and the adjacent sections (morning peak). The hourly traffic is 1300 vehicles eastbound during the morning peak and 1250 vehicles westbound during the afternoon peak flow. Each peak lasts for approximately 90 minutes. An idling vehicle burns approximately 2.2 litres of gas per hour (Univ. of Toronto), which translates into 2.36 kg of CO2 (Franz – Univ. of BC).

The anticipated GHG reduction due to reduced delay is 230 tonnes / year

\[
\text{GHG} = \frac{(1300V \times 1.5\text{Hrs}) + (1250V \times 1.5\text{Hrs}) \times 5\text{Min/60Min} \times 2.36\text{Kg}}{1000\text{kg/tonne} \times 310\text{ days / year}} = 230 \text{ Tonnes / year}
\]

*Emission Reduction due to transfer to Cycling*

Data from 2006 controller counts supplemented by manual counts by Bunt and Associates Engineering shows the following weekday vehicle counts:

Eastbound = Approx. 12,000 vehicles per day
Westbound = Approx. 13,000 vehicles per day

Additional data from Halcrow showed a 12 hour count of 150 bicycles. Halcrow extrapolates this data to 200 bicycles per day. This roadway is the preferred route for several thousand commuters, including over 4000 employees of the Department of National Defense base in Esquimalt. The majority of these employees live in the military housing in Colwood. This cross-section of this roadway is characterized by a single vehicle lane in each direction with no bike lanes (except for one 100 meter section in one direction), and non-continuous asphalt sidewalks immediately adjacent to the roadway. As such, this represents a significant gap in the regional cycling and walking network along a major commuter route. It is reasonable to assume that the bicycle share along this route will exceed a 5% share once the bicycle lanes are in place. Given the total daily trips (Bunt) of 25,000 on this section, the bicycle trips are anticipated to rise from 200 (Halcrow) to 1250. This represents an increase of 525 bicycles on the road (reduction in automobiles):

\[
\text{New Bicycles} = \frac{(1250 - 200)}{2} = 525
\]

The anticipated GHG reduction is approximately 2250 tonnes / year

\[
\text{GHG} = 525 \text{ vehicles} \times 4.3 \text{ tonnes / vehicle / year} = 2257.50 \text{ total tonnes / year}
\]

*Emission Reduction due to Transfer to Walking and Transit*

“There certainly is information showing that most transit trips involve walking links, and that improved walkability increases walking activity” (Todd Litman). Quantifiable information on this section was difficult to obtain, and so is very roughly estimated as the equivalent of the bicycle impact:

The anticipated GHG reduction is approximately 2250 tonnes / year

\[
\text{GHG} = 525 \text{ vehicles} \times 4.3 \text{ tonnes / vehicle / year} = 2257.50 \text{ total tonnes / year}
\]

Total anticipated Emission Reduction

The total anticipated peak hour reductions of GHG = 2257.5 + 2257.5 + 230

= 4745 Tonnes/Year
**STORM WATER QUALITY**

The proposed storm water improvements consist of a combination of bioretention devices including newly constructed wetlands, bioswales and rain gardens. The new wetlands will be constructed at the points of discharge into Portage Inlet and Esquimalt Harbour. They will support native plants and will provide habitat for birds, insects and other native fauna. The bioswales and rain gardens will treat the storm water at the sources (road run-off). All of the bioretention devices are designed to remove most of the contaminants prior to discharging into Esquimalt Harbour and Portage Inlet.

Typical pollutant removal results were quoted as:

“A bioretention device is an infiltration device consisting of an excavated area that is back-filled with an engineered soil, covered with a mulch layer and planted with a diversity of woody and herbaceous vegetation. Storm water directed to the device percolates through the mulch and engineered soil, where it is treated by a variety of physical, chemical and biological processes before infiltrating into the native soil.”

**Typical Pollutant Removal Rates for Bioretention:**

- Total Suspended Solids: 90% (1)
- Metals (Cu, Zn, Pb): > 95% (2)
- Total Phosphorus: 80% (3)
- Total Kjeldahl Nitrogen: 65-75% (3)
- Ammonium: 60-80% (3)
- Organics: 90% (1)
- Bacteria: 90% (1)

**Source:**
(1) Prince George’s County Department of Environmental Resources, 1993
(2) Davis, et al., 2003.

**Principle 3 Incorporate Economic and Social Objectives**

The incorporation of economic and social objectives within a strategic framework for a particular community is often an iterative process of achieving an equitable balance between the two objectives or trying to effect a cultural change from the way these objectives are currently being pursued.

The economic objective can include such components as providing access to employment and making doing business easier and less expensive. These would traditionally have been considered as being addressed through automobile/truck-based transportation solutions. However the economic objective can also include providing access to opportunities for people at a disadvantage from such factors as disabilities, low-income, recent immigrants and youth as well as the elderly. These factors require other types of solutions which require an increased emphasis on alternative modes of transportation. These alternative modes in turn can increase access for these disadvantaged groups and can also provide the infrastructure to create a modal shift from automobile-based trips to more active transportation modes with the benefits of reducing pollutants supporting a healthier life style.
This emphasis on alternative modes is consistent with the Town’s vision and goals as consistently articulated by residents and representatives of the community not only in their OCP but also throughout the conduct of this study. Their view of the roads within the Town as a resource to be accessible to all of the community supports this objective and is reflected in the recommended projects for making the existing roads safer and more efficient while integrating other modes of transportation to form multi-modal transportation corridors.

**Goods Movement**

One other aspect of the economic objective is the ability to accommodate the movement of goods within the Town. With the predominant residential nature of the community, this objective may be in conflict with the social objectives of maintaining the neighbourhood cohesiveness and liveability as discussed below. The designated truck routes within the Town of View Royal are illustrated in Figure 29.

![Figure 29 - Schedule A from Truck Route Bylaw](image)

The use of heavy vehicles for the transport of goods should be limited to arterial roads within the Town. Although Helmcken Road north of Island Highway and Island Highway east of the Colwood interchange fall under this classification, the adjacent land-use is not conducive to this type of usage and therefore should not be considered for this purpose at this time.
The Island Highway within the Town is mainly residential with many driveway access locations. Additional safety concerns, along with the associated noise and vibration from truck traffic would be having a significant negative impact for residents and other road users. As redevelopment occurs along the Island Highway, it is likely that there may be a shift away from single family dwellings and toward more comprehensive development which is more sustainable. When this does occur, it may become necessary to allow certain types of heavy traffic to navigate this section for goods delivery to commercial establishments.

Although a major road, Helmcken Road south of Highway 1 should also continue to be discouraged as a truck route while the dominant land-use is residential. Another complicating factor is the location of the elementary school along this route and associated pedestrian traffic. Additionally, given the topography, excessive noise is associated with heavy vehicles both descending and climbing the hills along this route. Where truck access is required on roads not included in the truck route bylaw, trucks must use designated routes and use the shortest path to access its destination.

Another focus of the Transportation Master Plan is the provision of infrastructure for alternative modes of transportation such as sidewalks, bicycle lanes, trails and paths. Along with this increased emphasis on these modes is the need to ensure that the infrastructure is constructed to appropriate design standards. A companion document to this TMP is Working Paper #1: Technical Standards which provides documentation of relevant standards as well as illustrating where poor design has reduced use of new facilities.
**Principle 4  Consider All Modes**

As indicated in previous sections, not only are all modes being considered within the Transportation Master Plan, an emphasis on alternative modes is a primary focus of the plan.

The review of the existing road-related infrastructure produced the recommended road improvement projects that included the provision of bicycle lanes. As well, the increased service being provided by BC Transit to the Westshore has also been identified.

Bunt has also completed a Pedestrian Plan and Sidewalk Condition Inventory for the Town of View Royal. A conditions assessment of the existing sidewalk infrastructure was conducted, mapped and used to create a spreadsheet of the results. This project also combined inventories of sidewalks, trails and paths and identified not only gaps in the infrastructure, but also linkages to other modes such as the bicycle and road networks as well as transit stops. These linkages between networks, when combined with access to existing land use and OCP future uses provides the foundation for creating an integrated multi-modal transportation network for the Town.

**Principle 5  Manage Transportation Demand**

Canadian society throughout the latter half of the previous century was characterized from a transportation perspective by an auto-centric focus which manifested itself in a continuing cycle of providing additional road capacity to serve increases in population and associated automobile usage. However as pointed out in Chapter 3, starting in the 1980s there was an increasing awareness of the long term impacts of this approach which led to the recognition of the need to manage transportation demand as well as provide supply.

Transportation Demand Management (TDM) has been defined as

“a wide range of policies, programs, services and products that influence how, why, and when and where people travel to make travel behaviours more sustainable.”
The following figure, from Transport Canada, provides the context for TDM related to transportation supply management and land use.

Figure 30 - Role of Transportation Demand Management

As shown, the following activities are included within the framework of mobility management:

**Education, promotion and outreach**

This component covers a wide range of opportunities to educate people with respect to their perceptions of different travel modes, including their individual biases, and the effects of their choices. Promotional opportunities to encourage people to try different modes and raise awareness of options plus reward leadership in this area are all options within a TDM toolkit.
An example at the national level is the Association for Commuter Transportation of Canada (ACT Canada) which was created to meet the needs of TDM professionals in Canada. It should be complemented by local level or grass roots programs to provide information within the educational environment in order to ensure that students who are either new drivers or about to become drivers are also aware of the consequences of their decisions.

Other promotional opportunities are such events as the Bike-To-Work Week which is staged annually within the CRD to encourage what is already the highest participation rate in Canada to enroll more people into this type of behaviour. The existing regional trails, the current planned E&N Rail Trail, plus the additional routes being provided at the municipal level all contribute to the building of a region-wide bicycle network.

**Travel incentives and disincentives**

Tangible results in terms of benefits or disbenefits related to the use of specific modes are offered to commuters. These include such programs as ridematching, guaranteed ride home programs and traveler information services. A local example would be the Jack Bell Foundation vehicle pools. Discounted transit passes are options for employers such as the Victoria General Hospital, payroll deduction transit passes for provincial government employees or providing a BC Transit pass as part of the registration fees for all students attending the University of Victoria and Camosun College.

**Sustainable travel options**

The components of this aspect look to shift travelers to more sustainable options. The Victoria Car Share Cooperative provides vehicles as a shared resource for members decreasing the demand for individual vehicle ownership.

BC Transit in response to increased population in the Westshore has increased frequency of service on certain routes and is also actively exploring express bus service using the Trans Canada Highway corridor. Initial stages of the bus priority system are under design within the Douglas Street corridor. The most significant progress in this area of TDM is likely to be the provision of additional infrastructure within the Town for alternative modes of transportation as well as integrating the disparate networks into a multimodal system.

**Supportive land use practices**

The CRD Regional Growth Strategy, as outlined in Chapter 3, provides a framework for the member communities to achieve a more sustainable transportation network with its eight strategic initiatives which include keeping urban settlement compact, managing environmental sustainability and increasing transportation choices. These are reflected in the Town's vision, goals and objectives and their response to the regional strategies are included in their OCP and their web site.

Other supportive policies can be embedded into requirements to make developments more transit-oriented as well as providing connections to adjacent sidewalks, pedestrian trails and paths. Facilities that recognize and accommodate bicycle traffic with separate and secure parking areas are also encouraged.
**Principle 6  Manage Transportation Supply**

As mentioned earlier, it is not a sustainable approach to continue to provide capacity for automobile traffic as has been done over the past half century. In order to change the outcomes, which have been detailed in terms of effects on personal health and the environment, the supply of transportation infrastructure has to be managed.

One aspect of supply management is making the existing infrastructure safer and more efficient. The Island Highway is the most prominent example of this where the cross-section will be changed to include left turning lanes, some realignment modifications and additional signals. This will provide additional capacity by making the existing infrastructure operate more efficiently and safely. There will be minimal impact on the right-of-way and it will not negatively impact the primarily residential nature of this corridor. If the adjacent land uses change over time into commercial/retail or more dense residential use, additional right of way can be acquired for the transportation corridor. This should not be utilized for additional lanes for automobile traffic but to accommodate more sustainable transportation options such as bus priority or high occupancy lanes or other types of intermediate to high capacity modal choices. This would also be an opportunity for the Town to work toward reducing the number of direct accesses onto major roads which will improve the overall efficiency of this component of their network.

A recurring theme is also the provision of infrastructure for alternative modes such as sidewalks and bicycle lanes within the existing road corridors. Not only do these modal networks need to be integrated but their ability to provide access to major types and concentrations of land use confirmed.

The management of these assets needs to incorporate life cycle or complete costing which includes maintenance, repair, rehabilitation and renewal costs in addition to the initial capital program costs.

Other aspects of the supply which need to be managed are related to the functional classification of the roads. Access management is key when considering the functional classification of roads which address the competing needs of vehicular mobility and access to lands. Traffic calming can be used to modify the supply of infrastructure and hence demand, but it should also be noted that this technique is typically implemented on local or collector roads. Additional details on these two tools are provided in the following sections.
Access Management

Access management is defined as the systematic control of the location, spacing, design and operation of driveways, median openings, interchanges and street connections to a roadway. A number of resources provide guidance on access management and are used on a regular basis by the Canadian municipalities. One such resource is the Manual of Uniform Traffic Control Devices of Canada (MUTCDC) produced through the Transportation Association of Canada (TAC). Part B of MUTCDC contains the factors to be considered prior to installing a traffic control signal, including a warrant procedure.

The ability of arterial roads to move traffic safely and efficiently is governed by two basic factors:

- The operations at the signalized intersections of arterials; and
- The friction caused by vehicles entering and exiting the arterial roadways from unsignalized intersecting streets and property driveways. In order to optimize roadway operations, a policy is required that addresses how, where and when these two access management factors are managed in the Town of View Royal.

In considering access management policies, it is important to recognize that there is always a need to balance competing objectives. In particular, there is a significant relationship between access management and urban design objectives. In some residential areas the desire to allow homes to face the street and be accessed from the street (as opposed to reverse frontage configurations) may take precedence over access management principles. Both arterial and collector streets in View Royal have adjacent residential dwellings with frequent driveway access.

Photo: Wilfred Gibson, 1955
The application of specific types of access control measures is dependent on the type of roadway being accessed, and the type of land use generating the access need. Access management is particularly important along arterial roads where through traffic movement takes priority over access to individual properties, although access to property must still be provided either directly by appropriately located, spaced and designed driveways, or indirectly off local or collector streets that intersect with the arterials. Access management is also important on collector and local streets, but more for safety reasons than the optimization of through traffic capacity.

Assessing this transportation / land use relationship creates the need for access management. Trade-offs are often required in applying access management guidelines between the need for optimum arterial through capacity and operation, versus the localized access needs of a particular property or development. As a result, the appropriate amount of access control or restriction will differ based on the functional role of the roadway, the character of abutting land use requiring access and the Town’s planning objectives along arterial corridors. Less restrictive access management guidelines may be more desirable along some roads such as commercial corridors, and this level of access management can either be based on road classifications, or on designation of specific routes for access management. In either case, an access management policy would provide an opportunity to delineate between different levels of access control on the Town’s arterial network, while at the same time maintaining the predominant role of arterial roads to move through traffic safely and efficiently.

Traffic Calming

“The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non-motorized street users”

This is the definition of traffic calming developed by a Subcommittee of the Institute of Transportation Engineers in 1997. At the same time it was also recognized that traffic calming techniques were not a remedy for past mistakes in road design, but rather a response to changing desires of communities interested in providing their communities and neighbourhoods with a transportation network where road elements were multi-modal and accommodated alternative modes of transportation in a safe and effective manner.

Traffic calming is intended to improve the quality of life for residents on traffic calmed streets, achieve slower speeds for motor vehicles, and increase safety for non-motorized users of the street. Traffic calming is also intended to promote increased pedestrian, cycle and transit usage in an effort to help reduce the negative effects of motor vehicles on the environment. Due to the costs and implications associated with traffic calming proposals, requests for traffic calming should be assessed objectively. This will ensure that traffic calming is implemented in appropriate circumstances, and that streets in greater need of traffic calming receive priority for limited funding. Working Paper #2: Implementing Traffic Calming has been developed as an accompanying document to this plan.
7.2 Sustainable & Effective Transportation Planning

**Principle 7  Take A Strategic Approach**

With the complexity of sustainable transportation planning, the establishment of a strategic framework for planning is a key initial step which can provide guidance for planners to move from words to action as well as illustrating the reasoning and linkages between specific recommendations.

Such a strategic framework is illustrated in the Official Community Plan for the Town of View Royal which outlines the community’s vision, goals and objectives as well as their six areas of commitment or values in the implementation of the OCP as described briefly in Chapter 3. The OCP also provides details on the policies relevant to the various objectives.

Within the context of sustainable transportation planning, these same components provide guidance to all participants in the process. An additional aspect would be to set what are referred to as SMART objectives. The acronym stands for Specific, Measurable, Attainable, Realistic and Timely and is useful for focusing organizations on specific aims over a period of time. This assists the organization in moving from words to work and provides a foundation that allows them to measure their progress against these objectives.

**Principle 8  Provide Implementation Guidance**

Transportation plans often provide strategic details. A framework is developed which consists of a stated vision, goals, objectives and the philosophy or values of the organization. However this is frequently insufficient to move from where the community is currently to their stated vision or desired future.

The previous section identified the need for SMART objectives within the context of an action plan in order to define steps needed to achieve the objectives as well as providing a basis for quantifying progress.

Other areas of guidance addressed within this TMP are:

- a procedure for evaluating the impact of future developments on the transportation network within their community;
- recommendations regarding the development of infrastructure for all modes of transportation which includes what is needed and where; and
- documentation on the topics of traffic signal warrants, cross-walk warrants, turn lane warrants and traffic calming.

This guidance is provided within the TMP which in turn will be linked to the OCP in order to integrate the transportation and land use planning activities within a sustainable context.
Principle 9  Provide Financial Guidance

While the focus of transportation and land use planning has changed to a more sustainable approach, the cost of providing the infrastructure has continued to rise. As referenced in Chapter 3, there has also been a continued devolution of responsibility to lower levels of government in most cases without the accompanying financial resources or autonomy to making the necessary decisions to service consumers and taxpayers.

For a small municipality such as the Town of View Royal, it is critical to determine alternative sources of funding as there are a myriad of grant and funding sources at the regional provincial and federal levels some of which are described in more detail in Chapter 8.

Life cycle costing of any projects needs to be determined. Grant programs typically provide capital funding but do not cover the costs required to operate, repair, rehabilitate and renew the infrastructure. Costs for other support programs such as TDM also need to be incorporated.

In the conduct of this study, order of magnitude costs have been used to assist in ranking of projects. Prior to undertaking the implementation of these projects a more comprehensive understanding of the total project costs would be required in order to allow the decision makers to make more informed decisions as to the financial implications of the various projects within their program areas.

Principle 10  Measure Performance

In describing the Town’s actions under previous principles, there has been reference of the need to set SMART objectives as it provides guidance for what is to be accomplished within specific time frames. With the development of any transportation plan, it starts to become obsolete as soon as it has been approved as conditions change, action plans are refined and expected costs and revenue rise or fall.

This makes the need for performance measurement even more critical to support and inform decision makers as to the status of their plans. Progress towards qualitative and quantitative objectives needs to be identified in terms of actions taken and resources used as well as outcomes in which could be such variables as travel behaviours or congestion levels. Simultaneously external circumstances such as societal or economic shifts or changing financial positions need to be monitored to determine whether the objectives are still attainable or need to be modified.

Within the context of this TMP, there is a need for establishing baseline conditions with respect to the modal networks and then establish objectives related to them as part of the development of an action plan and creating SMART objectives.
**Principle 11  Involve the Public and Key Stakeholders**

The Town of View Royal is fortunate to have an informed population that wants to be engaged in the development of a transportation plan. This was amply demonstrated, not only during the Open Houses, but also the ongoing input and feedback provided throughout the course of the study.

It must be recognized that while this is an important step during the development of a plan, it remains just as critical to retain and nurture this dialogue during the implementation and follow-up of this plan.

The TMP will change over time due to a multitude of factors such as changing societal values, different local priorities, rise and fall of costs and revenues to name a few. The reason this process has been successful to this stage is the involvement of people from the public to the elected officials and staff to members of volunteer committees. The interaction was key in getting to this point – and remains key in reaching their collective vision for their community.

With the development of the TMP – and the future integration of it within the OCP – public involvement is a given. However this involvement needs to be incorporated into the implementation of planned programs and projects. The Town of View Royal already is well on the way as they advertise and invite their residents to Open Houses to discuss such matters as increased access to regional trails, consideration of proposed developments and other transportation projects impacting their community.

**Principle 12  Create A Living Plan**

It has been mentioned that a transportation plan starts to become obsolete once approved due to a host of changing conditions. If the effort or commitment to the planning process is not there, then the plan quickly becomes obsolete as the gap between the basis for its development and current conditions rapidly widens.

Just as maintaining infrastructure retains the value of the initial capital investment, so does maintenance of a transportation plan retain the value invested in its development. It needs to have the profile and priority to be updated on a regular basis along with the OCP in order to maintain the linkage between transportation and land use planning. This needs be done cognizant of the regional context and the stated visions of the Town's neighbours.

Towards this end, it would be useful to have the Town commit to a process for regular updates which would also incorporate the involvement of public participation in the process. This would also include the development of the Local Planning Areas and their integration into the transportation and land use planning process.
The Town of View Royal has made significant progress with respect to all of the principles for sustainable transportation planning outlined by Transport Canada. The Town’s most significant contributions are in two areas. Firstly there is an articulate vision contained within their Official Community Plan which is supported by goals, objectives, values and policies to turn their words in work and tangible results. Secondly is the support for alternative modes of transportation which has been reflected in the recommended projects for road-based transportation contained within this document. Similar recommendations will be made for sidewalks, trails and paths when the Pedestrian Plan and Sidewalk Condition Inventory was tabled earlier this year.

There is also a commitment on the Town’s part to this path as the way to turn their vision into a reality. They are an advocate for sustainable transportation and maintaining their neighbourhoods as liveable cohesive entities within their community. They have also recognized that the benefits achieved from transportation management strategies are enhanced when combined with other transportation projects and capital investments such as expanded bus transit service and trail facilities. From these beginnings, a collaborative and collegial approach to realizing the shared vision of the Regional Growth Strategy is a pragmatic and realistic SMART goal.