



TOWN OF VIEW ROYAL

Active Transportation Network Plan

What We Heard Report

September 2022





TOWN OF VIEW ROYAL ACTIVE TRANSPORTATION NETWORK PLAN

Round 1 Engagement – What We Heard Report

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Town of View Royal Active Transportation Network Plan

LAND ACKNOWLEDGEMENT

The Town of View Royal acknowledges with respect that it is within the unceded traditional territories of the Lekwungen peoples, known today as the Esquimalt and Songhees Nations, and that their historic connections to these lands continue to this day.



Town of View Royal Active Transportation Network Plan

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1.0 OVERVIEW

The Town has requested an Active Transportation Network Plan (ATNP) to further enhance active transportation networks that are safe, accessible, and convenient for all ages and abilities to support active, healthy lifestyles and reduce greenhouse gas (GHG) emissions. The purpose of this plan is to:

- Document and review existing network and infrastructure conditions and identify gaps and deficiencies within the active transportation network;
- Develop a set of visions and goals to counter these gaps and deficiencies within the network;
- Support implementation of the Community Climate Action Strategy goals; and
- Create an implementation strategy which will guide critical project needs, policies, and educational initiatives for the short-term (5-year horizon) and a longer-term (10-year+ horizon).

1.1 Background

The View Royal Active Transportation Network Plan is being developed in a five-phase process, as shown below:

- **Phase 1 - Network Summary & Baseline Conditions Assessment** involves reviewing relevant Town policies, existing data, collecting data where gaps exist, assessing existing active transportation conditions, and development of materials that will be utilized throughout the project.
- **Phase 2 - Initial Stakeholder and Public Engagement** involves online and in-person engagement to understand current active transportation strengths, challenges, and opportunities, while informing and educating the public to shape the overall network vision, direction, and goals.
- **Phase 3 - Network Analysis & Preliminary Strategies and Solutions** involves identifying potential improvements and detailing the future network and design recommendations.
- **Phase 4 - Draft Plan** will be developed after receiving feedback from the public, staff, and Council on the draft network options.
- **Phase 5 - Plan Finalization** will occur and the Final ATNP will be presented to Town Council.



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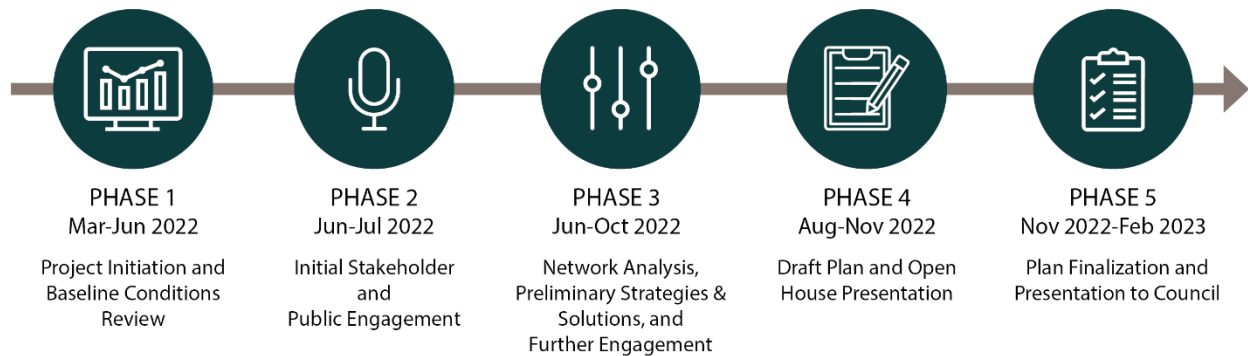


Figure 1 - ATNP Project Phases and Timeline

This report summarizes the work completed for the first round of engagement under **Phase 2 - Initial Stakeholder and Public Engagement**, which took place in June and July 2022. It includes:

- An overview of the engagement activities undertaken to date and who we have heard from;
- A summary of the feedback we have heard from the community so far, including key challenges and opportunities; and
- Key takeaways from the first round of engagement and next steps.



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2.0 WHAT WE DID

The View Royal community was invited to share their feedback on barriers, issues, and opportunities surrounding the existing active transportation network. More specifically, the purpose of this first round of engagement was to:

- Introduce the community to the project and increase understanding, awareness, and support of active transportation;
- Obtain specific feedback from the community about barriers and challenges they currently face when using active transportation in View Royal; and
- Generate enthusiasm for the project by asking the community to share their ideas about the opportunities and desired improvements that could be explored through the development of the ATNP to enhance the community's active transportation network.

A mix of in-person and online engagement activities took place during June and July 2022, including an online survey, ideas fair, and stakeholder interviews. Public engagement opportunities were promoted using the following tools:

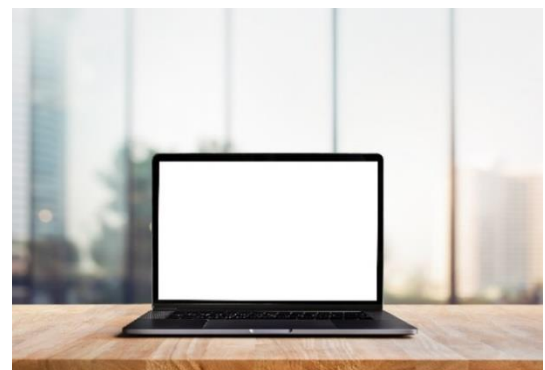
- The Town's [project webpage](#)
- Social media (Facebook, Instagram, and Twitter)
- Local media outreach
- Promotional video
- Print and e-newsletter
- Posters around the community

Additionally, staff notified the key audiences and stakeholders identified in the Community Engagement Plan via email.

2.1 Online Survey

The online survey was hosted on a survey platform called Alchemer. It was primarily targeted towards View Royal residents and those who work in the Town; however, other members of Greater Victoria were able to provide feedback. The survey was available from June 25 to July 29, 2022. It included several close-ended questions and some open-ended questions intended to better understand the existing barriers, issues, and opportunities surrounding the community's existing active transportation network. See **Appendix A** for the full list of online survey questions.

Engagement by the numbers...



A total of **369 survey responses** were received. *Note: The analysis of results includes both completed and partially completed surveys, which, when combined, provide a larger overall sample. Responses in partially completed surveys still represent valid data when analyzed in isolation.*

2.2 Ideas Fair

Two outdoor, in-person ideas fair events were held on June 25, 2022 at Portage Park and Chancellor Park in View Royal. Each event was three hours long and invited the public to learn about the project and provide feedback via a series of interactive display boards and by talking to members of the project team. Participants could leave comments on sticky notes and use sticky dots to vote on different ideas, as well as identify specific locations on a map where they would like to see improvements. Refreshments, additional project information, and opportunities to fill out a survey were also available at the events.

Portage Park and Chancellor Park are located alongside regional trails (the E&N and the Galloping Goose, respectively) that see high volumes of active transportation users. The intent of holding the events at these locations was to generate interest from those people and draw them in as they were passing by. The events were also promoted in advance so that community members could plan to attend.

Altogether, there were approximately **76 ideas fair participants**.



Ideas Fair events at Portage Park (top) and Chancellor Park (bottom)



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Ideas fair participants shared their feedback by leaving comments on sticky notes and using sticky dots to vote on different ideas, as well as identifying specific locations on a map where they would like to see improvements in the active transportation network.

2.3 Stakeholder Interviews

Throughout July and August 2022, **eight virtual interviews** were conducted via Microsoft Teams with representatives from key stakeholder groups. The interviews were approximately 30 minutes long and included questions to help further understand the barriers and issues facing active transportation users as well as specific changes / improvements the stakeholders would like to see in the active transportation network.

A total of 13 stakeholder groups were invited to participate. Interviews were conducted with the following organizations:

- BC Transit
- Capital Bike
- Capital Regional District (CRD) Parks
- Capital Regional District (CRD) Transportation Planning
- Island Corridor Foundation
- Shoreline Community Middle School
- View Royal Elementary School
- West Shore Parks and Recreation



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3.0 WHO WE HEARD FROM

Community members and stakeholders from a range of backgrounds participated in the first round of engagement.

While demographics were not formally recorded at the ideas fair events, a variety of participants were observed including older adults and parents with children. Participants arrived at the events by foot, bicycle, and mobility scooter.

The online survey included several demographic questions to allow the project team to better understand who participated.

Note: the results from those questions are summarized in the following sections but are specific to the online survey and do not reflect the demographics of the participants who engaged in the other activities.

3.1 Geographic Representation

Most respondents (66%) live in View Royal with 24% in another Core municipality, 9% in a Westshore municipality, 0.6% in the Songhees Nation, and 0.6% as Other. See **Figure 2**.

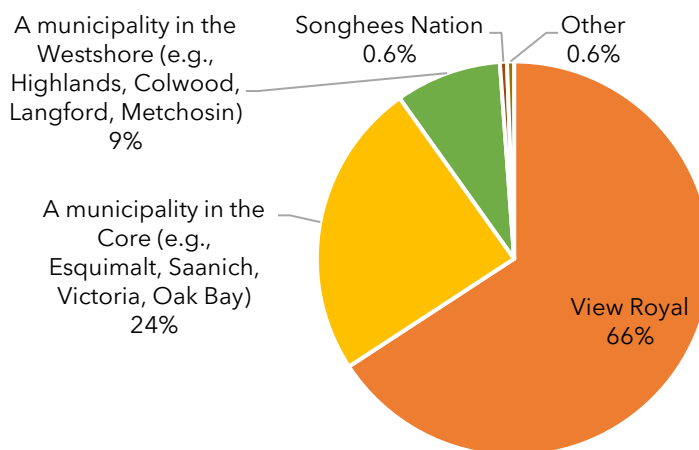


Figure 2 - Geographic Representation of Survey Respondents (Online Survey)

Among those who live in View Royal, the top three neighbourhoods were Helmcken (33%), Thetis (20%), and Harbour (18%). See **Figure 3**.



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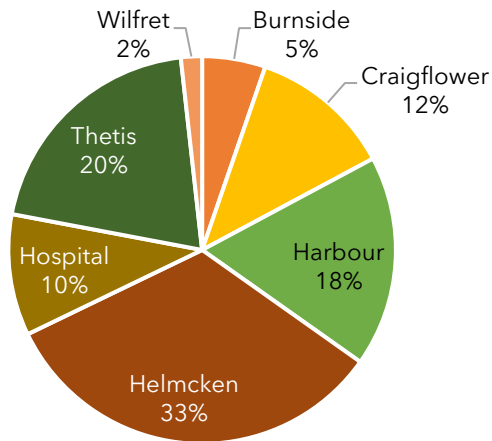


Figure 3 - Geographic Representation of Survey Respondents in View Royal Neighbourhoods (Online Survey)

3.2 Age and Gender

As shown in **Figure 4** below, about 93% of survey respondents were above the age of 30. The two most dominant age groups included 30-39 years and 40-49 years, with 25% each. The fewest responses were received from those in the range of 19 years and under and 70+.

A higher proportion of the survey identified as female (50%) compared to male (45%). About 4% did not want to indicate their gender and 1% identified as non-binary.

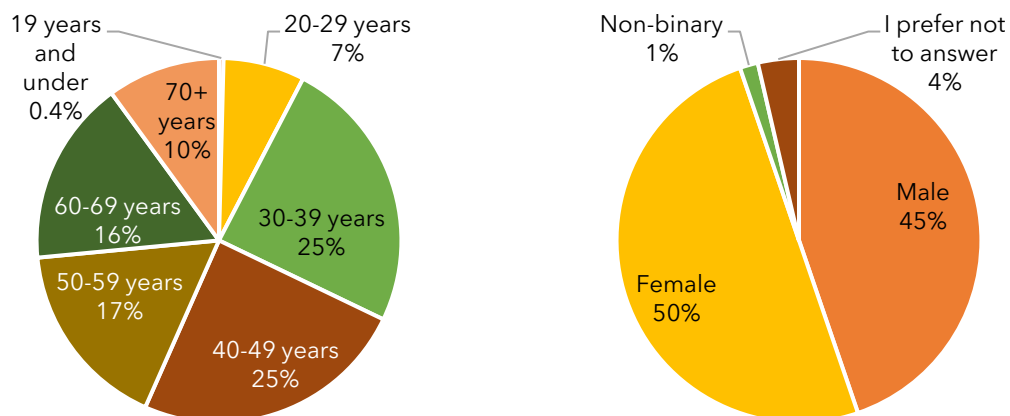


Figure 4 - Age Distribution and Gender of Survey Respondents (Online Survey)



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3.3 Household Demographics



37% of survey respondents indicated that they have children in their household. Of those respondents, 83% have one or more children 0-12 years of age and 29% have one or more children 13-18 years of age. See **Figure 5**.



Additionally, 6% of survey respondents indicated that someone in their household regularly uses a mobility device (e.g., mobility aid, wheelchair).

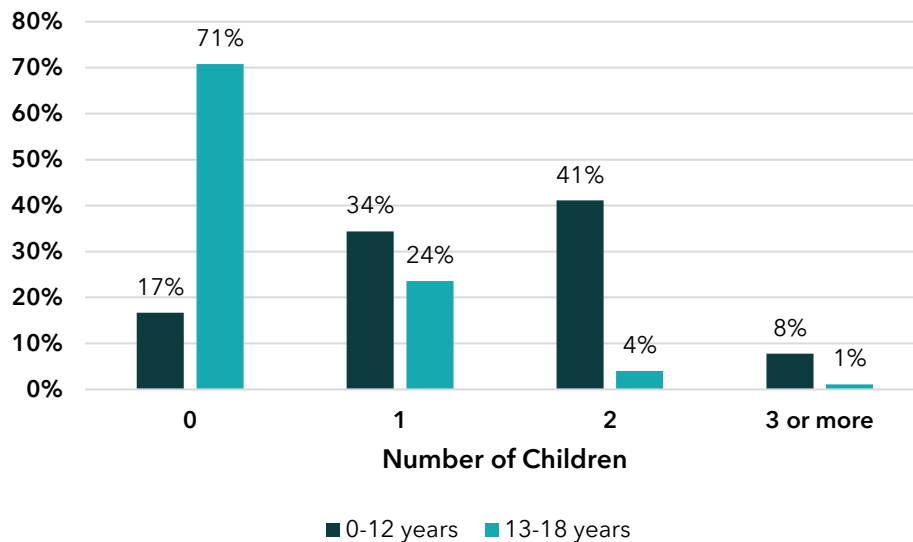


Figure 5 - Number of Children in Household (Online Survey)



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3.4 Active Travel - Motivation and Trip Purpose

Survey respondents were asked to indicate their motivations for walking and cycling in View Royal (see **Figure 6**). The top three motivations for both forms of transportation include [a] physical or mental health, [b] general enjoyment / fun, and [c] reduce impact on environment. The next highest motivations were [d] more convenient than driving and [e] cost savings.

Top motivations for walking / cycling around View Royal today include:



Physical or Mental Health

(77% among pedestrians,
56% among people cycling)



General Enjoyment / Fun

(55% among pedestrians,
41% among people cycling)



Reduce Impact on Environment

(37% among pedestrians,
37% among people cycling)



More Convenient than Driving

(14% among pedestrians,
32% among people cycling)



Cost Savings

(18% among pedestrians,
20% among people cycling)

Figure 6 - Top Motivations for Walking / Cycling around View Royal (Online Survey)



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Survey respondents were also asked to indicate the purpose of their walking and cycling trips. The primary purpose for both people walking and people cycling is exercise followed by dog / pet walking (for people walking), and travel to work (for people cycling). Spending time with family / friends was the next highest selected purpose for both modes, followed by shopping. See **Figure 7**.

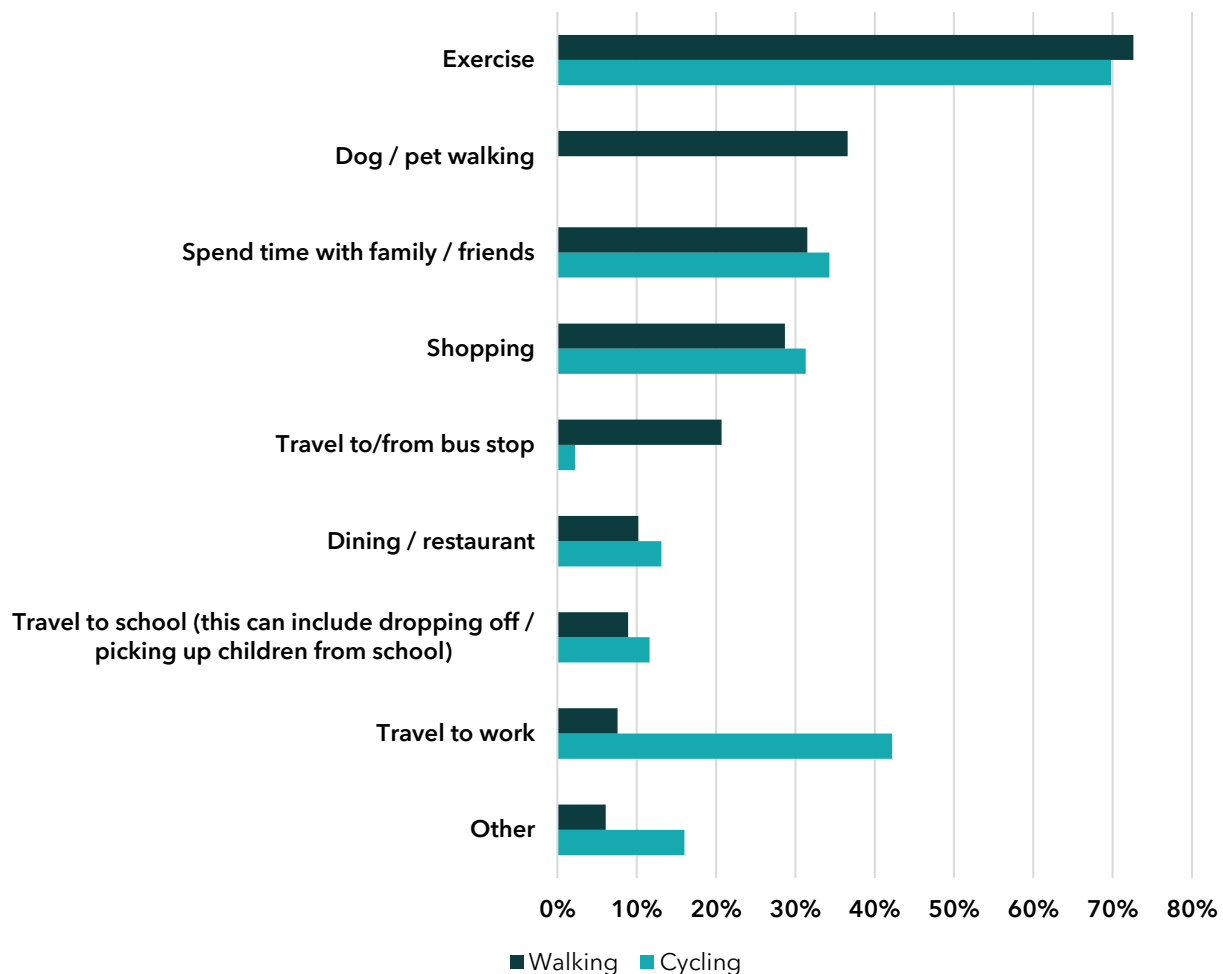


Figure 7 - Purpose of Walking and Cycling Trips (Online Survey)

The primary reasons respondents selected 'Other' for walking trips was to spend time in parks and green spaces or to enjoy the neighbourhood. For cycling trips, many respondents who selected 'Other' wrote in that they do not cycle or own a bike. Some also said that they cycle for leisure, to explore, to run errands / attend appointments, or to get to recreational destinations such as Thetis Lake or a rec centre.



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3.5 Frequency of Travel

As shown in **Figure 8**, the travel modes used most frequently by survey respondents are walking (with 64% walking either daily or 1-5 times per week), non-motorized bike (38% daily or 1-5 times per week), and electric bike (20% daily or 1-5 times per week). The travel modes used least frequently are kick scooter and skateboard / rollerblade, with 95% and 94% of respondents (respectively) never using these modes.

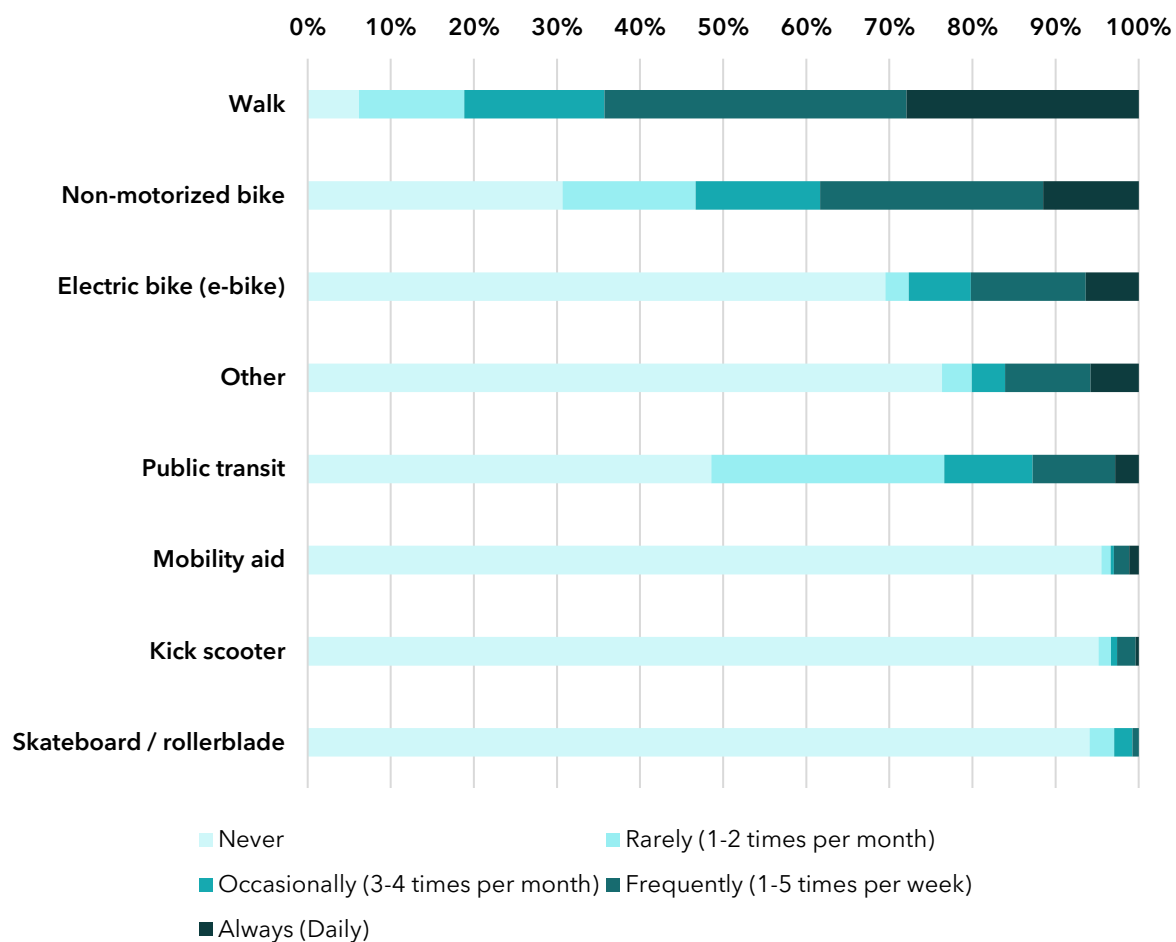


Figure 8 - Frequency of Active Transportation Travel by Mode (Online Survey)

When asked to expand on their answer, many respondents wrote that the mode they use depends on the type of trip and the distance of their destination. Some also indicated that they occasionally take transit or cycle but would do so more often if those modes were more convenient or if cycling felt safer.



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Excerpts from the online survey

"I walk daily to close destinations and to school for my daughter, bike when it is safe and convenient, and bike or take the bus to work in downtown Victoria. There are some places I'd like to go more often (e.g., Esquimalt downtown) by bus or bicycle, but [the] bus is inconvenient and some parts of the bike ride feel unsafe."

"I walk with my kids and dog on a daily basis. I often take my e bike to drop off or pick up my kids from daycare. I ride my bike to local cafes and stores. I take the bus into town for my in office work days or shopping with the kids on the weekend."

"I don't cycle or use other forms of transportation other than walking and vehicle as I find it dangerous to do so on our roadways and the E&N."

"I don't drive and rely on public transportation to get around to visit family, friends and to go to work, do shopping, etc. I bike to and from work twice a week and on weekends for exercise. I generally stay on Galloping Goose or E&N trails."

Respondents were also given the opportunity to indicate what other modes they use to get around. Some of the additional modes included running, walking with a stroller, tricycle, and electric scooter.



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3.6 Top Destinations Within View Royal

The top destinations within View Royal for survey respondents are Eagle Creek Village (56%), Thetis Lake Regional Park (50%), Admirals Walk Shopping Centre (46%), and Portage Park / Town Hall (43%). See **Figure 9**.

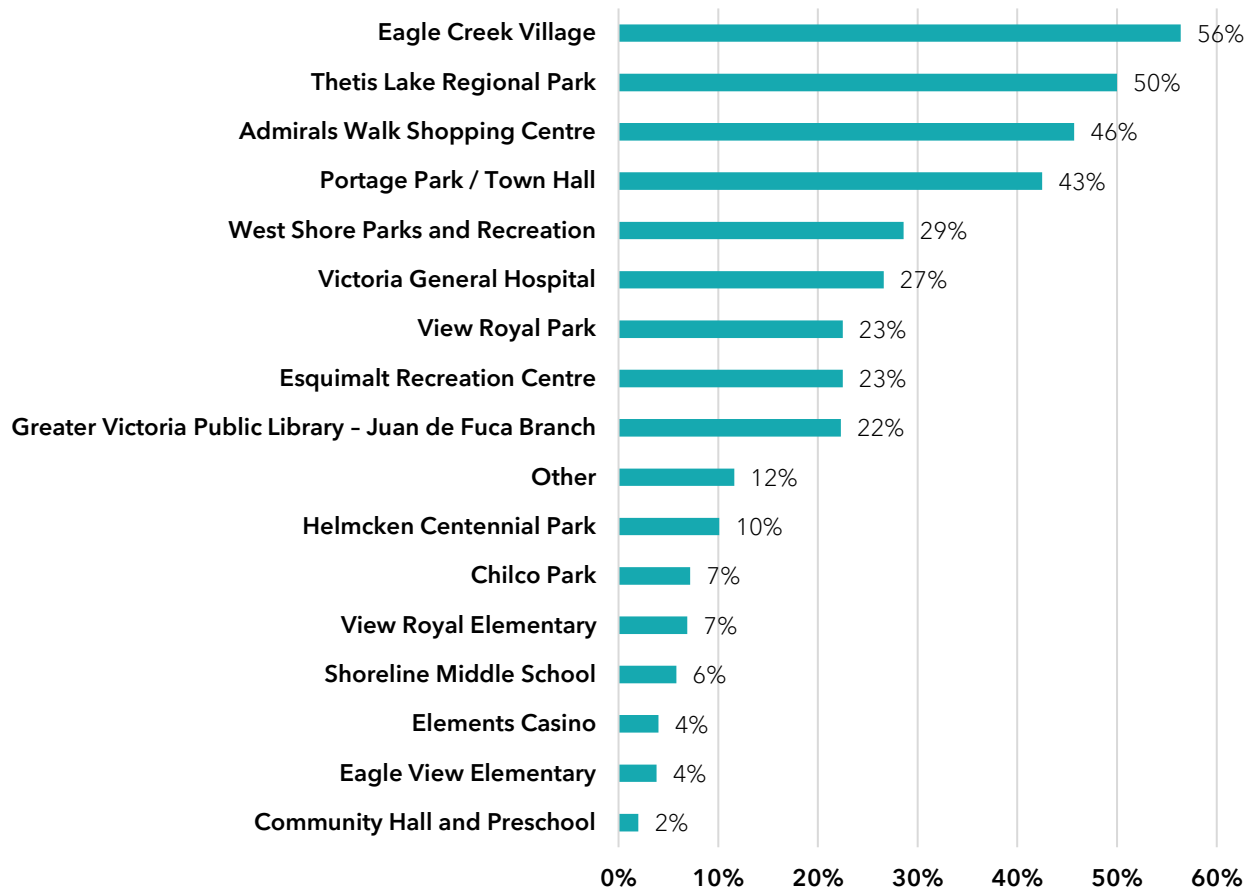


Figure 9 - Top Destinations Within View Royal (Online Survey)

Respondents who selected 'Other' wrote in a variety of additional destinations, including the following:

- View Royal Reading Centre
- Vancouver Island Women's Clinic
- Parks such as Welland Legacy Park & Community Orchard, Aldersmith Park, Stoneridge Wetland Park, and Knockan Hill Park
- The Galloping Goose and E&N regional trails
- Destinations outside of View Royal such as downtown Victoria, Esquimalt, the Westshore, Uptown, and the University of Victoria



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4.0 WHAT WE HEARD

4.1 Walking and Rolling

4.1.1 General Barriers

The online survey asked respondents to select the top three issues / barriers they currently face walking around View Royal. **Figure 10** summarizes their responses. The barriers selected by the most respondents were as follows:

- Poor quality sidewalks and other pedestrian facilities (i.e., gaps in network) **(44%)**
- Speed of motor vehicle traffic on Major Roads (e.g., arterials, collectors) **(27%)**
- Getting across the Trans Canada Highway in a safe and convenient way **(25%)**
- Vehicles not yielding / stopping at designated crosswalks **(24%)**
- Speed of motor vehicle traffic on Local Roads **(23%)**

Respondents who selected 'Other' wrote in that they experience the following barriers to walking:

- Speed of bicycles on shared paths
- Motor vehicle exhaust and noise
- Hilly topography
- Lack of sidewalks
- Lack of pedestrian-friendly destinations and placemaking



Example of a sidewalk on Burnside Road W where there is minimal protection from vehicle traffic along with grass encroaching on pedestrian space



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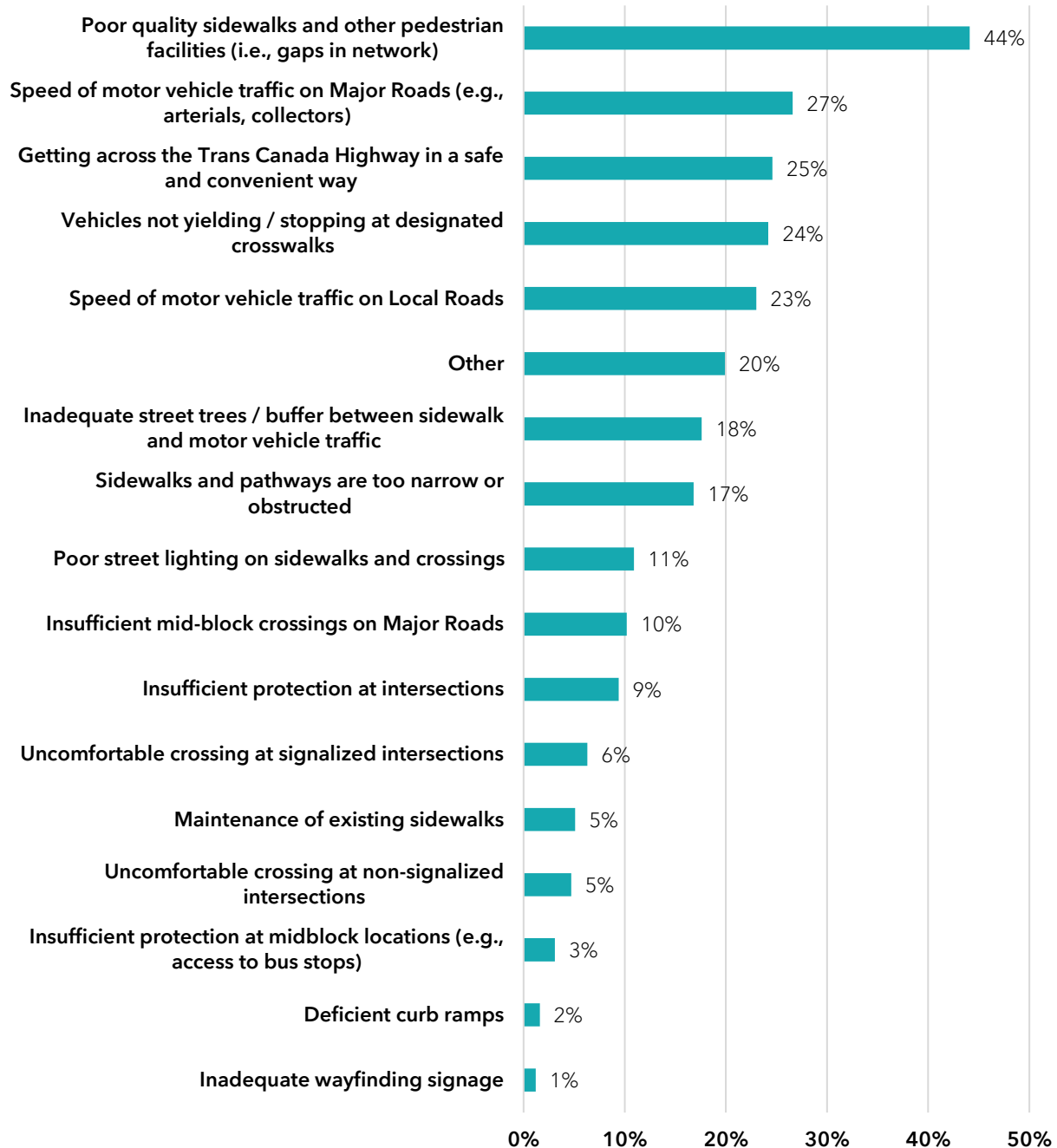


Figure 10 - Top Issues / Barriers to Walking around View Royal (Online Survey)

Ideas fair participants identified similar barriers to walking. The following themes arose from their feedback:

- **There is a need for more sidewalks**, including in the Helmcken/Burnside area and on Island Highway, Admirals Road, and Watkiss Way
- **More sidewalk space and protection** is needed for pedestrians
- **Many road crossings feel unsafe** due to vehicle traffic and the length of time needed to cross (e.g., at Island Highway and Admirals Road)

The stakeholder interviews provided further confirmation of existing barriers in the pedestrian network. Stakeholders noted the following:

- Admirals Road and Island Highway have lots of road right-of-way and high vehicle traffic volumes that make active travel uncomfortable
- Safety is a key barrier for active travel to school, with parents concerned about vehicle speeds and letting younger children walk or bike to school by themselves near traffic
- Additional sidewalks are needed to connect routes and fill gaps in the network
- There is an increasing amount conflict between different trail users travelling at different speeds
- There is confusion around right-of-way at trail crossings



Gap in the sidewalk network on Admirals Road



Example of a poor pedestrian crossing at Admirals and Hallowell intersection (faded markings, crossing distance). There is also a lack of sidewalk connectivity.



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4.1.2 Desired Improvements

The online survey asked respondents to indicate the top three opportunities they would like to see to improve the walking environment in View Royal. As shown in **Figure 11**, the most desired improvements were as follows:

- Filling in gaps in the network to improve connections to local destinations **(40%)**
- More separation from motor vehicle traffic (e.g., street trees / boulevard or bike lanes) **(40%)**
- Improve sidewalk condition (e.g., fixing cracks, trip hazards) **(24%)**
- Increase sidewalk widths **(22%)**
- Better amenities at bus stops (e.g., seating, lighting, secure bike parking, real-time transit information) **(20%)**

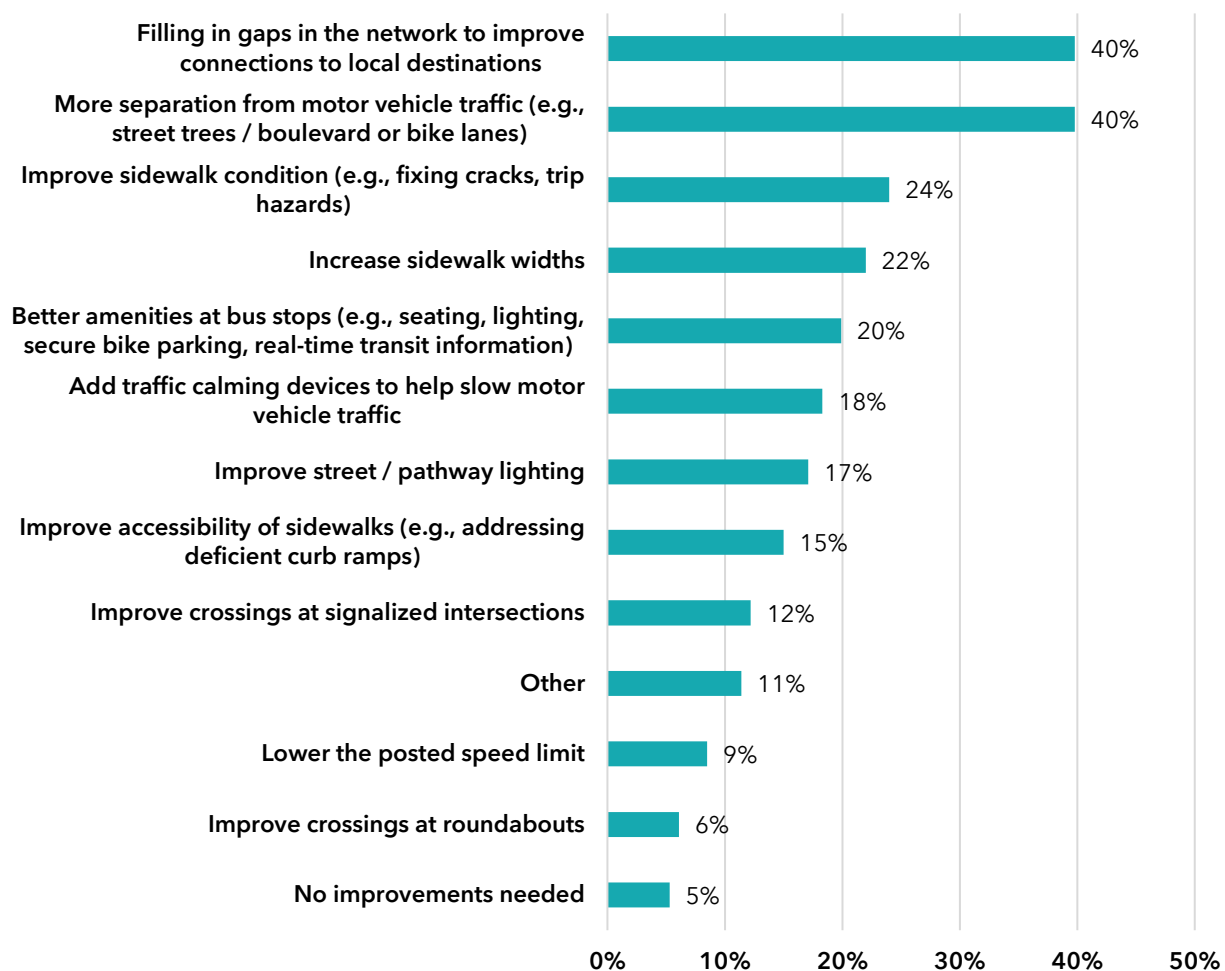


Figure 11 - Desired Improvements to the View Royal Pedestrian Network (Online Survey)

Pedestrian network improvements desired by respondents who selected 'Other' include the following:

- Increasing the number of sidewalks
- Promoting etiquette to decrease conflicts between different users on trails and at crossings
- Improving pedestrian visibility at crosswalks (e.g., by cutting back bushes)

Similarly, ideas fair participants shared that they would like to see the following improvements to the pedestrian network:

- Crossing improvements including shorter distances and advance signals for pedestrians (referred to as 'leading pedestrian interval')
- More sidewalks to fill gaps, including along Island Highway and Admirals Road
- Safer routes to schools
- Greater protection for pedestrians, with a focus on all ages and abilities

In addition to their comments, ideas fair participants used sticky dots to pinpoint specific locations in the pedestrian network where they would like to see improvements (see **Figure 12**). 40% of the dots identified locations where pedestrian facilities are needed, 40% identified locations for desired crossing improvements, and 20% identified places where existing facilities need work.



Community members would like to see crossing improvements such as shorter distances and advance signals for pedestrians



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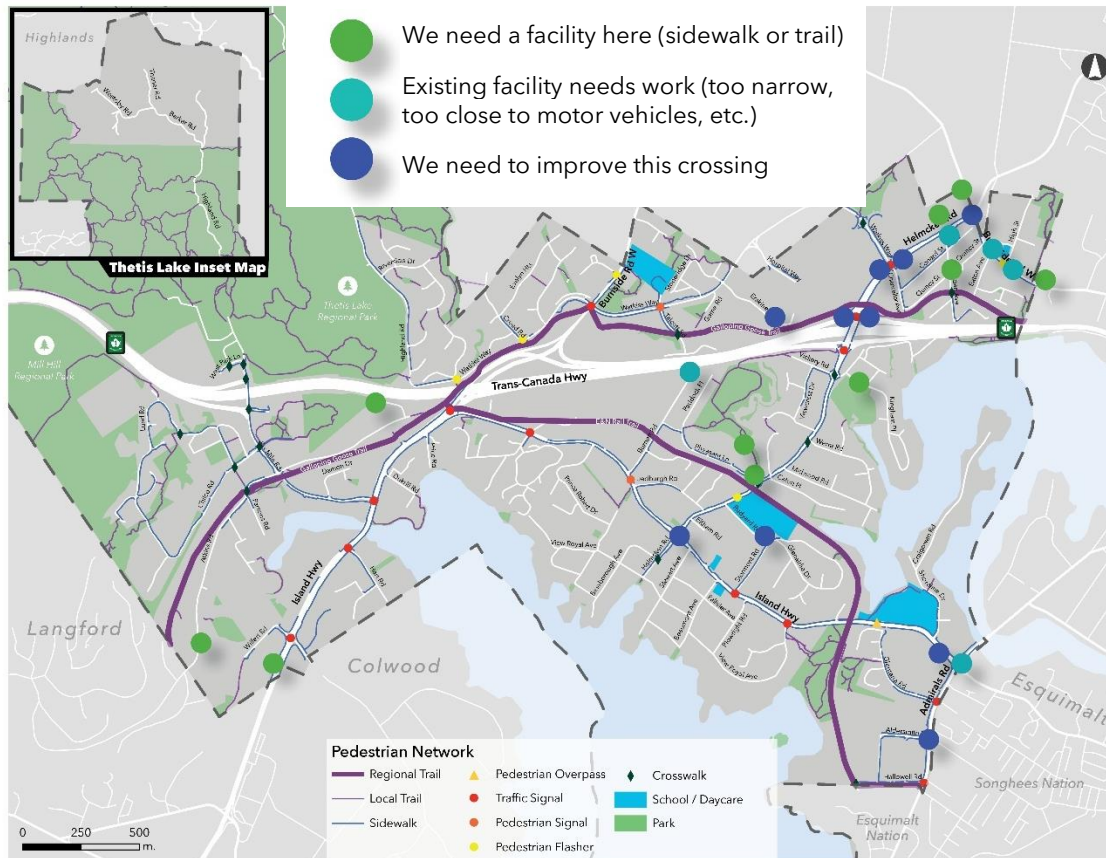


Figure 12 - Map of Desired Walking Improvements (Ideas Fair)

Desired crossing improvements were identified at the following intersections:

- Helmcken Road & Island Highway
- Helmcken Road & Camden Avenue
- Stormont Road & Rudyard Road
- Island Highway & Admirals Road
- Admirals Road & Aldersmith Place
- Galloping Goose at Erskine Lane
- Helmcken Road & Watkiss Way / Chancellor Ave
- Helmcken Road & Burnside Road W
- Trans Canada Highway & Helmcken Road

Additionally, new or improved facilities are desired in the following locations:

- Helmcken / Burnside area
- View Royal Park path
- Kingham Place at Helmcken Centennial Park
- Galloping Goose at Atkins (Langford / View Royal border)
- Island Highway at Colwood / View Royal border
- Cul de sacs adjacent to Trans Canada Highway (Brydon Road, Burnett Road)
- Island Highway & Admirals Road



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Similar feedback was expressed during the stakeholder interviews. Stakeholders would like to see the following pedestrian network improvements:

- Setting a maximum distance for local road crossings
- Filling gaps in the network and improving connections to regional trails
- Prioritizing sidewalks and connections to transit infrastructure
- Improved safety around school parking lots, potentially by providing a separate access point for people arriving by active transportation
- More consistent trail crossings



Gap in the sidewalk network on Shoreline Drive



Active transportation improvements should be integrated with connections to transit



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4.2 Cycling

4.2.1 General Barriers

The online survey asked respondents to select the top three issues / barriers they currently face cycling around View Royal. **Figure 13** summarizes their responses. The barriers selected by the most respondents were as follows:

- Uncomfortable cycling on arterial roads without painted bike lanes (e.g., parts of Island Hwy, Six Mile Rd, Admirals Rd) **(51%)**
- Poor connections to key destinations **(29%)**
- Speed of motor vehicle traffic on Major Roads **(25%)**
- Inadequate protection at intersections (e.g., conflicts with people driving, walking, biking) **(22%)**
- Uncomfortable cycling on arterial and collector roads with painted bike lanes (e.g., Helmcken Rd, Watkiss Way, Island Hwy) **(21%)**

Respondents who selected 'Other' wrote in that they experience the following barriers to cycling:

- Other cyclists riding at high speeds and not demonstrating good etiquette
- Lack of separation between bicycles and motor vehicles
- Speed of motor vehicles



Helmcken Road and Island Highway intersection, where there is no cycling facility and no protection for people cycling at the intersection



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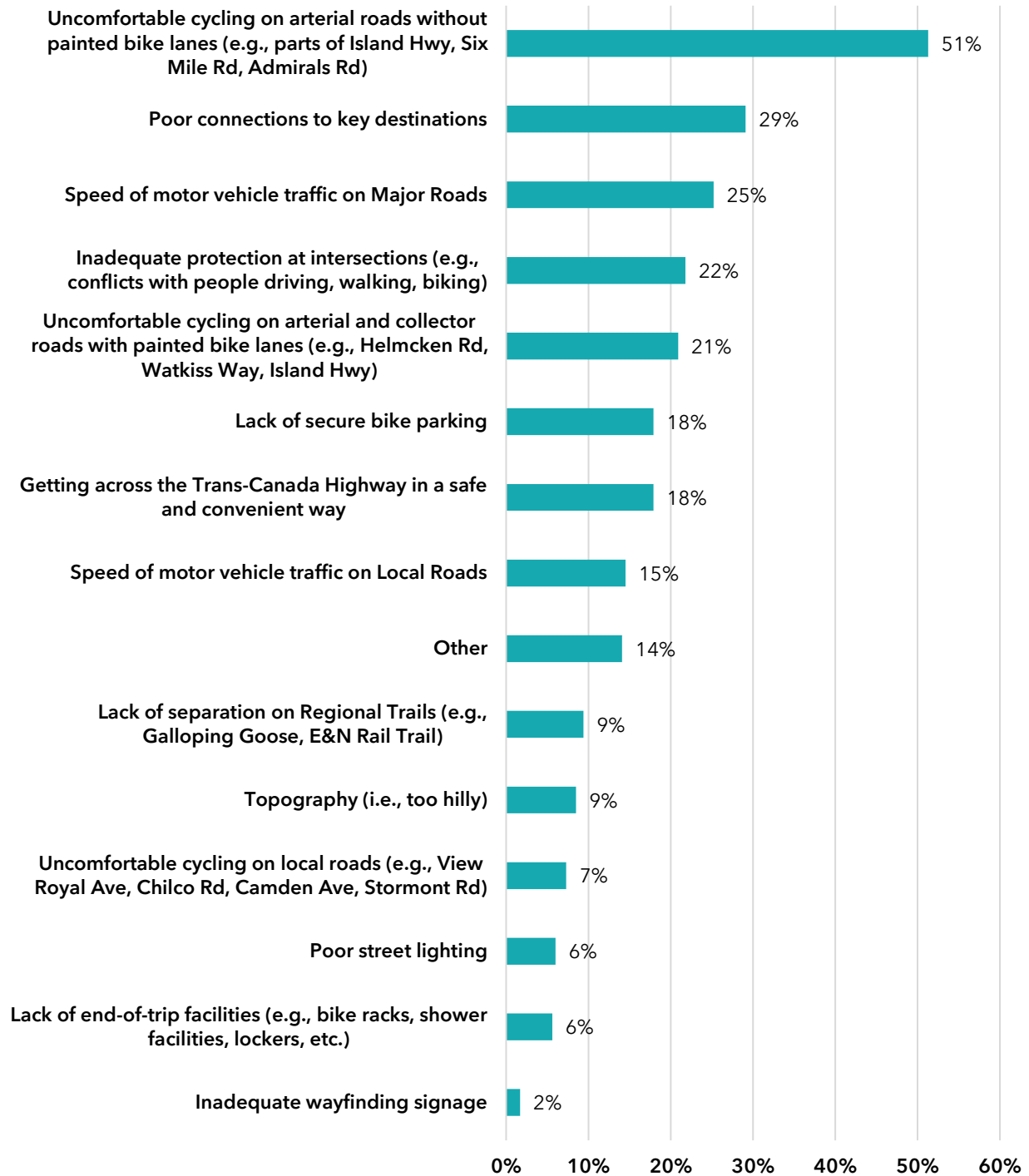


Figure 13 - Top Issues / Barriers to Cycling around View Royal (Online Survey)



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Similar barriers were expressed by ideas fair participants, who identified the following as top concerns (by voting with sticky dots):

- Uncomfortable cycling on major roads (e.g., Helmcken Rd, Watkiss Way, Island Hwy, Six Mile Rd, Admirals Rd)
- Speed of motor vehicle traffic on major roads
- Inadequate protection at intersections (e.g., conflicts with people driving, walking, biking)

Additional feedback from ideas fair participants included the following:

- The intersection at Island Highway and Admirals Road is not comfortable for people cycling
- Connectivity and continuity of the cycling network is lacking (e.g., bicycle lanes disappearing on major roads; cul-de-sacs that are adjacent to trails but do not connect)
- Different modes, abilities, and speeds on trails (especially the E&N) creates conflict between users



Intersections at Helmcken & Chancellor (top) and Island Highway & Admirals (bottom) where there is a lack of protection for people cycling

The cycling network barriers described by stakeholders during the targeted interviews largely aligned with what was heard in the survey and ideas fair. Stakeholders provided the following feedback:

- There is a lack of all ages and abilities facilities
- Better lighting is needed, including on the E&N Trail
- More protection is needed for people cycling throughout the network, especially along Admirals Road
- High vehicle volumes and speeds is a barrier
- A gap in the cycling network exists on Island Highway on the hill up to Stormont Road
- Better connectivity to trails is needed
- Hilly topography presents a challenge for people cycling



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4.2.2 Desired Improvements

The online survey asked respondents to indicate the top three opportunities they would like to see to improve the cycling environment in View Royal. As shown in **Figure 14**, the most desired improvements were as follows:

- More separation / protection from vehicles along corridors **(68%)**
- Better separation / protection from vehicles at intersections **(57%)**
- Traffic calming measures (e.g., curb extensions, rumble strips, narrower lanes etc.) **(33%)**

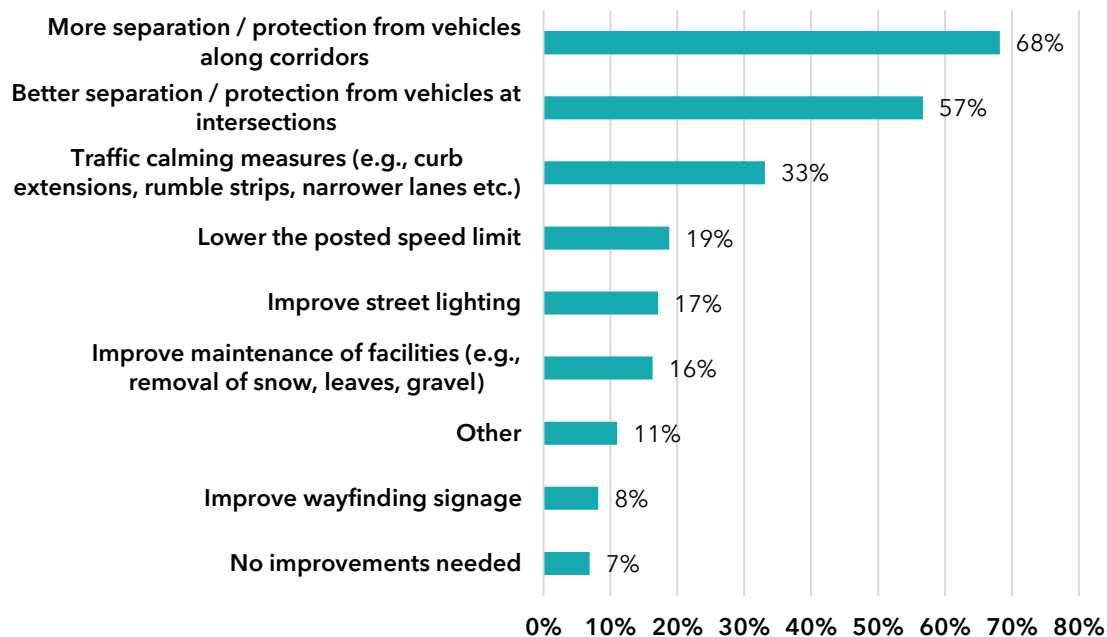


Figure 14 - Desired Improvements to the View Royal Cycling Network (Online Survey)

Cycling network improvements desired by respondents who selected 'Other' include the following:

- Improved left turns for people cycling
- More protected bikes lanes, including on Admirals (between Craigflower and Hallowell) and Burnside
- New or better bike lane markings

Ideas fair participants expressed that the following improvements are needed to the cycling network:

- Education on bike etiquette / speeds on multi-use trails (especially the E&N Trail) to reduce conflicts between different modes and abilities
- More space and protection for people cycling, including on Island Highway, Craigflower Road, Admirals Road, Watkiss Way, and Helmcken Road
- Better lighting on trails

In addition to their comments, ideas fair participants used sticky dots to pinpoint specific locations in the cycling network where they would like to see improvements (see **Figure 15**). 58% of the dots identified locations where cycling facilities are needed, 33% identified locations for desired crossing improvements, and 8% identified places where existing facilities need work.

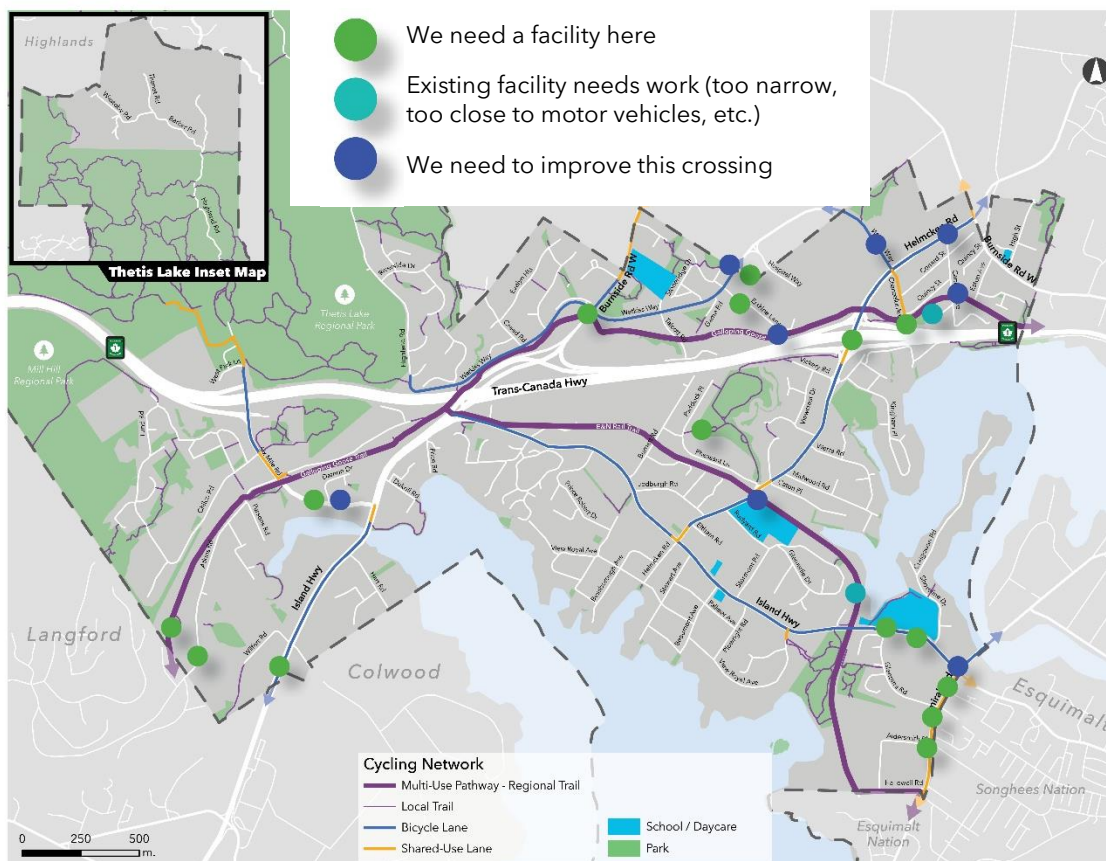


Figure 15 - Map of Desired Cycling Improvements (Ideas Fair)



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Desired crossing improvements were identified at the following intersections:

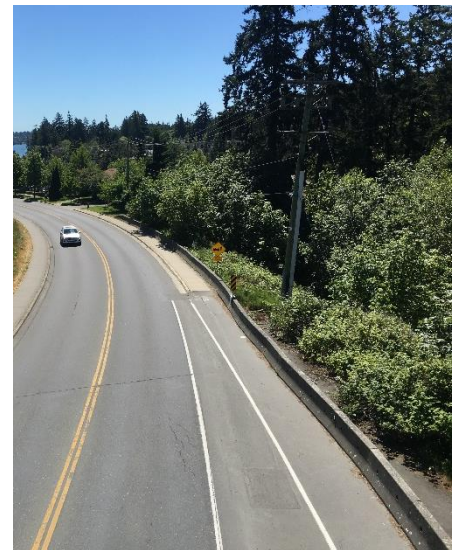
- Six Mile Road & Damon Drive
- Galloping Goose at Erskine Lane
- Watkiss Way & Hospital Way
- Watkiss Way & Helmcken Road
- Helmcken Road & Camden Avenue
- Galloping Goose at Camden Avenue
- Island Highway & Admirals Road
- E&N Rail Trail at Helmcken Road

Additionally, new or improved facilities are desired in the following locations:

- Island Highway in front of Shoreline Middle School
- Admirals Road from Island Highway to Hallowell Road
- Galloping Goose at Atkins (Langford / View Royal border) and at Myra Place
- Island Highway at Colwood / View Royal border
- Six Mile Road & Damon Drive
- Path at Erskine Lane / Hospital Way
- Trans Canada Highway & Helmcken Road
- Galloping Goose at Chancellor Park
- Galloping Goose at Burnside Road W & Watkiss Way
- View Royal Park path

Desired improvements expressed by stakeholders during the interviews included the following:

- Protected bike lanes on major roads, including Admirals Road, Helmcken Road, and Island Highway
- Increase bike parking, including at key destinations such as trail heads, hospital, transit exchanges, and bus stops
- Wayfinding / maps that increase awareness of bike routes and distances to key destinations
- “Soft” programmatic measures such as:
 - Educational initiatives such as bike safety courses for both kids and adults
 - Organized groups for active travel to school
 - Continuing to promote events like Go By Bike Week



Example of a bike lane ending on Six Mile Road



Town of View Royal Active Transportation Network Plan

4.3 Connections

4.3.1 Satisfaction with Trail Connections

There are several recreational trails and multi-use pathways within View Royal, including two regional trails (the Galloping Goose and the E&N Rail Trail). Online survey respondents were asked to rate their level of satisfaction when thinking about the connections between the Town's neighbourhoods and the E&N and Galloping Goose regional trails. See **Figure 16**.

- Survey respondents were the **most satisfied** with amenities, location of access points / trail heads, availability of bike parking at key destinations, and safety / comfort and road crossings.
- Survey respondents were the **least satisfied** with separation between cyclists and pedestrians, connections between trails / pathways and other bike routes, signage and pavement markings, and maintenance of pathway / trail connections.
- Survey respondents had mixed levels of satisfaction about lighting, with 25% either dissatisfied or very dissatisfied, 40% neutral, and 36% either satisfied or very satisfied.

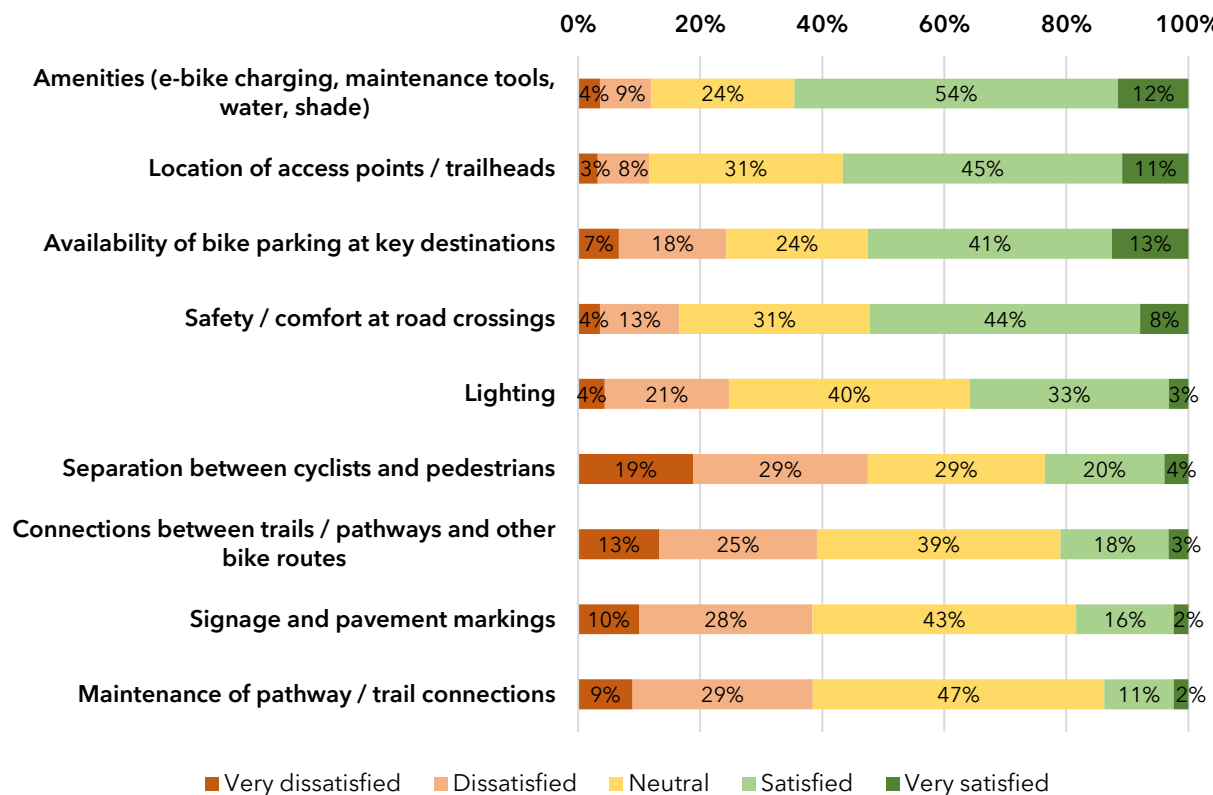


Figure 16 - Satisfaction with Trail Connections (Online Survey)



Town of View Royal Active Transportation Network Plan

4.3.2 Regional Connections

View Royal is centrally located within Greater Victoria and borders several other jurisdictions. Therefore, survey respondents were asked the following question: *Thinking beyond the boundary of View Royal, which surrounding communities do you find it challenging to travel to using an active transportation mode? (Check all that apply)*

As shown in **Figure 17**, the communities that most respondents find it challenging to reach via active transportation are Colwood (43%), Langford (40%), and Saanich (38%). The least challenging community to reach is Victoria (19%), according to survey respondents. 'Other' responses include Metchosin, Sooke, and Oak Bay.

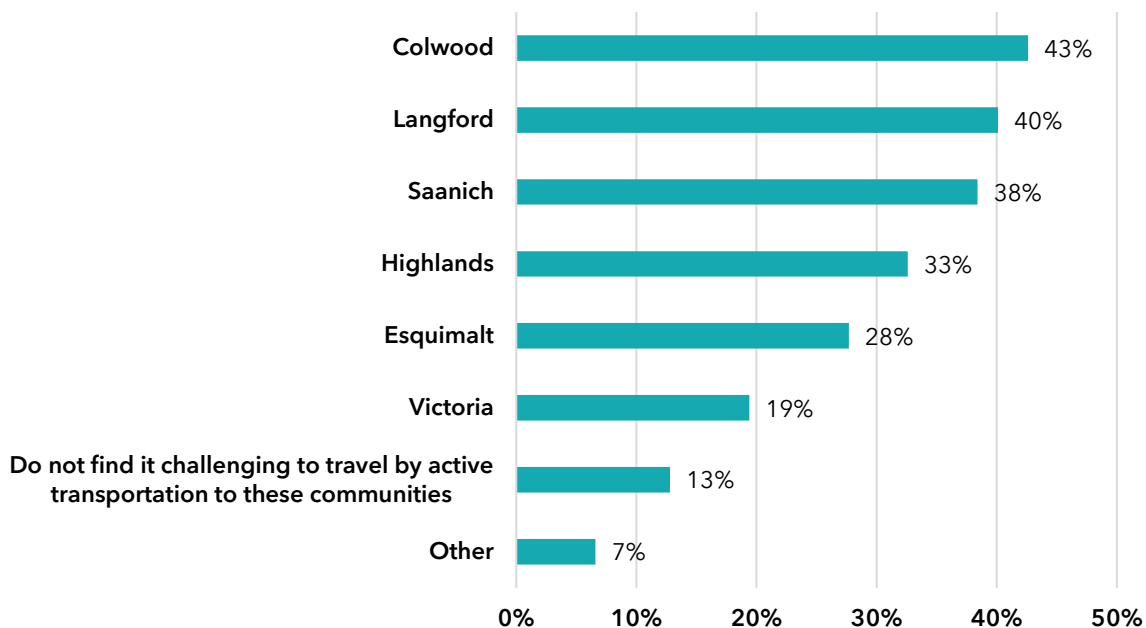


Figure 17 - Challenging Communities to Reach via Active Transportation

Respondents were also asked to comment on why they find it challenging to travel to the community or communities they selected. The following themes arose:

- Lack of continuous, protected bike lanes and paths to commercial centres in the West Shore such as Colwood Corners
- Lack of bike lanes connecting to regional trails
- Lack of active transportation infrastructure on direct road routes such as Admirals Road or Island Highway
- Long travel distances, busy roads, and poor crossings
- Safety concerns when travelling with children

Furthermore, feedback received through the ideas fair and stakeholder interviews emphasized the need for partnerships and collaboration with other jurisdictions. Some of the ideas included:

- Collaboration with neighbouring municipalities for plans, connectivity, and provincial or federal grants
- Considering co-funding / sharing active transportation staff with a neighbouring municipality
- Working with the CRD to make E&N intersections consistent and prioritize active modes for right-of-way over vehicle
- Working with Esquimalt to create a safer route to Shoreline Community Middle School along Craigflower Road
- Forming partnerships with the Esquimalt and Songhees Nations to improve access to bicycles for students from those communities
- Ongoing partnerships / collaboration between the Town and schools to deliver programs, including engagement with administrators and delivering tools and education through teachers



Sections of the E&N Rail Trail (which is under CRD jurisdiction) that runs through View Royal and connects to regional destinations



Town of View Royal Active Transportation Network Plan

4.4 General Feedback

4.4.1 Road Safety

Safety is a theme that has been expressed throughout the engagement process, with community members and stakeholders commenting on high traffic volumes, a current lack of protection for active transportation users from vehicles, intersection challenges, and the need to make the network safe for all ages and abilities. With two elementary schools and a middle school located within the Town, safe routes to school is also a key consideration for the ATNP.

Survey respondents were asked to indicate the top three roads in View Royal that they feel unsafe walking or cycling on. See **Figure 18**. According to respondents, the top three roads that feel unsafe are as follows:

1. Island Highway
2. Admirals Road
3. Helmcken Road

This is consistent with feedback heard throughout the survey and during the ideas fair and stakeholder interviews, which also identified these roads as requiring active transportation improvements.

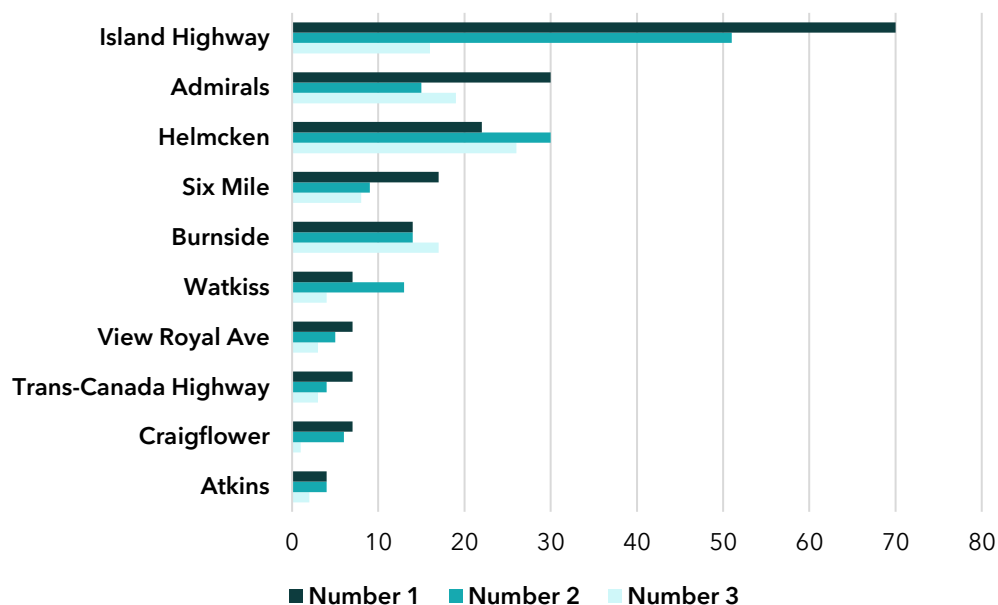


Figure 18 - Top Roads in View Royal that Feel Unsafe for Walking or Cycling



Town of View Royal Active Transportation Network Plan

4.4.2 Level of Investment

To gauge the community's general sense of which priorities should be considered in the ATNP, the online survey asked the following question: *What level of municipal investment would you like to see in the following types of projects / initiatives?*

As shown in **Figure 19**, the projects / initiatives that had the highest proportion of respondents who selected 'Invest More' included:

- Increase separation between people cycling and motor vehicles (e.g., protected bike lanes) **(67%)**
- Provide protected cycling facilities on Major Roads (e.g., Arterials and Collectors) **(62%)**
- Improve safety of roadway crossings for people walking and biking **(58%)**
- Work with the CRD to widen Regional Trails to separate people walking from people cycling where possible **(57%)**
- Increase separation between sidewalks and motor vehicles (e.g., vegetation, landscaping, bike lanes) **(55%)**
- Those who want to spend less on these measures were in the minority (ranging from 2 to 9%)

The project / initiative that had the highest proportion of respondents who selected 'Invest Less' (20%) was traffic calming measures (e.g., curb extensions, rumble strips, narrower lanes etc.). However, 42% of respondents also selected 'Invest More' for this project / initiative, indicating that it is still important.



Town of View Royal Active Transportation Network Plan

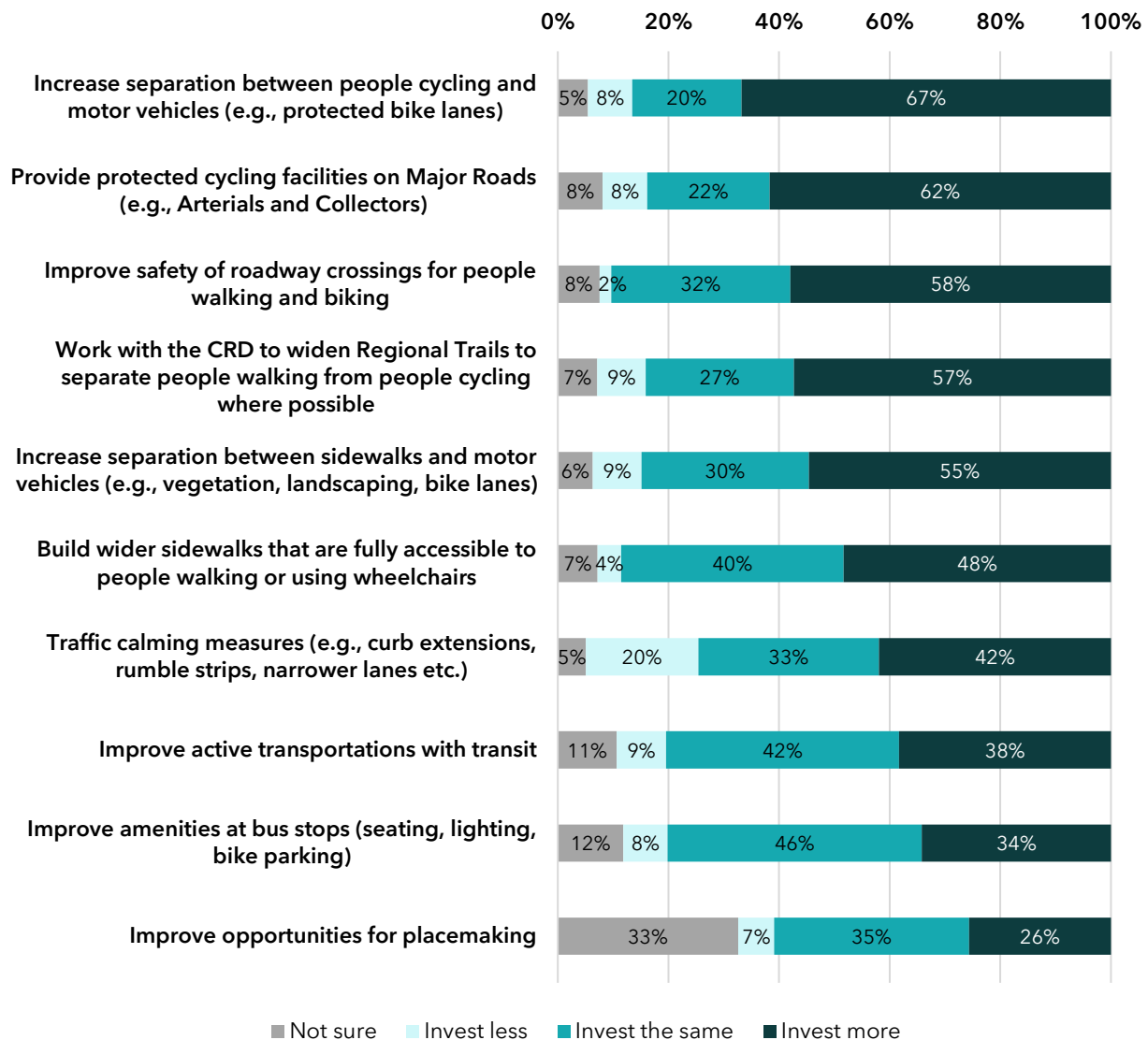


Figure 19 - Desired Level of Municipal Investment in Active Transportation Related Projects / Initiatives (Online Survey)



Town of View Royal Active Transportation Network Plan

4.5 Vision and Guiding Principles

The online survey included a question about what a successful ATNP would look like. Specifically, respondents were asked the following question: *Imagine View Royal in 10 years. We have successfully implemented the Active Transportation Network Plan. One bold, ambitious part of the plan stands out. What is it?*

Common themes from the responses to this question included:

- A complete active transportation network with sidewalks, trails, and protected bike lanes that link neighbourhoods and key destinations
- Seamless connections between trails and key destinations, with commercial hubs next to and facing key access points
- Improved safety for all modes and especially for children
- A well-lit active transportation network that includes lighting on trails
- Reduced vehicle traffic with more people choosing to use active transportation

Excerpts from the online survey

"A town where cyclists and walkers are able to move freely and comfortably."

"More walking trails or better walkability on side roads to connect people to amenities so you don't have to walk on main roads breathing in car fumes."

"A robust cycling network with separated protected lanes, vehicle traffic calming, good connections, and secure bike storage at many destinations."

"Calmer, safer streets with beautiful placemaking amenities (trees, art and boulevards) that connects communities, destinations and shopping/recreation amenities together so you can seamlessly connect to destinations via walking/cycling and reducing vehicle traffic in town."

"Cycling is comfortable for people age 8 to 80 to access all the major destinations in View Royal and surrounding communities. Communities work together to ensure continuity of active transportation network."

Furthermore, the stakeholder interviews asked stakeholders to comment on guiding principles for the ATNP. Based on best practices from other communities along with industry guidelines such as the BC Active Transportation Design Guide, the ATNP will consider several guiding principles including safety, accessibility, comfort, connectivity, and equity. Stakeholders were asked if they think these guiding principles apply to View Royal and if so, which should be prioritized in the ATNP.



Town of View Royal Active Transportation Network Plan

The consensus was that all the principles are important, but the following ones stood out to stakeholders:

- **Safety** - BC Transit, West Shore Parks and Recreation, and CRD Parks identified this as a key principle in terms of safety at bus stops and active travel within traffic.
- **Connectivity** - This was identified by Capital Bike and West Shore Parks and Recreation as key for regional travel and connecting trails / routes.
- **Equity** - Capital Bike, BC Transit, View Royal Elementary School, and Shoreline Community Middle School identified this as a key principle, especially for travel within the community and when considering active travel to school (ensuring that all students have access to resources).

Additionally, participants at the ideas fair were asked to share some of the best practices / inspiration from elsewhere that they would like to see in View Royal. Ideas included the following:





5.0 KEY TAKEAWAYS

Takeaways from Phase 1 engagement include the following:

KEY BARRIERS

- Gaps in the network – a lack of sidewalks / bike lanes and poor connectivity to key destinations
- Not enough space and protection for active transportation users (e.g., sidewalk widths too narrow and bike lanes too close to traffic)
- Speed and volume of vehicle traffic
- Crossing challenges, including getting across the Trans Canada Highway, vehicles not yielding / stopping at crosswalks, and crosswalk distances too long
- Lack of protection for people walking and cycling at intersections (e.g., at Island Highway / Admirals Road)
- Trail users travelling at different speeds and not demonstrating good etiquette
- Lack of lighting throughout the active transportation network, especially on trails

KEY DESIRED IMPROVEMENTS

- Filling network gaps to improve connections to key destinations, including along Island Highway, Admirals Road, and Helmcken Road
- More protection / separation of people walking and cycling from vehicles along corridors and at intersections
- Improved sidewalk conditions and increasing widths
- Crossing improvements including shorter distances, better visibility, and advance signals for pedestrians
- Improved safety for all ages and abilities, especially when considering active travel to school
- Promoting etiquette to decrease conflicts between different users on trails and at crossings
- Improved lighting on trails
- Improved regional connectivity through inter-jurisdictional collaboration and better trail connections



Town of View Royal Active Transportation Network Plan

6.0 NEXT STEPS

Thank you for your participation in the View Royal Active Transportation Network Plan! As our next steps, we will:

- Draft the pedestrian and cycling network maps;
- Draft the pedestrian improvement options including a review of crosswalk upgrades, new crossing locations, sidewalk improvements, and missing sidewalk connections;
- Draft cross-sections identifying the cycling improvement options for the main corridors (e.g., Island Highway, Admirals Road, and Helmcken Road);
- Develop a list of priority active transportation projects; and
- Draft the plan vision and goals.

We will return to the community in October 2022 with a second survey that will ask for feedback on the draft options, vision, and goals.



Town of View Royal Active Transportation Network Plan

Appendix A - Online Survey

View Royal Active Transportation Network Plan - Survey #1

We Want to Hear from You!

The Town of View Royal is undertaking its first ever Active Transportation Network Plan (ATNP) to support the development of active transportation options that are safe, accessible, and convenient for all ages and abilities. The ATNP will support the implementation of the Community Climate Action Strategy goals to reduce greenhouse gas (GHG) emissions, as well as overall goals and objectives in the ongoing OCP update including goals to shift towards active and more sustainable modes of transportation. Funding for the ATNP has been made possible through the BC Active Transportation Infrastructure Grant Program from the Ministry of Transportation and Infrastructure.

Stakeholder and public engagement is a very important component of developing the ATNP to ensure that the final recommendations are reflective of the needs and priorities of View Royal residents. This survey is one of the first opportunities to get involved – complete it below to help the Town of View Royal better understand the barriers, issues, and opportunities surrounding the community's existing active transportation network.

Please check out the project website for additional project information and ways to participate: <http://www.viewroyal.info/activetransportation>

About the Survey

The survey should take approximately **10-15 minutes to complete** and all responses will be kept confidential and anonymous. The survey will be open until **11:59pm on July 22, 2022**. Thank you for your time and participation! Let's get started.

The Town of View Royal is committed to providing a survey that respects and protects individual privacy. No personal information is automatically gathered while you are responding to this survey. Any personal information we ask you to provide is collected, used, and disclosed in accordance with the Freedom of Information and Protection of Privacy Act (FOIPPA).

1) To get a sense of geographic representation, which part of the region do you live in?

- ☐ Burnside Neighbourhood (View Royal)
- ☐ Craigflower Neighbourhood (View Royal)
- ☐ Harbour Neighbourhood (View Royal)
- ☐ Helmcken Neighbourhood (View Royal)
- ☐ Hospital Neighbourhood (View Royal)
- ☐ Thetis Neighbourhood (View Royal)
- ☐ Wilfret Neighbourhood (View Royal)
- ☐ A municipality in the Core (e.g., Esquimalt, Saanich, Victoria, Oak Bay)
- ☐ A municipality in the Westshore (e.g., Highlands, Colwood, Langford, Metchosin)
- ☐ Songhees Nation
- ☐ Esquimalt Nation
- ☐ Other - Write In: _____

2) What destinations within and around View Royal do you most commonly travel to? (*Select up to five*).

- ☐ Admirals Road Commercial Corridor
- ☐ Chilco Park
- ☐ Community Hall and Preschool
- ☐ Eagle Creek Village
- ☐ Eagle View Elementary
- ☐ Elements Casino
- ☐ Esquimalt Recreation Centre
- ☐ Greater Victoria Public Library - Juan de Fuca Branch
- ☐ Helmcken Centennial Park
- ☐ Portage Park / Town Hall
- ☐ Shoreline Middle School
- ☐ Thetis Lake Regional Park
- ☐ Victoria General Hospital

- ☐ View Royal Elementary
 - ☐ View Royal Park
 - ☐ West Shore Parks and Recreation
 - ☐ Other - Write In: _____
-

Active Transportation Travel Habits

3) What are your main motivations for walking around View Royal today? Note: walking includes using a mobility aid. (*Select up to three*)

- ☐ Physical or Mental Health
- ☐ More convenient than driving
- ☐ Do not own a car / cannot drive
- ☐ Reduce impact on the environment
- ☐ General enjoyment / fun
- ☐ Cost savings
- ☐ Other - Write In: _____

4) When you choose to walk, what is the purpose of your trip? (*Select up to three*)

- ☐ Travel to work
- ☐ Travel to school (this can include dropping off / picking up children from school)
- ☐ Exercise
- ☐ Walking to/from bus stop
- ☐ Dining / restaurant
- ☐ Shopping
- ☐ Spend time with family / friends
- ☐ Dog / pet walking
- ☐ Other - Write In: _____

5) What are your main motivations for cycling around View Royal today? Note: for the purposes of this survey, cycling includes using a skateboard or a kick scooter. (Select up to three)

- ☐ Physical or Mental Health
- ☐ More convenient than driving
- ☐ Do not own a car / cannot drive
- ☐ Reduce impact on the environment
- ☐ General enjoyment / fun
- ☐ Cost savings
- ☐ Do not own a bike / do not bike
- ☐ Other - Write In: _____

6) When you choose to cycle, what is the purpose of your trip? (Select up to three)

- ☐ Travel to work
- ☐ Travel to school (this can include dropping off / picking up children from school)
- ☐ Exercise
- ☐ Cycling to/from bus stop
- ☐ Dining / restaurant
- ☐ Shopping
- ☐ Spend time with family / friends
- ☐ Other - Write In: _____

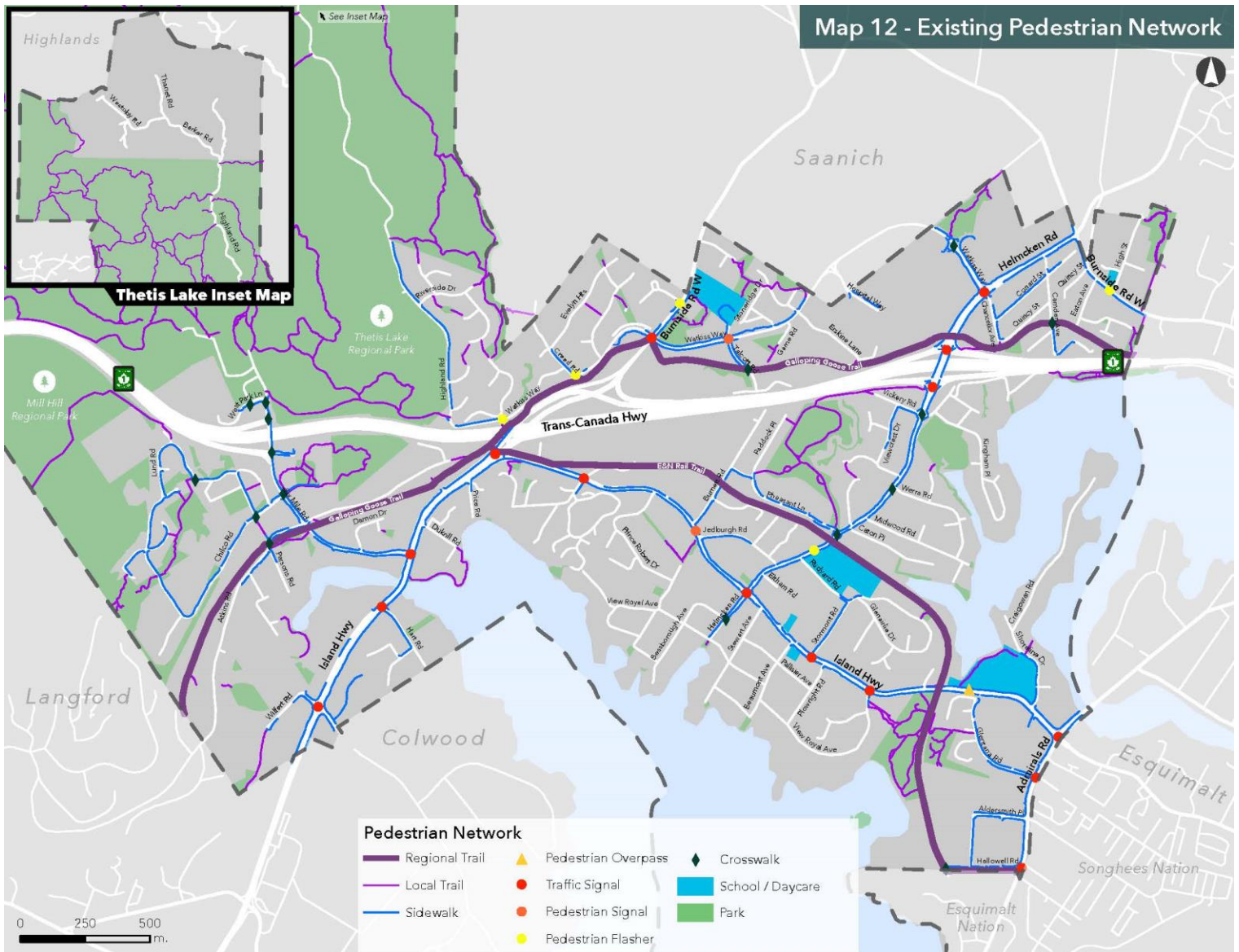
7) Please indicate the frequency for all the active transportation modes of travel you use within View Royal.

	Never	Rarely (1-2 times per month)	Occasionally (3-4 times per month)	Frequently (1-5 times per week)	Always (Daily)
Walk	()	()	()	()	()
Non- motorized bike	()	()	()	()	()
Electric bike (e-bike)	()	()	()	()	()
Mobility aid	()	()	()	()	()
Public transit	()	()	()	()	()
Skateboard / rollerblade	()	()	()	()	()
Kick scooter	()	()	()	()	()
Other	()	()	()	()	()

8) Please expand on your selection above to tell us about the active transportation mode you use or do not use. If you selected "other", please indicate what the mode is.

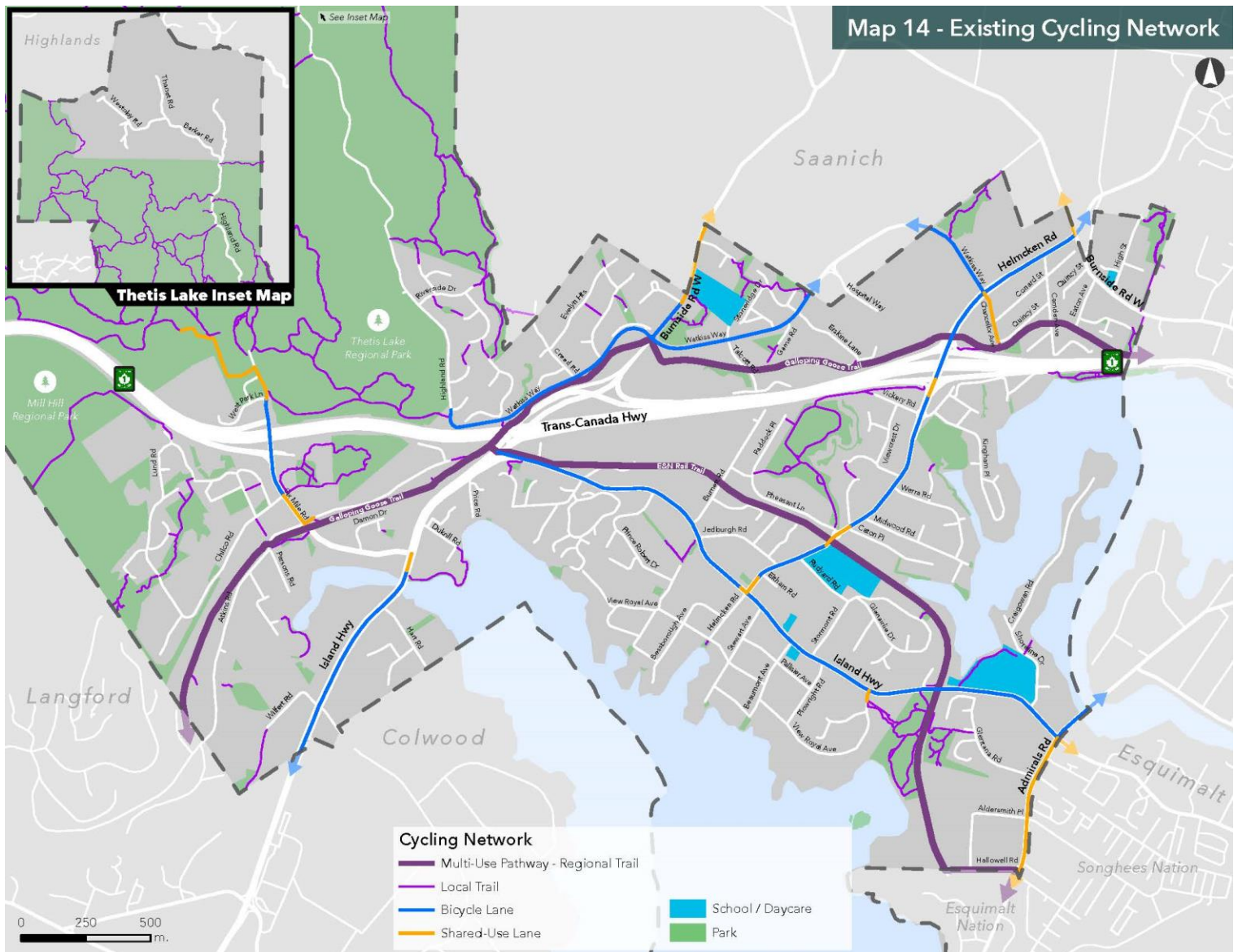
Barriers to Active Transportation within View Royal

The Town's existing pedestrian network is shown below. *Please refer to the map when responding to the questions below.*



**9) In general, what are the top issues / barriers you face walking around View Royal today?
(Select up to three)**

- ☐ Speed of motor vehicle traffic on Major Roads (e.g., arterials, collectors)
- ☐ Speed of motor vehicle traffic on Local Roads
- ☐ Poor quality sidewalks and other pedestrian facilities (i.e., gaps in network)
- ☐ Sidewalks and pathways are too narrow or obstructed
- ☐ Getting across the Trans Canada Highway in a safe and convenient way
- ☐ Insufficient mid-block crossings on Major Roads
- ☐ Inadequate street trees / buffer between sidewalk and motor vehicle traffic
- ☐ Insufficient protection at intersections
- ☐ Insufficient protection at midblock locations (e.g., access to bus stops)
- ☐ Uncomfortable crossing at signalized intersections
- ☐ Uncomfortable crossing at non-signalized intersections
- ☐ Vehicles not yielding / stopping at designated crosswalks
- ☐ Maintenance of existing sidewalks
- ☐ Poor street lighting on sidewalks and crossings
- ☐ Deficient curb ramps
- ☐ Inadequate wayfinding signage
- ☐ Other - Write In: _____



10) In general, what are the top issues / barriers you face cycling or using another active mode (e.g., skateboarding, scootering, wheelchair, mobility scooter) around View Royal today? (Select up to three)

Please refer to the cycling network map above when responding to the question.

- ☐ Speed of motor vehicle traffic on Major Roads
- ☐ Speed of motor vehicle traffic on Local Roads
- ☐ Poor connections to key destinations
- ☐ Getting across the Trans-Canada Highway in a safe and convenient way
- ☐ Uncomfortable cycling on arterial roads without painted bike lanes (e.g., parts of Island Hwy, Six Mile Rd, Admirals Rd)
- ☐ Uncomfortable cycling on arterial and collector roads with painted bike lanes (e.g., Helmcken Rd, Watkiss Way, Island Hwy)
- ☐ Uncomfortable cycling on local roads (e.g., View Royal Ave, Chilco Rd, Camden Ave, Stormont Rd)
- ☐ Inadequate protection at intersections (e.g., conflicts with people driving, walking, biking)
- ☐ Lack of separation on Regional Trails (e.g., Galloping Goose, E&N Rail Trail)
- ☐ Topography (i.e., too hilly)
- ☐ Lack of secure bike parking
- ☐ Lack of end-of-trip facilities (e.g., bike racks, shower facilities, lockers, etc.)
- ☐ Poor street lighting
- ☐ Inadequate wayfinding signage
- ☐ Other - Write In: _____

11) What are the top three roads in View Royal that you feel unsafe walking or cycling on? Please refer to the map above when responding to the question.

Number 1: _____

Number 2: _____

Number 3: _____

12) Thinking beyond the boundary of View Royal, which surrounding communities do you find it challenging to travel to using an active transportation mode? (*Check all that apply*)

☐ Colwood

☐ Esquimalt

☐ Highlands

☐ Langford

☐ Saanich

☐ Victoria

☐ Other - Write In: _____

☐ Do not find it challenging to travel by active transportation to these communities

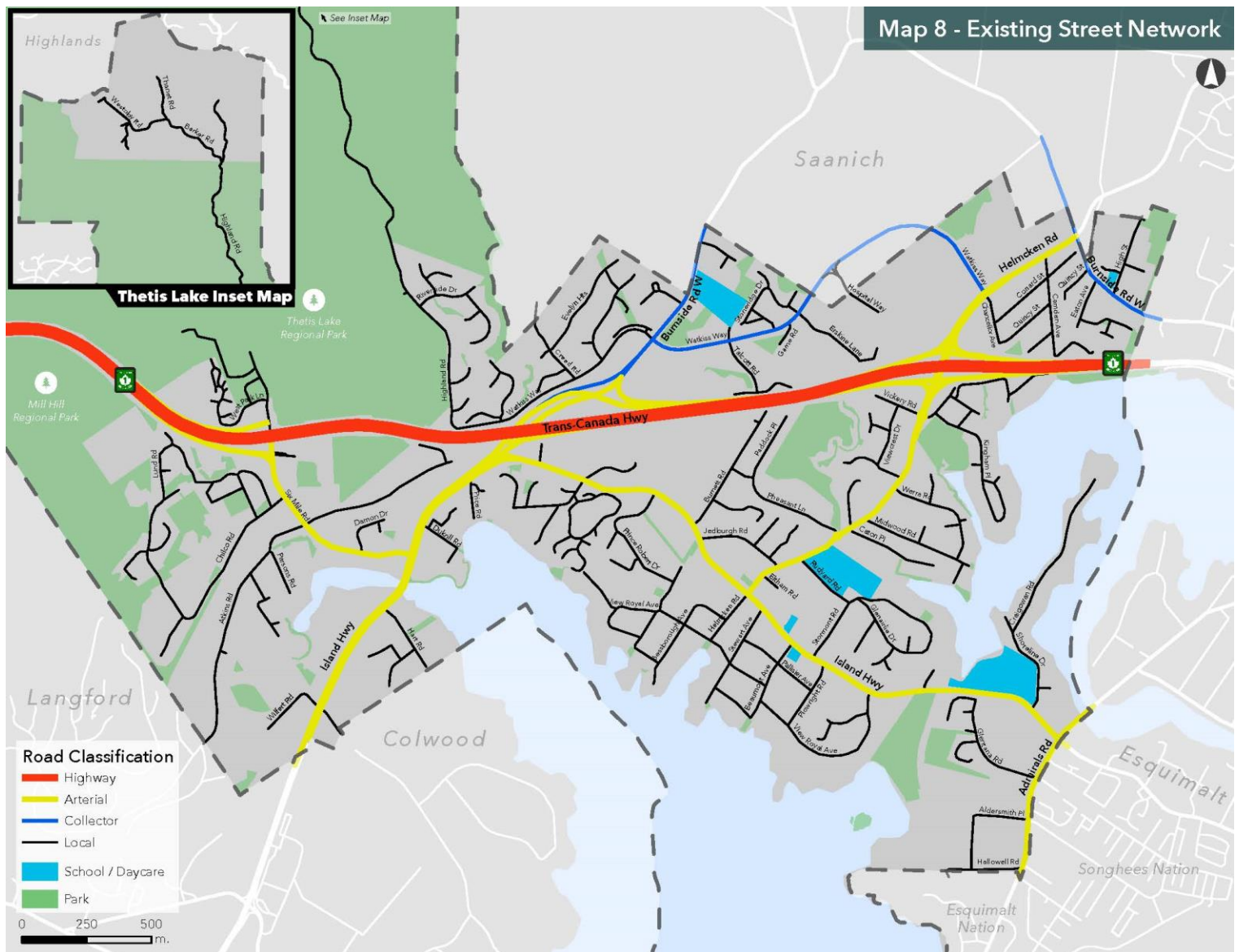
13) Could you please tell us more about why you find it challenging to travel to the community or communities you selected above? (*100 words or less*)

14) There are several recreational trails and multi-use pathways within View Royal, including two regional trails (the Galloping Goose and the E&N Rail Trail). Please rate your level of satisfaction when thinking about the connections between the Town's neighbourhoods and the E&N and Galloping Goose regional trails.

	Very dissatisfied	Dissatisfied	Neutral	Satisfied	Very satisfied
Safety / comfort at road crossings	()	()	()	()	()
Location of access points / trailheads	()	()	()	()	()
Signage and pavement markings	()	()	()	()	()
Lighting	()	()	()	()	()
Separation between cyclists and pedestrians	()	()	()	()	()
Connections between trails / pathways and other bike routes	()	()	()	()	()
Availability of bike parking at key destinations	()	()	()	()	()

	Very dissatisfied	Dissatisfied	Neutral	Satisfied	Very satisfied
Amenities (e-bike charging, maintenance tools, water, shade)	()	()	()	()	()
Maintenance of pathway / trail connections	()	()	()	()	()

Opportunities for Active Transportation within View Royal



15) As shown in the Street Network map above, the Town has several 'Arterial Roads' including Admirals Road, Helmcken Road, Island Highway, and Six Mile Road. The Town also has 'Collector Roads', which include Burnside Road West and Watkiss Way. What are the improvements you would like to see on the Arterial Roads and Collector Roads to feel more comfortable cycling? (Select up to three)

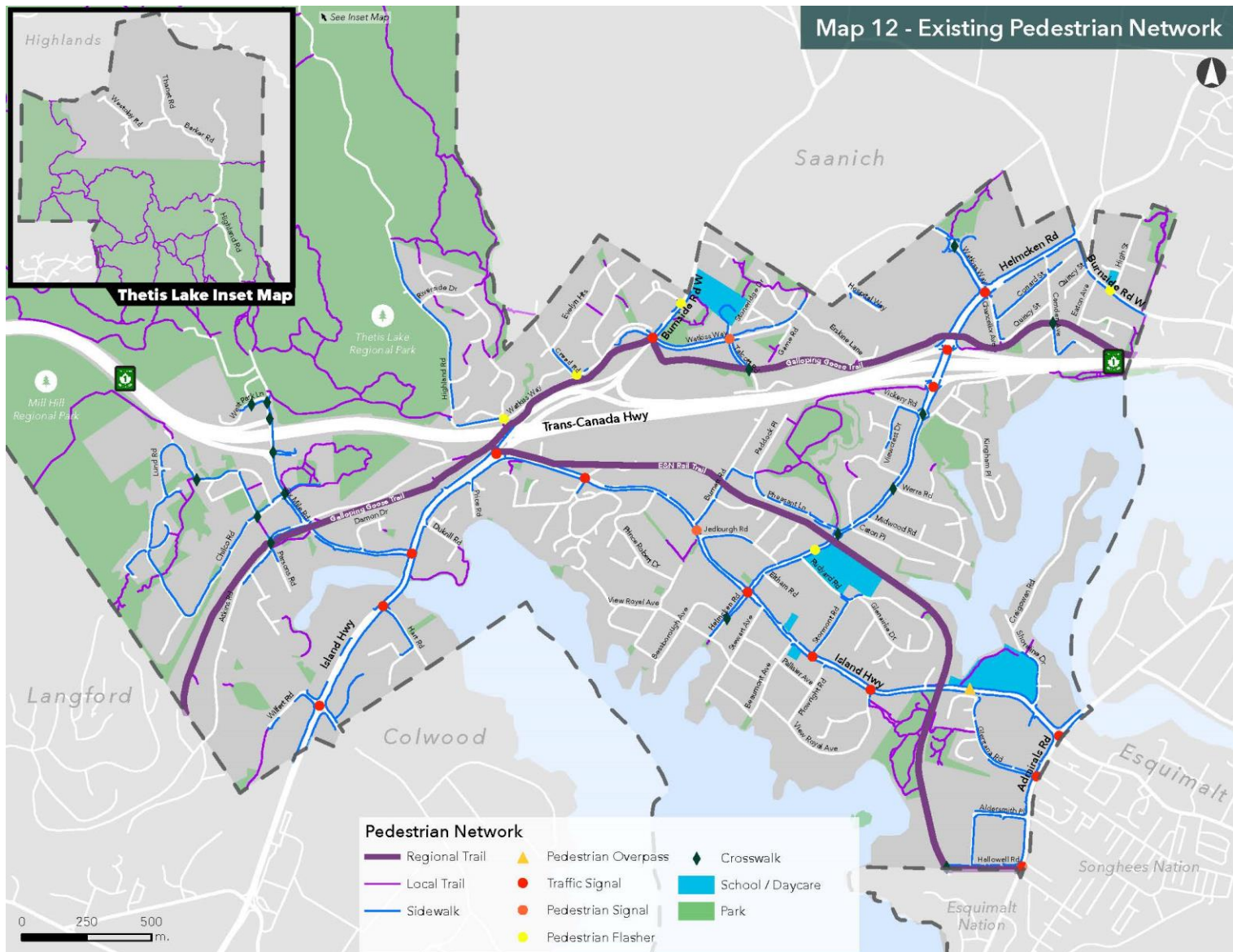
- ☐ Improve wayfinding signage
- ☐ More separation / protection from vehicles along corridors

- ☐ Better separation / protection from vehicles at intersections
- ☐ Lower the posted speed limit
- ☐ Traffic calming measures (e.g., curb extensions, rumble strips, narrower lanes etc.)
- ☐ Improve street lighting
- ☐ Improve maintenance of facilities (e.g., removal of snow, leaves, gravel)
- ☐ No improvements needed
- ☐ Other - Write In: _____

16) What are the top opportunities you would like to see to improve the walking environment in View Royal? (Select up to three)

Please refer to the pedestrian network map below when responding to the question.

- ☐ Improve sidewalk condition (e.g., fixing cracks, trip hazards)
- ☐ Increase sidewalk widths
- ☐ More separation from motor vehicle traffic (e.g., street trees / boulevard or bike lanes)
- ☐ Improve accessibility of sidewalks (e.g., addressing deficient curb ramps)
- ☐ Better amenities at bus stops (e.g., seating, lighting, secure bike parking, real-time transit information)
- ☐ Improve street / pathway lighting
- ☐ Filling in gaps in the network to improve connections to local destinations
- ☐ Improve crossings at signalized intersections
- ☐ Improve crossings at roundabouts
- ☐ Lower the posted speed limit
- ☐ Add traffic calming devices to help slow motor vehicle traffic
- ☐ No improvements needed
- ☐ Other - Write In: _____



17) What level of municipal investment would you like to see in the following types of projects / initiatives?

	Invest more	Invest the same	Invest less	Not sure
Improve safety of roadway crossings for people walking and biking	()	()	()	()
Traffic calming measures (e.g., curb extensions, rumble strips, narrower lanes etc.)	()	()	()	()
Provide protected cycling facilities on Major Roads (e.g., Arterials and Collectors)	()	()	()	()
Work with the CRD to widen Regional Trails to separate people walking from people cycling where possible	()	()	()	()

	Invest more	Invest the same	Invest less	Not sure
Build wider sidewalks that are fully accessible to people walking or using wheelchairs	()	()	()	()
Improve amenities at bus stops (seating, lighting, bike parking)	()	()	()	()
Increase separation between sidewalks and motor vehicles (e.g., vegetation, landscaping, bike lanes)	()	()	()	()
Increase separation between people cycling and motor vehicles (e.g., protected bike lanes)	()	()	()	()
Improve active transportations with transit	()	()	()	()

	Invest more	Invest the same	Invest less	Not sure
Improve opportunities for placemaking	()	()	()	()

Vision for the Active Transportation Network Plan

18) Imagine View Royal in 10 years. We have successfully implemented the Active Transportation Network Plan. One bold, ambitious part of the plan stands out. What is it?
(100 words or less)

About You

19) Which of the following age groups do you belong to?

- ☐ 19 years and under
- ☐ 20-29 years
- ☐ 30-39 years
- ☐ 40-49 years
- ☐ 50-59 years
- ☐ 60-69 years
- ☐ 70+ years

20) What is your gender?

- ☐ Male
- ☐ Female
- ☐ Two-spirit
- ☐ Non-binary
- ☐ I prefer not to answer

21) Are there any children in your household?

- ☐ Yes
- ☐ No

22) How many children do you have between 0-12?

- ☐ 0
- ☐ 1
- ☐ 2
- ☐ 3 or more

23) How many children do you have between 13-18?

- ☐ 0
- ☐ 1
- ☐ 2
- ☐ 3 or more

24) Does anyone in your household regularly use a mobility device (e.g., mobility air, wheelchair)?

- ☐ Yes
- ☐ No

Thank You!

Thank you for taking our survey! Your response is very important to us.

Please hand in your completed survey to the project team. If you took the survey home with you, you could drop it off at Town Hall.

