TOWN OF VIEW ROYAL

Active Transportation Network Plan

(DRAFT)

March 2023

VIEW ROYAL

WATT Consulting Group

TOWN OF VIEW ROYAL
ACTIVE TRANSPORTATION NETWORK PLAN

View Royal Active Transportation Plan

Prepared For: Town of View Royal
Date: March 28, 2023
Our File No: 3274.B01

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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.

GRANT ACKNOWLEDGEMENT

The preparation of this project was carried out with assistance from the Province of British Columbia (B.C.). Notwithstanding this support, the views expressed are the personal views of the authors, and the Province of B.C. accept no responsibility for them.

PROJECT ACKNOWLEDGEMENTS

WATT Consulting Group would like to thank View Royal residents, Town staff, elected officials, local schools, and other stakeholders who provided invaluable feedback throughout the plan process. Your input and contributions improved the overall process and resulted in a plan tailored to the needs of View Royal.

The Active Transportation Network Plan was a highly collaborative and iterative process involving members from the consulting team and Town staff as shown below.

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WATT would also like to acknowledge both Thomas Thivener and Sophie Eckard for their invaluable contributions to the development of the ATNP.

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Town of View Royal
Active Transportation
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EXECUTIVE SUMMARY

Overview

The Town of View Royal Active Transportation Network Plan (ATNP) is the Town's first comprehensive document that provides a 10-year roadmap outlining the short-term infrastructure improvements, policies, and programs needed to prioritize active transportation in the View Royal. Active transportation has been an important part of the Town's transportation discussions and decisions since the 2008 Transportation Master Plan was adopted. Further, the importance of active transportation opportunities has been further highlighted in the 2019-2022 Strategic Plan and 2022 Community Climate Action Strategy.

Recognizing the Town's policy and planning support for active transportation, View Royal applied for and successfully obtained a B.C. Active Transportation Infrastructure grant to undertake the ATNP. One of the key objectives of the grant funding is to ensure that the ATNP clearly identifies gaps in the active transportation network and the priorities needed to address those gaps.

To that end, the Town, in partnership with WATT Consulting Group, undertook a one-year planning process that included detailed technical analysis and extensive public and stakeholder engagement. A total of four project deliverables were produced throughout the plan process and made available on the Town's website. Those documents are summarized as follows:

- **Baseline Conditions Report (August 2022) |** the purpose of this report was to understand View Royal's current active transportation context. It provided an overview of existing transportation mode share and travel patterns; summarized the main barriers to walking, rolling, and cycling in the Town today; and identified the key issues that required further analysis—and outreach with the community—to determine the short-term priorities for the active transportation network.
- **What We Heard Report #1 (September 2022) |** this report served as the first public and stakeholder engagement summary for the ATNP. It summarized the first round of engagement that took place in the summer of 2022 and included

the key findings from the ideas fair, online survey #1, and the stakeholder interviews. The report served to corroborate and supplement the technical analysis completed in the Baseline Conditions Report.

- **What We Heard Report #2 (January 2023) |** this report summarized the second round of engagement, which took place in November and December 2022. It included the key findings from the bikeshops and online survey #2, which ultimately shaped the recommendations for the short-term priority projects in the ATNP.
- **Active Transportation Network Plan (March-April 2023) |** the ATNP (this document) acts as a compilation of the three preceding documents culminating a year-long planning process.

Vision & Plan Objectives

View Royal is a dynamic, inclusive, and connected community that recognizes the impacts of climate change. Its active transportation network allows residents and visitors alike to move around the community safely by walking, cycling, or rolling. The active transportation network connects neighbourhoods, schools, employment destinations, natural environments including parks and green spaces, and with regional trails and neighbouring communities. A connected, compact, and safe network of active transportation facilities make driving the least attractive option and change the culture of transportation in View Royal, helping the town reduce GHG emissions, boost its local economy, and enhance its overall resilience—meeting the needs of the present and future generations.

Four distinct objectives have been identified as part of this plan, which aim to provide tangible targets so that View Royal can achieve its active transportation vision. The objectives are included below; each one has targets which are presented in **Section 4.2** of the plan.

- **Objective #1:** The Culture of Active Transportation
- **Objective #2:** All Ages & Abilities Facilities
- **Objective #3:** Local & Community Connections
- **Objective #4:** Regional Connections

Short-term Priority Projects

The ATNP is intended to be a 10-year plan to keep the Town focused on the short-term projects. However, as a visionary document, the ATNP also includes an ultimate network that illustrates even more options for people walking / rolling and cycling. Achieving the ultimate network, however, may take several years, require significant financial resources, and continued engagement with the public and key stakeholders.

Therefore, the ATNP includes more detail on the short-term priority projects, which include a mix of critical corridor improvements and intersection improvement reviews. A total of **13 priority infrastructure projects** are recommended with some being smaller and easier in scope and others more challenging and complex. The top three critical corridor improvement projects include: (1) **Admirals Road** (Island Highway to Hallowell Road); (2) **Island Highway** (E&N Rail Trail to Admirals Road); and (3) **Helmcken Interchange** (Vickery Road to Watkiss Way).

The three critical corridor improvements: Admirals Road (top left), Helmcken Interchange (top right), and Island Highway (bottom)

In addition to the three critical corridor projects, 10 other short-term projects are recommended including a range of active transportation facilities. Highlights include multi-use pathway facilities on Six Mile Road, Talcott Road, Glentana Avenue, and Chancellor Avenue. Protected bike facilities are recommended on Watkiss Way and Helmcken Road (north of Watkiss Way). Sidewalk facilities are also recommended on some of the major corridors, where there are existing gaps including Burnside Road and Island Highway.

In addition, a total of 11 intersection reviews are recommended to help ensure that the Town does not lose sight of the importance of sound intersection design, which will help facilitate greater safety and accessibility for all ages and abilities at the intersections.

Supporting Programs + Policies

In addition to the provision of appropriate infrastructure, a high-quality active transportation network must be supported by community programs, educational initiatives, amenities, maintenance, and policies to help facilitate culture change.

Several programs and policy / regulatory amendments are recommended, which include a bicycle parking retrofit program, dedicated staff to support the implementation of the ATNP, additional resources to maintain active transportation facilities, and amendments to the Town's zoning bylaw to include requirements for non-standard bicycle parking in new developments.

Implementation Strategy

The implementation strategy includes details on the cost estimates for the short-term projects, an overall action plan for each of the recommendations in the ATNP, the different funding opportunities available to pay for the facility improvements. A total of 34 actions are recommended. The total level of investment for the short-term projects is approximately **$11,013,200**.

Next Steps

The ATNP is a 10-year plan and must be treated as a living document. The Town will need to revisit it periodically to ensure it is following the ATNP vision and objectives / targets. The Town should update the plan in 5 years (2028) to revisit the short-term priority projects and continue to identify how it can improve active transportation options for the View Royal community.

Town of View Royal
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Section 1 – Introduction

1.0 INTRODUCTION

The Town of View Royal is a vibrant and growing community located on southern Vancouver Island. The Town acts as a gateway between Victoria's urban core and the West Shore municipalities. View Royal's dynamic community has managed growth while retaining traditional neighbourhoods that are attractive, walkable, and safe with use of green space corridors and pedestrian/cyclist-friendly streets. Further, the Town has excellent proximity to regional trails and access to transit. That said, View Royal is in the process of shifting its mode share from single occupancy vehicle to more sustainable modes. The community has all the right pieces in place and the surrounding transportation context is conducive for advancing its sustainable transportation options while promoting development and supporting a growing community.

To optimize the environment for sustainable transportation, the Town has undertaken a comprehensive Active Transportation Network Plan (ATNP). The ATNP, once fully adopted, will further enhance the active transportation network to be safe, accessible and convenient for all ages and abilities to support active, healthy lifestyles and reduce greenhouse gas (GHG) emissions.

The purpose of the plan is to identify gaps and opportunities within the existing network, and map out goals, visions and priorities to pursue an optimal environment for active transportation in View Royal. The implementation strategy provides a guide to help the Town implement the recommended actions and work toward meeting the vision and objectives outlined in this plan.

The ATNP has a **10-year planning horizon**. The Town should revisit the ATNP in 5 years (2028) to see how well it is meeting the plan objectives and targets, and whether any of the short-term priorities need to be revisited.

1.1 What is Active Transportation?

The BC Active Transportation Design Guide (BCATDG) provides a detailed overview of active transportation and its associated benefits. Drawing from Chapter B, the guide defines active transportation as:

"Any form of human-powered transportation, including walking, cycling, or rolling using a skateboard, in-line skates, wheelchair, or other wheel-based forms of human-powered transportation. It also includes winter-based active modes, water-based active modes, and horseback riding, although these modes are typically more recreational in nature."

Active transportation users are a diverse group and include those who are walking, cycling, rolling (e.g. skateboarding, longboarding, scootering) and people using mobility devices such as wheelchairs, walkers, and strollers. All of these forms of human-powered travel pursued for a variety of reasons: some people may choose to walk for recreation, others may bike to work, some may use active transportation due to the lack of a personal vehicle, and others may be choosing to travel this way because of the environmental benefits. The reasons to travel by an active mode are multi-fold and so are the benefits, discussed below.

WHAT IS ALL AGES AND ABILITIES?

'All ages and abilities' has become a buzz word in transportation planning and is often not well defined. Building on the definition of the National Association of City Transportation Officials (NACTO), many existing bicycle facilities do not feel safe for people who might otherwise ride. Designing for all ages and abilities must consider the safety, comfort, unique circumstances, and needs of a broad range of potential users including children, seniors, women, racialized communities, persons with a disability, and people moving people, cargo and goods.

Benefits of Active Transportation

Environmental Benefits

The Town's draft OCP outlines goals toward reducing greenhouse gas (GHG) emissions, with the long-term target of a reduction of 100% below 2007 levels by 2050. Currently, passenger vehicles are responsible for 45% of the GHG emissions generated from residents and businesses in View Royal. Active transportation can cut GHG emissions and air pollution and is a critical part of lowering overall emissions in the Town's transportation sector.

Economic Benefits

There are diverse economic benefits of active transportation. Neighbourhoods and destinations that are more accessible and attractive for people using active modes can attract more visitors and tourists, who contribute to the local economy. Using active transportation as the main way of getting around is also more economical compared to driving a vehicle.

Health Benefits

A vast series of academic papers and technical reports have found that active transportation is associated with healthier communities. This includes physical health, by lowering the risk of early death and chronic diseases including obesity and cardiovascular issues, along with mental health benefits

Societal Benefits

Active transportation facilities can help make a community more accessible, affordable and equitable. It can encourage social interactions and create opportunities for face-to-face meetings, helping build trust, respect, understanding, and a sense of community.

Safety Benefits

Active transportation facilities that are well-designed enhance the overall visibility of active transportation users, helping to reduce the risk of collisions and fatalities, in addition to reducing the number of vehicles on the road. This can create a safer transportation system for all road users.

1.2 Plan Process

The View Royal Active Transportation Network Plan launched in March 2022. The year-long process was highly collaboratively involving the Town of View Royal, the consulting team, relevant stakeholders, and community members to create a multi-faceted plan that reflects the voices of the community and experts in the field to reshape the future of active transportation in View Royal. The plan was developed in five phases, as shown below:

- **Phase 1 – Network Summary & Baseline Conditions Assessment** involved 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** involved 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** involved identifying potential improvements and detailing the future network and design recommendations.
- **Phase 4 – Draft Plan** was developed after receiving feedback from the public, staff, and Council on the draft network options.
- **Phase 5 – Plan Finalization** occurred after the public Open House and presentation to Town Council.

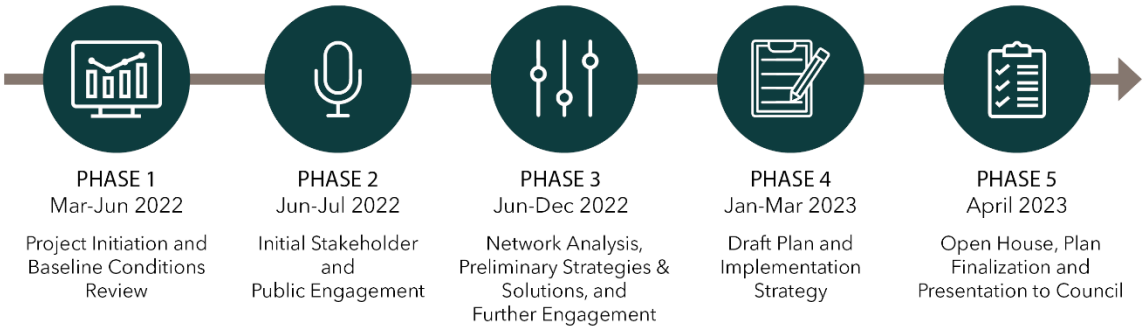


Figure 1. ATNP Project Phases and Timeline

Section 2 – Community Profile

2.0 COMMUNITY PROFILE

2.1 Location

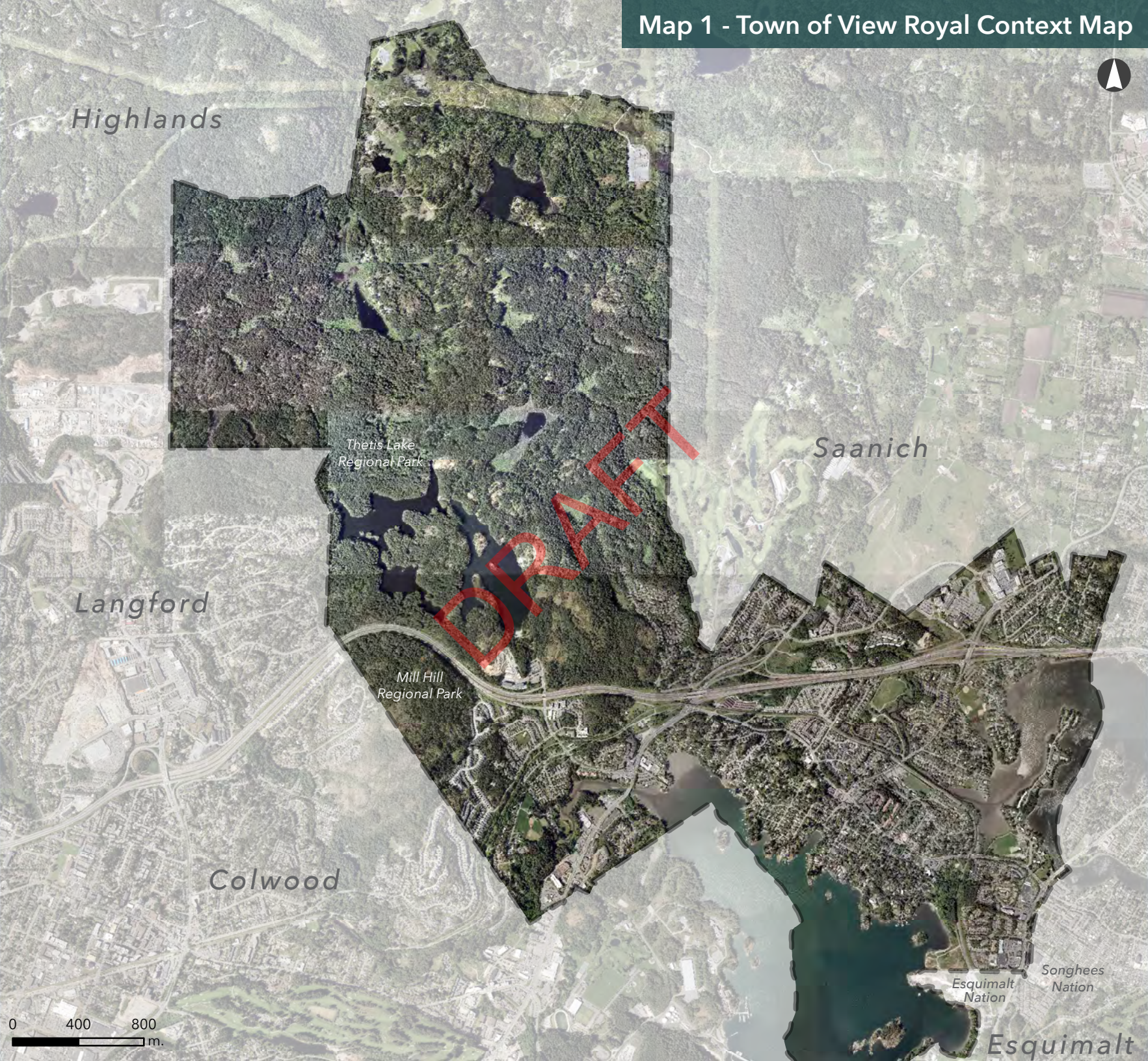
The Town of View Royal is situated on the traditional territory of the Lekwungen speaking people and is located on the unceded territory of the Esquimalt and Songhees Nations. Nestled between several other jurisdictions such as Esquimalt, Saanich, Langford, Colwood, Highlands, and the Esquimalt and Songhees First Nations; View Royal is a dynamic and inclusive community covering 14.36km^2 of land area.[1]

The Town benefits from access to nature, parks, and many natural amenities. Its land use is centred around three major transportation corridors – Highway 1 (Trans-Canada), the Island Highway, and the E&N (Esquimalt and Nanaimo) rail corridor. All three corridors contribute to View Royal's importance in the regional transportation system and with two major regional trails traversing the Town, it is a popular destination for active transportation.

Map 1 illustrates the geographic boundaries of the Town.

[1] Statistics Canada. (2016). *Census Profile, View Royal*. Available online at: https://tinyurl.com/4s7ybtth

Map 1 - Town of View Royal Context Map

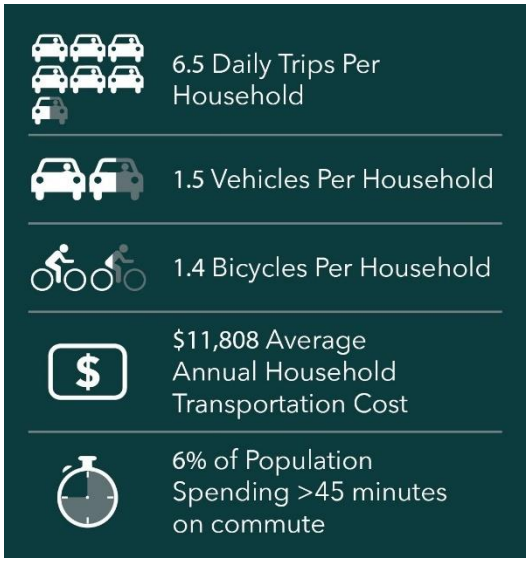


2.2 Demographic Highlights

As of the 2021 Statistics Canada Census, the Town had a population of 11,575 citizens.[2] This represents a population increase of 11% from the 2016 census, suggesting that the community continues to grow. This population increase is slightly higher than what was recorded across the Capital Regional District, which grew by 8% over this time.

The Town's median age is 44.8 years old, which is similar to the median age in the CRD (45.5 years old). Approximately 67% of the population is between the age of 15 to 64 years old, which is the age group that is most expected to use high-quality active transportation facilities and will have the easiest time shifting away from single occupancy vehicles. Of that 67%, 30% are under the age of 30, which is the most likely age group to rely on active transportation.

2.3 Transportation Mode Share



According to 2021 Statistics Canada journey to work data, most residents used a vehicle to commute to work, either as driver or passenger (79%). A combined 18% of residents used active transportation modes (i.e., cycling, walking, transit). Increasing from 2% in 2016, approximately 4% of residents use other modes (i.e., school bus, HandyDART, taxi, scooter etc.). Public transit (8%) was second highest in journey to work mode share followed by walking (5%) and cycling (4%). Between 2016 and 2021, the percentage of residents commuting to work by vehicle remained the same, whereas active modes of walking, cycling and transit decreased by 1%. The data from 2021 shows that only 21% of employed residents work within the Town, while the remaining 79% work outside of View Royal. This indicates that active transportation network planning cannot be done in isolation—the Town must work with neighbouring municipalities to ensure there are safe and direct connections. See

[2] Statistics Canada. (2022). (table). *Census Profile. 2021 Census of Population.* Statistics Canada Catalogue no. 98-316-X2021001. Ottawa. Released April 27, 2022. Available online at: https://tinyurl.com/3524c24s

Figure 2 for a graphic summary of the journey to work mode share comparison from 2016 to 2021.

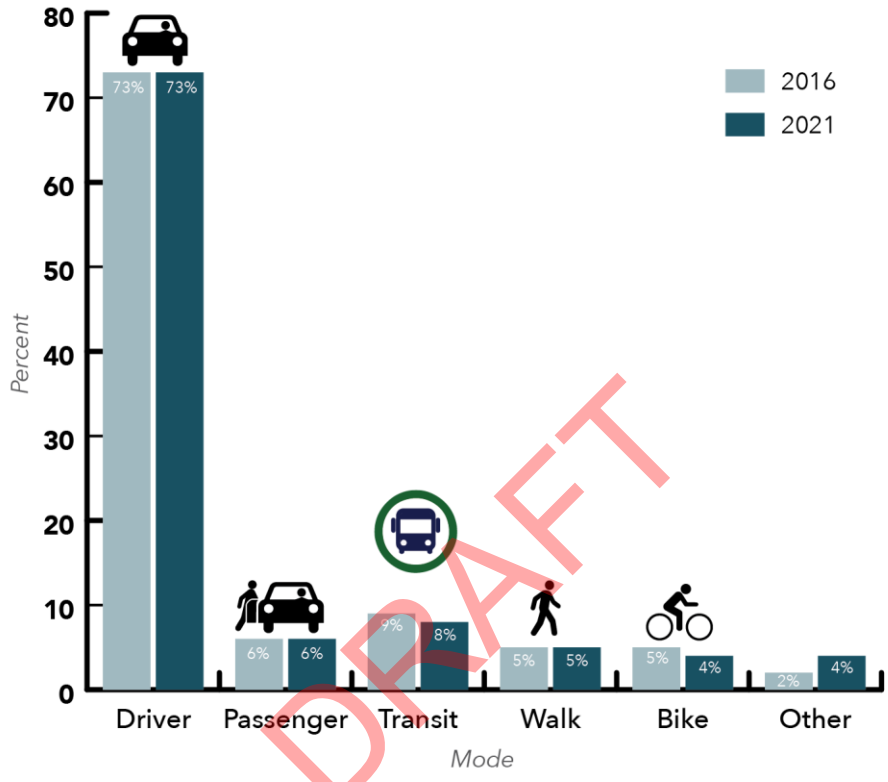


Figure 2 – View Royal Journey to Work Mode Share, 2016 vs. 2021

It must be noted that mode share data from 2016 is more representative of current conditions compared to data collected from the most recent census in 2021. The 2021 data represents the heightened impacts from COVID-19, which is not indicative of current transportation trends that involve more work, school and leisure related travel. However, the journey to work data from 2021 shows similar trends in most residents using a vehicle to commute to work, followed by public transit, with active modes being the least common travel method to work.

The 2017 CRD Origin-Destination Household Travel Survey provides data on resident travel patterns throughout the Capital Regional District. The survey reported that approximately 53,100 trips are made within View Royal per day. Of those trips only approximately 5,770 (or 11%) are made internally within the Town, while the

remaining trips are going to or coming from other Districts. **Figure 3** provides a summary of the mode split for all trips taken to, from, and within View Royal.

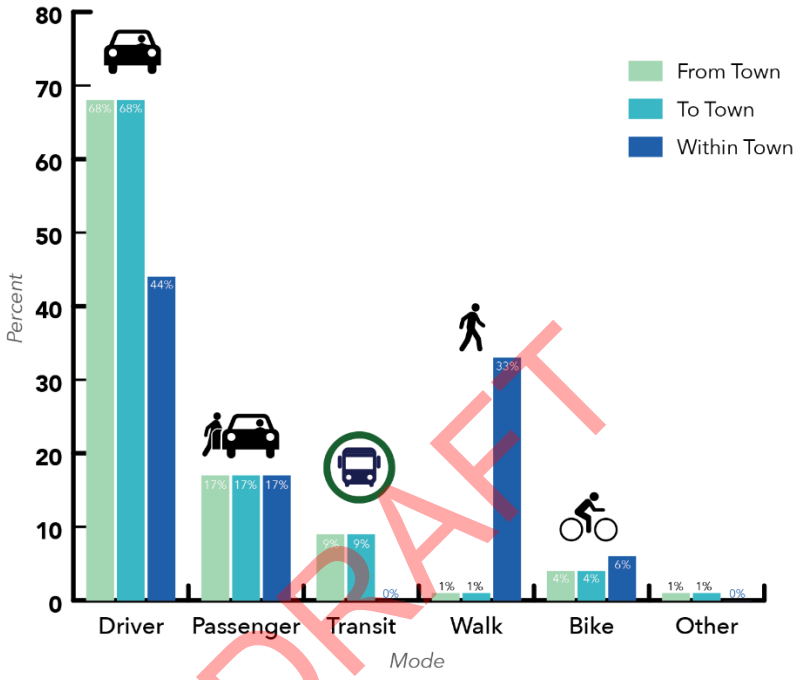


Figure 3 – Mode Split by Travel Mode (2017)

A summary of View Royal's mode share trends from the CRD Origin-Destination Household Travel Survey are as follows:

- Vehicle mode share is the highest among all modes but is significantly lower for trips within the Town.
- Transit mode share is less than 1% within the Town but is around 9% for trips to and from View Royal.
- Bicycle mode share is between 4%-6% for all travel destinations.
- 33% of users walk for trips within the Town, which is the second highest mode share for trips within the Town (after auto driver).
- Overall, use of active transportation is highest within the Town (39%); however, there is only a small subset of people that travel within the Town (5,770 trips out of 53,100 trips total).

A 2020 Housing and Transportation Cost Estimate Study[3] conducted by the CRD found that the average household in View Royal spends $11,808 on transportation per year, which is one of the highest among Core municipalities (Esquimalt, Oak Bay, Saanich, Victoria, View Royal). However, average household transportation costs in View Royal are still lower than many of the other municipalities within the West Shore and Saanich Peninsula (see **Table 1**).

As concluded in the CRD study, higher transportation costs are largely a product of vehicle ownership and costs are lower in geographies where a broader choice of transportation options are available. The data show that the number of vehicles owned has a proportionate impact on transportation costs. Although there does not appear to be a correlation between household bicycle ownership and transportation costs, developing a robust active transportation network with safe routes can make it easier for residents to be less reliant on their vehicles.[4]

Table 1 – Household Transportation Profiles

Jurisdiction	Vehicles per Household	Bicycles Per Household	Avg. Annual Household Transportation Cost
Victoria	1.08	1.13	$7,921
Esquimalt	1.20	1.14	$8,730
View Royal	1.54	1.35	$11,808
Oak Bay	1.60	1.54	$12,115
Saanich	1.67	1.48	$12,294
Average (Core)	1.44	1.33	$10,573
Average (Saanich Peninsula)	1.97	1.54	$14,953
Average (Westshore)	2.12	1.55	$16,375

[4] Capital Regional District. (2020). 2020 Housing and Transportation Cost Estimate Study. Available online at: https://tinyurl.com/yckbbk8a

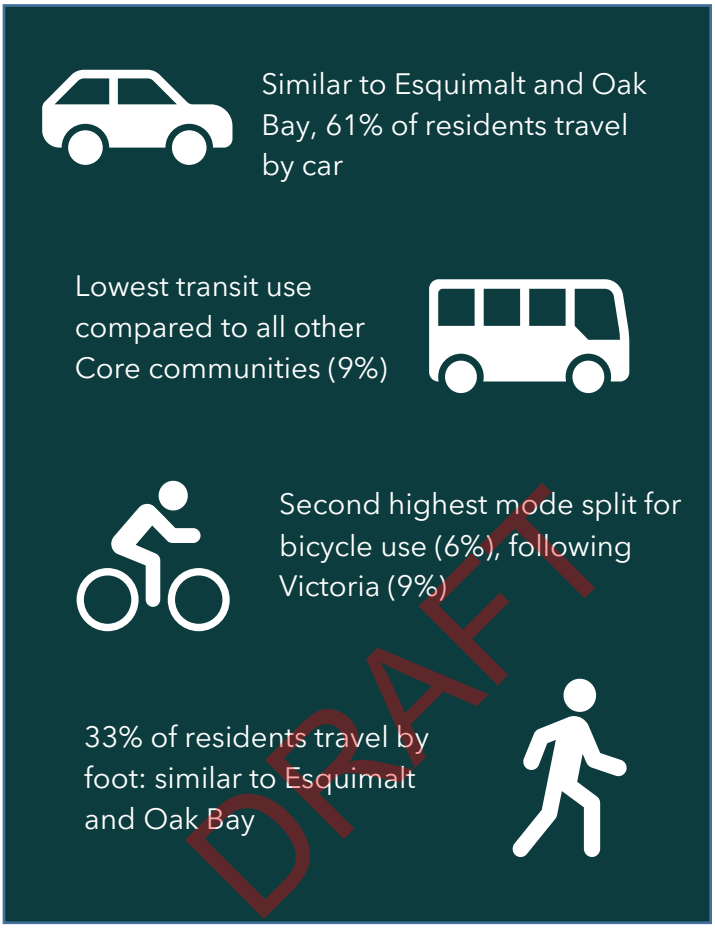
Overall, between 2011 to 2017, active transportation trips increased in the Town. Whether its trips to, from, or within the Town, the data indicate that active transportation mode share increased by 5-6% (see **Table 2**).

Table 2 – Active Transportation Trips 2011 vs 2017[5]

Year	Active Transportation Mode Share (from Town)	Active Transportation Mode Share (to Town)	Active Transportation Mode Share (within Town)
2011	9%	10%	34%
2017	15%	15%	39%

With this change the number of vehicles per household has decreased from 2011 to 2017 from 1.7 to 1.5. The following is a summary of mode split trends for View Royal compared to other municipalities within the Core, for trips that take place within each municipality.

[5] Note: this data is derived from the 2017 CRD Origin-Destination Household Travel Survey. It is showing trips over a 24 hour period. Active transportation includes walking, cycling and transit.


Similar to Esquimalt and Oak Bay, 61% of residents travel by car
Lowest transit use compared to all other Core communities (9%)
Second highest mode split for bicycle use (6%), following Victoria (9%)
33% of residents travel by foot: similar to Esquimalt and Oak Bay
DRAFT

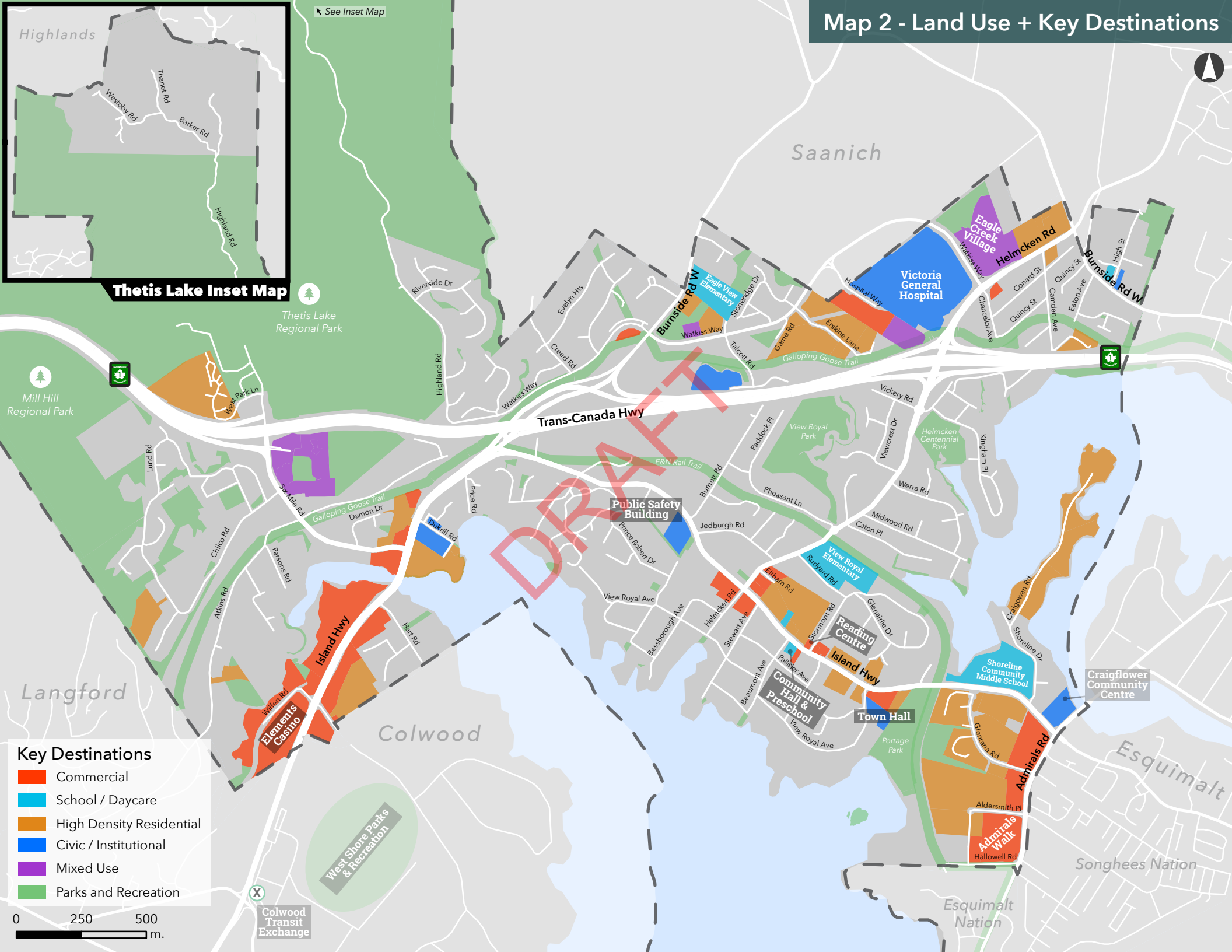
2.4 Land Use + Key Destinations

As a compact community, most residents live within a short distance to key destinations. The View Royal ATNP *Baseline Conditions Report* included a detailed list of the major land uses and key destinations in the Town. Many of the current and future land uses that support active transportation trips are shown in Schedule K (Community Development Framework) of the Town's OCP.

Furthermore, the Town will be updating their OCP soon, and it is anticipated that the updated OCP will include new land use designations that can help inform active transportation network planning.

Admiral's Walk (top) and Eagle Creek Village (bottom) are some of the top destinations among View Royal residents

Map 2 - Land Use + Key Destinations



2.5 Equity

Over the last 10 years, equity has become a more prominent part of active transportation planning in North America. The BC Active Transportation Design includes equity as one of the key guiding principles for inclusive mobility.[6] It provides the following definition:

WHAT IS EQUITY?

Equity as it relates to transportation refers to the distribution of impacts (benefits and costs) and whether the distribution of impacts is considered fair and appropriate.

-BC Active Transportation Design Guide

Equity as it relates to transportation refers to the distribution of impacts (benefits and costs) and whether the distribution of impacts is considered fair and appropriate. Equity impacts can include the quality of available transportation choices, indirect and external costs, transportation expenditures, and public resource allocation, among others. Well designed and maintained facilities make access to transportation more equitable by allowing active modes to travel safely and comfortably.

Even though equity is becoming more commonplace in active transportation planning, Canadian municipalities are still trailing their US counterparts. In the US, several publications and guidelines have been produced on the topic of active transportation and equity including a 2015 report called "At the Intersection of Active Transportation and Equity", which outlines how various US cities are addressing equity challenges within their transportation networks.[7]

The View Royal ATNP *Baseline Conditions Report* included a more detailed analysis of the relevant transportation equity indicators in the Town.

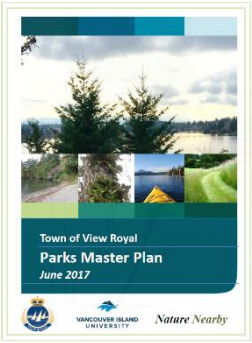
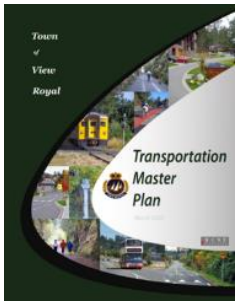
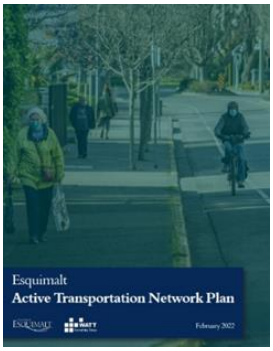
[6] Government of BC. (2019). BC Active Transportation Design Guide. Chapter B: Setting the Context. Available online at: https://tinyurl.com/4ctfxh7e

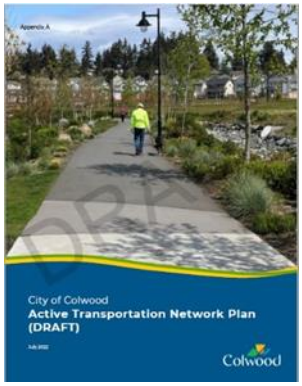
[7] Safe Routes to School National Partnership. (2015). At the Intersection of Active Transportation and Equity. Available online at: https://tinyurl.com/3w255r7h

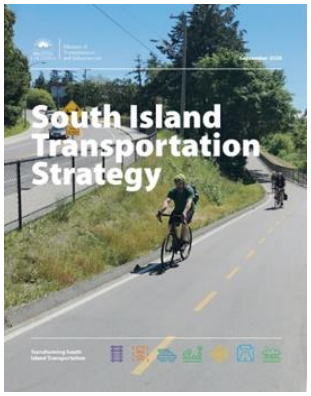
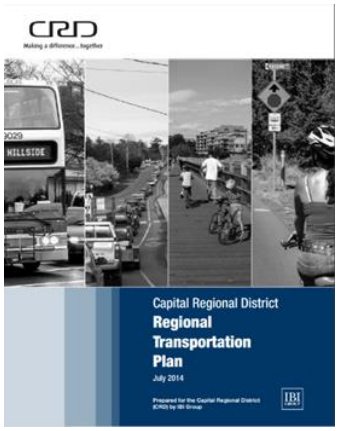
2.6 Planning and Policy Context

The Town, neighbouring communities and overall region have several planning and policy documents that have direct relevance to active transportation, summarized below.

Plan	Relevance to ATNP
Town Documents	
 **Strategic Plan (2019-2022)**	Sets a target of achieving 25% of all trips to work and school by walking, cycling, and transit.
 **Official Community Plan**	Builds on the Strategic Plan and highlights the need to create policies that promote walking, cycling, and transit. The Town of View Royal will be updating their OCP soon. It is anticipated that the OCP update will further emphasize the need for active transportation policies.
 **Community Climate Action Strategy (2022)**	The strategy identifies the significant impact of the transportation sector on GHG emissions. It envisions a zero-emission transportation system that connects View Royal with the region and aligns with provincial mode share targets. It calls for streets to be redesigned prioritize the needs of people walking, biking, and rolling more.

	**Parks Master Plan (2017)**	It identifies the most frequented parks in View Royal. Includes actions for the pedestrian and cycling networks that have not yet been implemented and will be considered in the ATNP process.
	**Traffic Calming Policy (2014)**	The policy supports the use of several traffic calming measures that could support the cycling network.
	**Transportation Master Plan (2008)**	Contains several recommended actions for the pedestrian and cycling networks that have not yet been implemented. The Town also completed a technical update to the Transportation Master Plan in 2016. These actions were reviewed as part of developing the ATNP.
Neighbouring Jurisdictions		
	**Township of Esquimalt Active Transportation Plan (2022)**	The Esquimalt ATNP identifies improvements to the cycling network that provide several critical connections to View Royal. These include protected bike facilities for the entire Admirals Road and Craigflower Road corridors, linking Esquimalt, Saanich, and Victoria to View Royal.

	**City of Colwood Draft Active Transportation Network Plan (2022)**	A key target of the draft plan is to ensure that all cycling connections to surrounding communities, including View Royal, are constructed to AAA (all ages and abilities) standards to provide safe regional connections for all.
	**District of Saanich Active Transportation Plan (2018)**	The District's pedestrian and bicycle network priorities connecting to View Royal include pedestrian improvements and cycling infrastructure on Burnside Road West and Watkiss Way, as well as All Ages and Abilities cycling infrastructure on Admirals Road crossing the bridge and connecting to View Royal and Esquimalt.
Regional Documents		
	**BC Transit Esquimalt – View Royal Local Area Transit Plan (2021)**	While the plan is focused on transit related improvements, it recognizes the important connection between transit and active transportation. The plan indicates that all active transportation infrastructure recommendations need to consider the potential impacts on transit service delivery.

	**MOTI South Island Transportation Strategy (2020)**	The high-level strategy document provides two improvement opportunities relevant for View Royal: overall improvements to the Galloping Goose Regional Trail and a Park and Ride facility at Six Mile where Highway 1, Old Island Highway and Burnside Road meet and where the Galloping Goose and E&N Trails converge. A Park and Ride would facilitate cycling and vehicle trips to access public transportation and carpooling.
	**BC Active Transportation Design Guide (2019)**	The BC Active Transportaion Design Guide (BCATDG) was released by the BC government in June 2019. The guide is a comprehensive set of planning and engineering guidelines offering recommendations for the planning, selection, design, implementation, and maintenance of active transportation facilities across the province. It contains engineering principles and best practices from the municipal, provincial, national, and international levels. Several of the recommendations from the BCATDG have been incorporated into the View ATNP including Section 5.3 (Design Guidelines).
	**CRD Regional Transportation Plan (2014)**	An outcome identified in the Regional Transportation Plan directs the CRD to work with municipalities to establish 'mobility hubs', one being in the View Royal Town Centre. These are locations of regional activity and regional destinations where transportation modes will integrate seamlessly and efficiently, and where both the traveler environment and urban form will encourage transit, active transportation and other alternatives to driving alone.

	**CRD EV & E-bike Infrastructure Planning Guide (2018)**	This guide provides strategies for local governments to expand EV and E-Bike charging infrastructure in the Capital Region. It provides detailed direction on several topics including e-bike parking design guidelines for new developments. Currently, the Town's Zoning Bylaw contains requirements for energizing Class 1 bicycle parking spaces, but does not provide direction on parking design guidelines for non-standard bicycles such as electric bikes.

2.7 Existing Active Transportation Facilities

The View Royal ATNP *Baseline Conditions Report* provides a detailed overview of the Town's existing active transportation conditions. This section provides a summary of the Town's existing active transportation facilities and are illustrates in **Map 3** and **Map 4**.

2.7.1 Pedestrian Facilities

There are several different types of pedestrian facilities within the Town with concrete sidewalks being the most common. There are currently 26.3 kilometres of sidewalks across the community with most found on all arterial and collector roads including Helmcken Road, Island Highway, and parts of Watkiss Way. However, most local (residential) roads do not have a sidewalk. Beyond the sidewalk, other pedestrian facilities include multi-use pathways / trails and local trails. Each facility type is described in more detail below.

E&N Rail Trail

Multi-use Pathway

The BC Active Transportation Design Guide defines multi-use pathways as off-street facilities that are physically separated from motor vehicle traffic and can be used by any non-motorized user. Examples include the E&N Rail Trail and the Galloping Goose.

Example of a local trail

Local Trail

Local trails are off-street facilities that are physically separated from motor vehicle traffic and are primarily designed for pedestrians but can also accommodate bicycles. They come in varying widths and can be paved or not.

Helmcken Rd at E&N Rail Trail

Separated Sidewalk

A separated sidewalk has a 'furnishing zone' or boulevard that separates the sidewalk from the roadway. The furnishing zone acts like a buffer and enhances pedestrian safety and comfort while providing a space for sidewalk amenities and utilities. These facilities provide additional benefits including street trees, which provide shade, traffic calming, and place making. Separated sidewalks are found on Helmcken Road, Island Highway, and parts of Watkiss Way, for example.

The BC Active Transportation Design Guide recommends separated sidewalks along all arterial roads, areas with high pedestrian activity, and along collector roads that are near health care facilities and school zones.

Admirals Rd

Non-separated Sidewalk

A sidewalk that is located directly next to the roadway but is physically separated from the roadway by a curb. According to the BC Active Transportation Design Guide, streets like Admirals Road should have a separated sidewalk to improve walking conditions for all ages and abilities. Admirals Road is a busy vehicle corridor with over 12,000 vehicles per day.

Midwood Rd

Unimproved Roads without Sidewalks

While some local / residential roads have sidewalks on one or both sides, there are many such as Midwood Road and parts of View Royal Avenue that do not have any pedestrian facility. This results in pedestrians having to share the road with vehicles. The BC Active Transportation Design Guide recommends that in urban environments, all local roads should have a sidewalk on at least one side.

2.7.2 Cycling Facilities

There are three main cycling facilities in the Town with bicycle lanes being the most common, followed by multi-use pathways and shared-use lanes. Combined, they represent 29.3 kilometres of cycling facilities. All multi-use pathways are off-street facilities whereas most of the on-street cycling facilities (bicycle lanes and shared-use lanes) are found on arterial roads such as Helmcken Road and Island Highway. Burnside Road West, Watkiss Way, and Six Mile Road have either a bicycle lane or a shared-use lane for part of the corridors.

Table 3 – Existing Cycling Network Inventory

Type	Length (km)	Percentage
Multi-Use Pathway	10.6	36.1%
Bicycle Lane	14.7	50.2%
Shared-Use Lane	4	13.7%
Total	**29.3**	**100%**

E&N Rail Trail

Multi-use Pathway

The BC Active Transportation Design Guide defines multi-use pathways as off-street facilities that are physically separated from motor vehicle traffic and can be used by any non-motorized user. Examples include the E&N Rail Trail and the Galloping Goose. According to the Design Guide, they can be considered a comfortable facility appropriate for people of all ages and abilities. However, they may feel less comfortable if there is a high volume and a diverse mix of users, as this can make the pathway feel congested and can be uncomfortable if the speed differential between users is high.

Helmcken Rd

Bicycle Lane

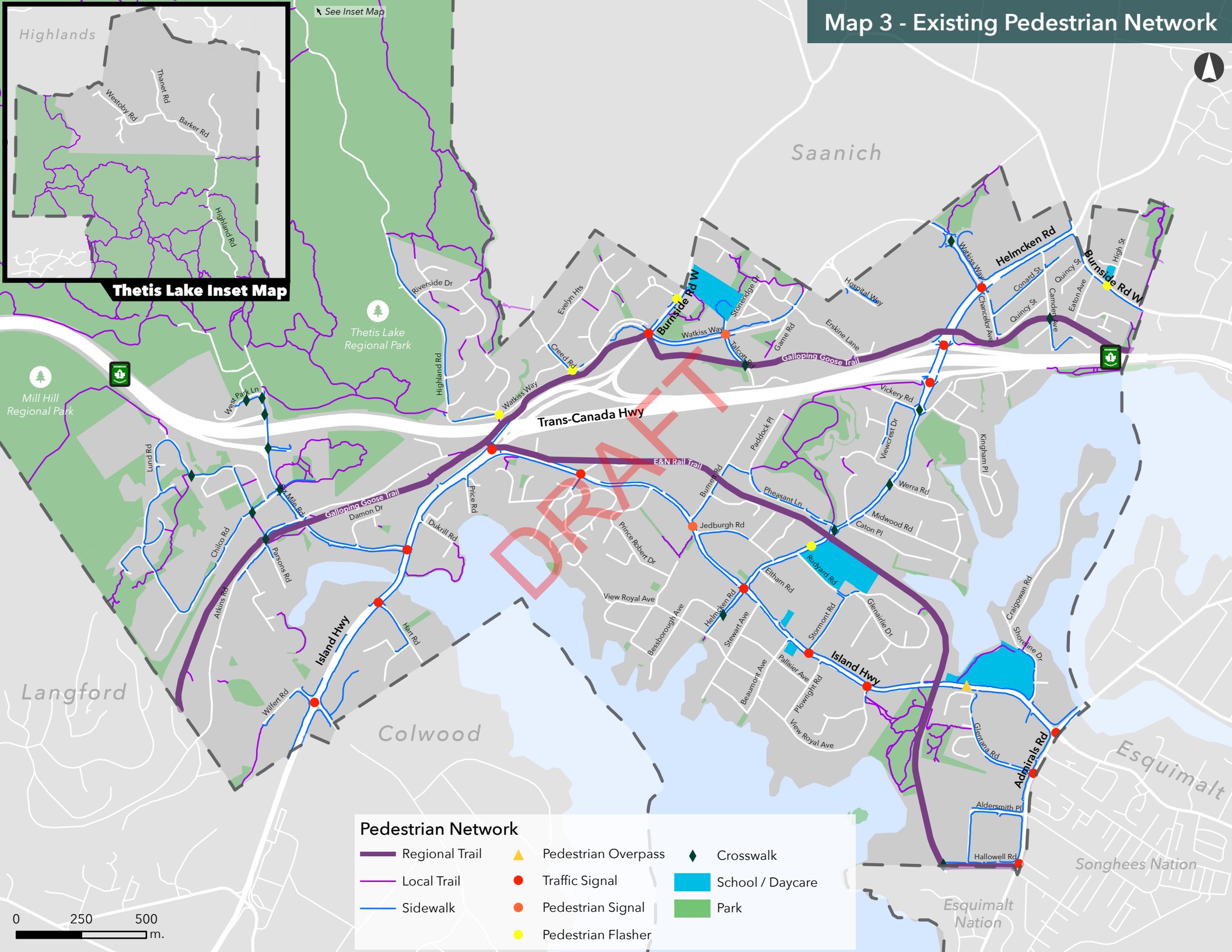
A bicycle lane is defined by the BC Active Transportation Design Guide as a lane that includes only a white longitudinal line running parallel to the alignment of the road to visually separate the bicycle lane from the motor vehicle and/or parking lanes. Bicycle lanes are representing the majority of cycling facilities in Town and are found on Helmcken Road, Island Highway, Six Mile Road, Watkiss Way, Admirals Road, and Burnside Road West. A bicycle lane is not considered an all ages and abilities cycling facility and is no longer recommended on major roads with more than 4,000 vehicles/day.

Chancellor Ave

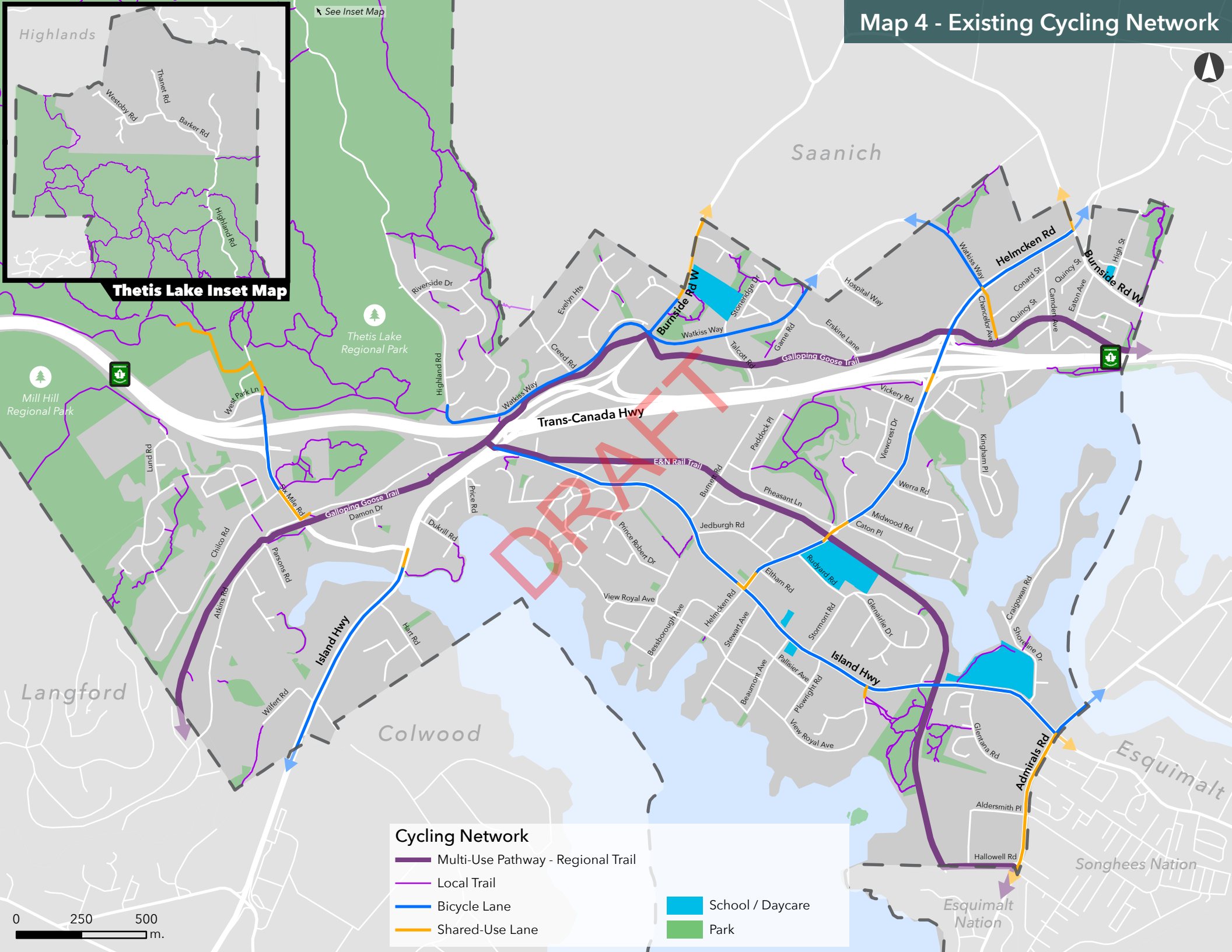
Shared-Use Lane

A shared-use lane is a general purpose lane that has enough space to accommodate the use of the lane by both motor vehicles and cyclists. The intent of these lanes is to provide sufficient space for a motor vehicle to safely overtake a cyclist. Shared-use lanes are found on Helmcken Road, Admirals Road, Island Highway, Six Mile Road, Chancellor Avenue, and Burnside Road West. A shared-use lane is not considered an all ages and abilities cycling facility and people cycling do not feel comfortable using these facilities. Shared-use lanes are no longer recommended from both BC Active Transportation Design Guide and TAC, unless it is a lower speed/lower volume local road.

Map 3 - Existing Pedestrian Network



Map 4 - Existing Cycling Network



Section 3 – Public Engagement

3.0 PUBLIC ENGAGEMENT

3.1 Overview

The public engagement process involved various methods to participate within two rounds of feedback:

- **Round 1** invited the View Royal community to share their thoughts on barriers, issues and opportunities surrounding the existing active transportation network. This round introduced the community to the project, worked toward promoting understanding and support for active transportation, and obtained specific feedback regarding barriers and challenges faced when using active transportation.
- **Round 2** invited the View Royal community to provide feedback on the draft vision, goals and priorities for active transportation improvements developed based on what was heard in Round 1.

3.2 What Was Done

The public was invited to participate using a number of virtual and in-person activities, outlined below.

Online Survey #1 – Feedback on Barriers and Opportunities

The online survey was hosted on the survey platform 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.

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. 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.

Stakeholder Interviews

Throughout July and August 2022, interviews were conducted virtually via Microsoft Teams with representatives from key stakeholder groups. Each interview was 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. In the end, eight interviews were completed in total with the organizations listed below. The stakeholders who were invited but did not participate were either not available or not interested in participating in the interview process.

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

Bikeshops

Three bikeshops were held in November 2022 that involved community members participating in a bicycle tour, guided by members of the consulting team, of where higher priority active transportation improvements are recommended. The bikeshops offered the community an opportunity to explore the state of transportation infrastructure across View Royal. Ultimately, the purpose of the bikeshops was to

present elements of the network analysis including different improvement options for the pedestrian and cycling infrastructure that are being considered in the draft ATNP. The specific objectives of this engagement activity were three-fold:

1. Show the community (in-person) where the higher priority (i.e., short-term) active transportation improvements are recommended, which are informed by previous public engagement feedback and through a technical analysis completed by the consulting team that looked at areas of highest pedestrian and cycling need.
2. Receive feedback from the community on the proposed improvements.
3. Promote active transportation—and raise general awareness of the project—to community members.

Online Survey #2 – Feedback on Vision, Goals & Draft Options

Similar to the first survey, the second was offered to the public via the Alchemer platform and 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 November 24 to December 15, 2022. It included several close-ended questions and some open-ended questions about draft goals, vision, and the proposed short-term infrastructure improvements.

General Feedback on the ATNP

Throughout the development of the ATNP, Town staff also received comments from the Town of View Royal Advisory Committee, Capital Bike, and members of the public. Many of those comments—and the specific recommendations—were considered as part of developing the ATNP.

Draft ATNP Public Open House

*****TO BE COMPLETED*****

Promotional Tools

Each of the engagement activities were promoted using several tools, including the following:

- Project Webpage
- Social Media (Facebook, Instagram, and Twitter)
- Eventbrite (bikeshop invitations)
- Local media outreach
- Posters around the community
- Emails to key stakeholders

By the numbers:

- **706 total survey responses**
- **76 ideas fair participants**
- **8 stakeholder interviews**
- **29 bikeshop participants**

3.3 What We Heard

A high-level summary of what we heard in the first round of engagement is presented below. The results of the second round of engagement are detailed in **Sections 5-7** to provide the community's level of support for the proposed improvements. For a more in-depth summary of both engagement rounds, see *What We Heard Report #1* and *What We Heard Report #2*.

3.3.1 Walking and Rolling

Barriers

The top barriers to walking and rolling in View Royal were identified by participants in the following order of priority:

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

Participants of the ideas fair provided a few additional barriers to walking and rolling:

- More sidewalk space and protection are needed for pedestrians

- Many road crossings feel unsafe due to vehicle traffic and the length of time needed to cross

Improvements

The most desired improvements for walking and rolling in View Royal were identified by participants in the following order of priority:

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

Participants of the ideas fair indicated a few additional improvements to prioritize for walking and rolling:

- Crossing improvements including shorter distances and advance signals for pedestrians (referred to as 'leading pedestrian interval')
- Safer routes to schools
- Greater protection for pedestrians, with a focus on all ages and abilities

3.3.2 Cycling

Barriers

The top barriers to cycling in the Town were identified by participants in the following order of priority:

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

Ideas fair participants provided additional feedback regarding barriers to cycling:

- The intersection at Island Highway and Admirals Road is not comfortable for people cycling

- Connectivity and continuity of the cycling network is lacking
- Different modes, abilities, and speeds on trails (especially the E&N) creates conflict between users

Improvements

The most desired improvements for cycling in the Town were identified by participants in the following order of priority:

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

Ideas fair participants expressed additional improvements 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
- Better lighting on trails

3.3.3 Connections

Satisfaction with Trail Connections

Survey respondents rated their level of satisfaction regarding connections between the Town's neighbourhoods and the E&N and Galloping Goose regional trails. 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 (i.e., there is not currently enough separation between these users on the trails), connections between trails / pathways and other bike routes, signage and pavement markings, and maintenance of pathway / trail connections.

Regional Connections

The surrounding communities that survey respondents reported to be the most challenging to access via active transportation are Colwood, Langford and Saanich, respectively.

3.3.4 Road Safety

The top three roads in View Royal that were identified to be the most unsafe to walk, roll and cycle on are as follows:

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

3.3.5 Level of Investment

Survey respondents selected the types of projects or initiatives that should have more investment. The projects with the highest proportion of respondents that indicated more investment include:

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

Section 4 – Plan Framework

4.0 PLAN FRAMEWORK

4.1 Vision

As part of this Active Transportation Network, a vision has been established for what View Royal aspires to be in 10 years from now. It builds on and aligns with other important community planning processes including the 2018 Official Community Plan update and input received from View Royal's residents and stakeholders through Online Survey #2.

View Royal is a dynamic, inclusive, and connected community that recognizes the impacts of climate change. Its active transportation network allows residents and visitors alike to move around the community safely by walking, cycling, or rolling. The active transportation network connects neighbourhoods, schools, employment destinations, natural environments including parks and green spaces, and with regional trails and neighbouring communities. A connected, compact, and safe network of active transportation facilities make driving the least attractive option and change the culture of transportation in View Royal, helping the town reduce GHG emissions, boost its local economy, and enhance its overall resilience—meeting the needs of the present and future generations.

4.2 Objectives

Four distinct objectives have been identified as part of this plan, which aim to provide tangible targets so that View Royal can achieve its active transportation vision.

Objective #1: The Culture of Active Transportation

Embed active transportation culture into all decisions related to transportation.

Targets:

- ☐ Achieve the mode share target of 25% of all trips to work and school by an active mode
- ☐ Achieve the climate target of a 36% reduction below 2007 levels
- ☐ All elementary schools have participated in the Ready, Step, Roll Active School Travel Planning Program
- ☐ Create an active transportation coordinator position at the Town

Objective #2: All Ages & Abilities Facilities

Create an extensive active transportation network of all ages and abilities facilities that supports walking, rolling, and cycling.

Targets:

- ☐ A physically protected cycling facility is constructed on one east-west arterial corridor and one north-south arterial corridor
- ☐ All upgrades to major intersections are designed to be universally accessible
- ☐ There are zero injuries and/or fatalities for those who use active transportation modes
- ☐ Bus stops with at least 10 boardings / alightings per day are connected to pedestrian facilities that are universally accessible

Objective #3: Local & Community Connections

Strengthen the connections of the active transportation to the Town's key natural and community destinations including parks, regional trails, schools, and commercial centres.

Targets:

- ☐ Regional trails are accessible by an all ages and abilities facility
- ☐ All Town parks provide short-term bicycle parking
- ☐ All designated OCP Growth Areas (i.e., Future Town Centre, Neighbourhood centres, Community Corridors) are accessible by an all ages and abilities cycling facility

Objective #4: Regional Connections

Take a regional approach to active transportation planning by collaborating with neighbouring municipalities and the Capital Regional District to improve walking and cycling connections to and from View Royal.

Targets:

- ☐ All regional trail crossings are designed to the same standard
- ☐ All active transportation connections to neighbouring jurisdictions must be coordinated and conform to all ages and abilities standards

Section 5 – Future Active Transportation Network

5.0 FUTURE ACTIVE TRANSPORTATION NETWORK

5.1 Network Analysis

The development of View Royal's future active transportation network followed a multifaceted approach to capture the public interest and meet the needs of View Royal residents and visitors. Specifically, the approach to the network development process was three-fold:

1. A technical analysis as part of the baseline conditions and review of the community profile, policy & planning context, and existing transportation network;
2. Public engagement through an online survey, Ideas Fair, and interviews with key stakeholders; and
3. A transportation needs assessment through a number of weighted criteria using spatial analysis including proximity to schools, bus stops, parks, trails, future growth, and other factors.

The combination of all three approaches allowed for more balance in designing the future active transportation network and provided insight into ranking some of these projects that could happen in the short-term (within 10 years) or as part of the ultimate network (beyond 10 year time horizon).

The prioritization of these projects relied primarily on the transportation needs assessment and the following criteria were used:

Pedestrian Network

- Roads with high traffic speeds and volumes
- Connections to schools
- Sidewalks in or near future land growth
- Sidewalks in proximity to lower income areas
- Connections to bus stops
- Connections to parks
- Connections to trails

Cycling Network

- Roads with high traffic speeds and volumes
- Connections to schools
- Facilities in or near future land growth
- Facilities in proximity to lower income areas
- Facilities on high activity cycling corridors
- Connections to bus stops
- Connections to parks
- Connections to trails

5.2 Ultimate Network

The ultimate network is intended to meet the vision of this plan and identifies the general location of all future active transportation facilities in the Town. Achieving the ultimate network may take several years, require significant financial resources, and continued engagement with the public and key stakeholders. That said, achieving the ultimate network will allow the Town to meet the objectives and specific targets set out in this plan and, more broadly, create a connected, compact, and safe active transportation network suitable for ages and abilities. The philosophy of this network is to provide comfortable and safe options for people to use active transportation for their travel, especially those interested in active transportation but who may still be reliant on their vehicle due to safety concerns.

The ATNP is a 10-year plan and it may not be possible for the Town to achieve its ultimate network within this time horizon. The intent is to provide an aspirational network and provide a guide for future development of the active transportation network. Having a clear vision of what the ultimate network will look like will help the Town to identify opportunities and leverage contributions and improvements through new private development or through road maintenance and upgrade projects.

5.2.1 Pedestrian Network

View Royal is a compact community with a high proportion of its residents walking and rolling within the Town. The pedestrian network is the cornerstone of transportation as all trips start or end with walking or rolling and as such it is important that the pedestrian network be comfortable, convenient, and safe for everyone.

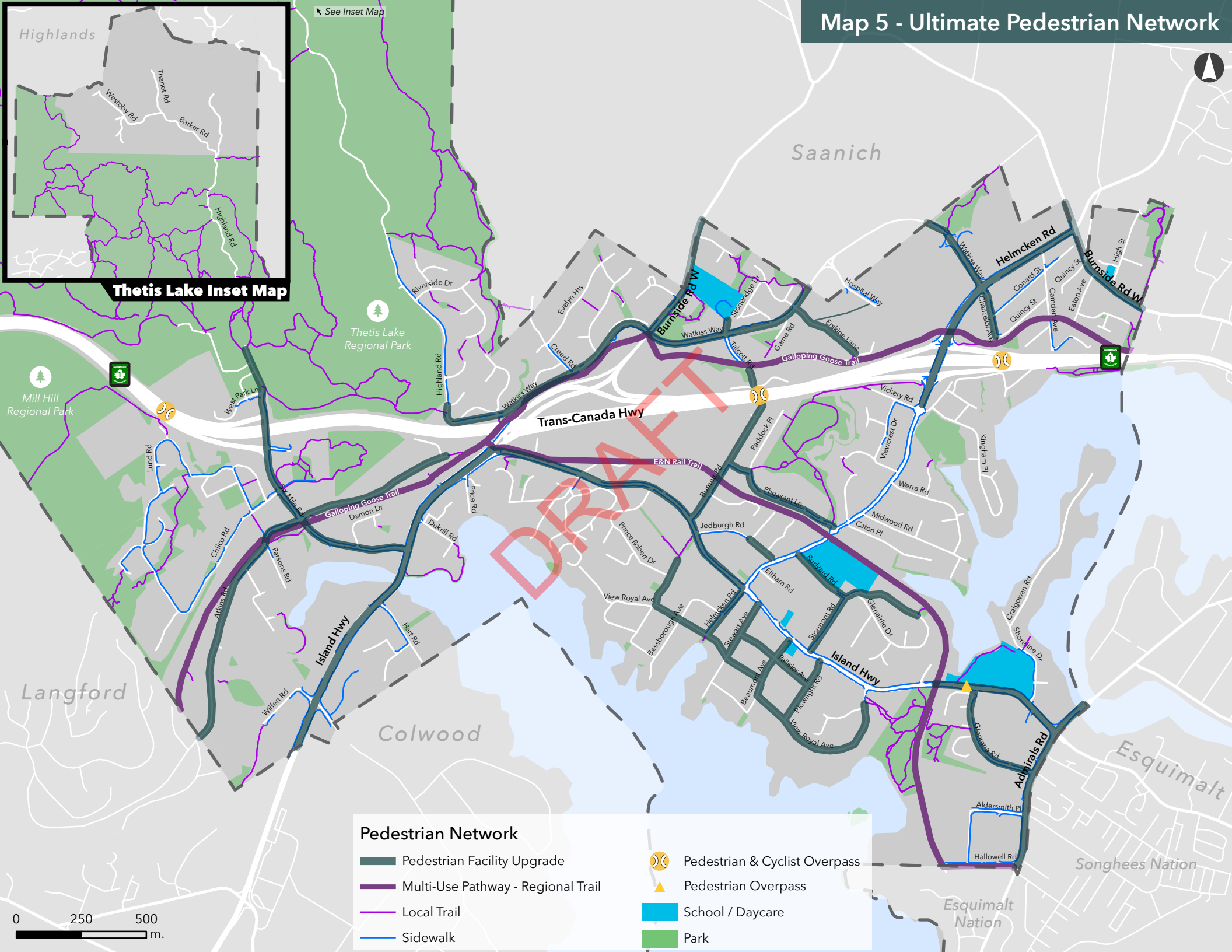
Map 5 identifies the Town's future pedestrian network. Ultimately, the future pedestrian network should consist of **sidewalks on both sides of arterial and collector roads, or any road that is in proximity to schools, parks, or other key community destinations**.

Map 5 shows the segments where there is a need for:

- A pedestrian facility to address a gap to the network (either on one side or both sides of the road), or
- An upgrade to an existing pedestrian facility due to:
    - vehicle volumes and speeds
    - proximity to key destinations that attract pedestrian activity
    - existing facilities that are too narrow

The east side of Helmcken Rd (top) is designated as 'Neighbourhood Mixed Use' in the draft OCP, where a future separated sidewalk could be considered through development. Photo (bottom) shows at at-grade sidewalk on Island Highway with minimal buffer from the motor vehicle lane. This location could also be a considered for a pedestrian facility upgrade as part of the ultimate network.

Map 5 - Ultimate Pedestrian Network



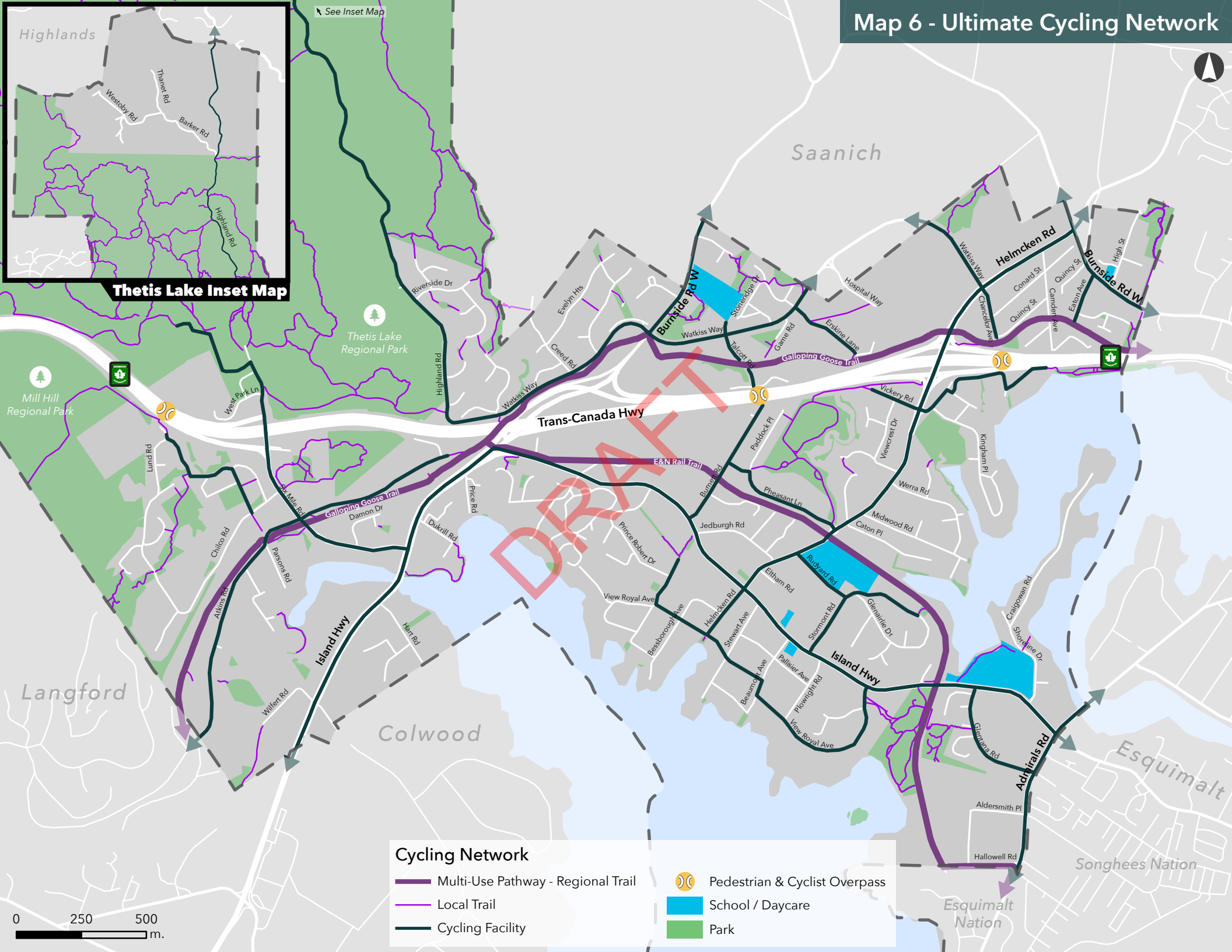
5.2.2 Cycling Network

The ultimate cycling network identifies all the critical connections that are needed to make cycling a more attractive, convenient, and safe option for people cycling in View Royal. View Royal is positioned in a strategic location between the West Shore and downtown Victoria thus having access to many diverse employment opportunities, shopping, amenities, and other key destinations. Further, View Royal benefits from the two regional multi-use pathways (Galloping Goose Trail and E&N Rail Trail) that offer safe and comfortable ways for people to travel around by bicycle.

Map 6 illustrates the ultimate cycling network that is intended to maximize connections to the two regional multi-use pathways. Further, the ultimate network shows connections to many of the key destinations within the Town, along with connections to neighbouring municipalities to enhance View Royal's cycling network and provide more separation and protection from motor vehicles either through on- or off-street facilities as well as improved connectivity.

Island Highway west of Burnett Rd (top) and Helmcken Road south of Vickery Rd (bottom) both provide painted bike lanes. As part of the ultimate network, both locations should be candidates for a protected cycling facility due to existing vehicle volumes and their connectivity to key destinations.

Map 6 - Ultimate Cycling Network



5.3 Design Guidelines

This section provides the framework for implementation of the active transportation network in View Royal. The intent of establishing active transportation design guidelines is to enable the Town to select appropriate facility types when moving forward to the detailed design stage.

Detailed design guidance is provided for pedestrian and cycling infrastructure, including information around the process of selecting the appropriate facility type based on various factors (e.g., vehicle volumes, vehicle speeds, adjacent land use, pedestrian / cyclist volumes, etc.). This section also offers design guidance for intersections and crossings and provides direction on universal design to ensure that the future network accommodates the needs of all ages and abilities, regardless of any type of physical or cognitive impairment. This section draws heavily from the BC Active Transportation Design Guide.

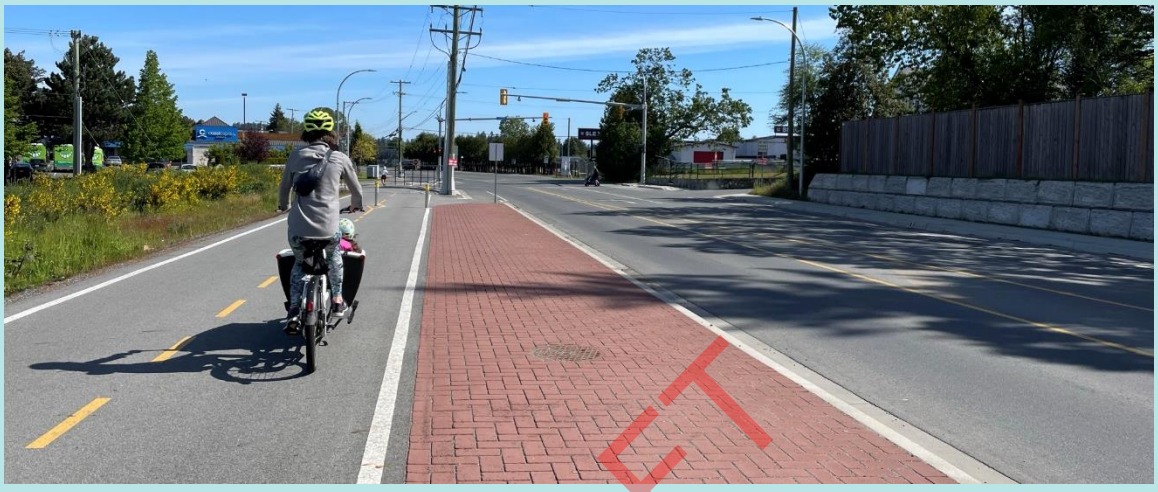
What is quick-build active transportation infrastructure?

Quick-build active transportation refers to facilities that are temporary in nature and often treated as a pilot project to gauge community interest and utilization. Quick-build materials are flexible and inexpensive, which allow adjustments to be made after implementation. Materials include delineator posts, rubber curbs, and planter boxes, for example. Quick-build offers many benefits including (1) does not require removal of existing infrastructure like curbs, (2) geometric layout of the road does not require changes, and (3) they do not result in significant impacts to utilities or drainage.

Examples of quick-build facilities with protected bike facilities on Tillicum Road in Saanich (left) and an adaptive sidewalk on Langford Street in Victoria West (right).

5.3.1 Facility Types

Multi-Use Pathway



Definition: Multi-use pathways (MUPs) are typically off-street pathways that are separated from motor vehicle traffic and can be used by any active transportation user, including people walking, cycling and rolling. MUPs typically accommodate bi-directional travel and are commonly shared spaces. Separation between people walking and rolling, and people cycling may be considered if there is a large number of users and/or there have been conflicts between the two active transportation user groups.

Applicability: Typically, when vehicle volumes are in the range of 2,500 to 4,000 per day and/or vehicle speeds exceed 50 km/h.

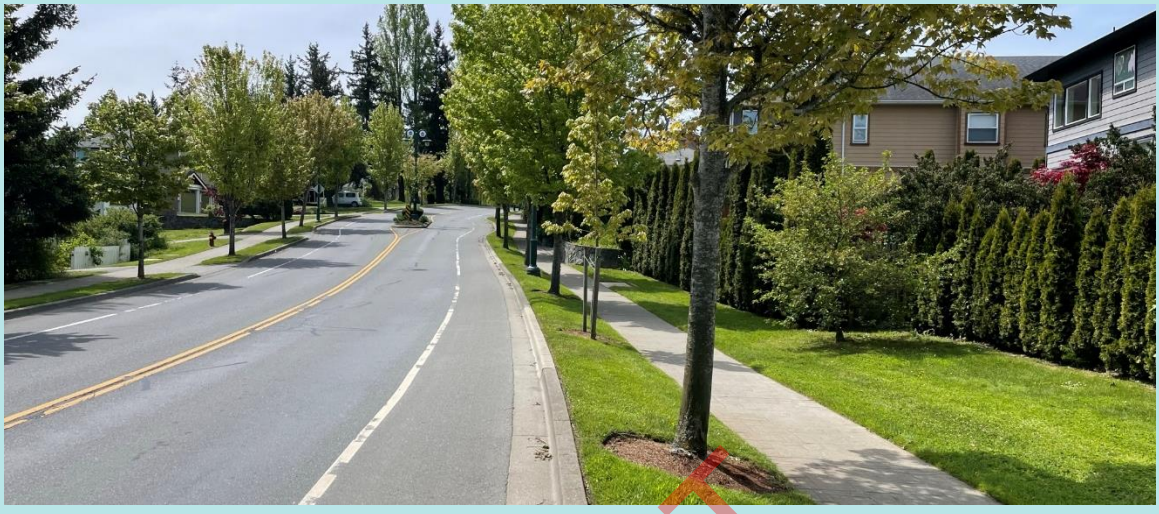
Width: 6.0 m (optimal), 4.0 m (desirable), 3.0 m (constrained)

Surface Material: Asphalt provides a smooth surface that is accessible for all user groups. Unpaved pathways could be considered in rural or suburban areas, but they can be challenging for people with mobility aids, people with visual impairment, and hinder the cycling experience by creating discomfort.

Slope: Less than 5% to ensure accessibility for people using mobility aids, recommended slope is around 2%.

Signage: Shared pathway sign (MUTCDC RB-93), which indicates that both people walking and cycling are allowed to use this facility.

Sidewalk



Definition: A sidewalk is a facility dedicated to people walking and rolling and is adjacent to the roadway. It consists of ample space for pedestrian movement and if separated from the roadway can provide sidewalk amenities and utilities, in addition to improved safety and comfort for its users.

Pedestrian Facility Selection: Typically, a separated sidewalk should be preferred when one of the following conditions is met: (1) motor vehicle speeds exceed 30 km/h (2) located near a school zone, (3) the facility is located nearby commercial, mixed use and other key community destinations that have the potential to generate significant pedestrian traffic.

Furnishing Zone: The width and the type of amenities in a separated sidewalk will predominantly depend on available right-of-way, land use context, and road type. The following table summarizes the considerations and appropriate widths.

Surface Material: Concrete is the standard material used for sidewalks, alternative surface materials are asphalt (shorter lifespan, less expensive, may be appropriate for rural or park areas), and permeable concrete or porous unit pavers (helps manage stormwater). As a quick-build option, adaptive sidewalks could be considered to provide space for people walking and rolling by altering the existing streetscape with low concrete curbs and white posts on the edge of the roadway.

Slope: Less than 5% to ensure accessibility for people using mobility aids. A maximum of 8.3% could be accepted as long as intermittent landings are provided every 9.0 m.

The following table provides recommended standards for sidewalks across View Royal based on land use and road type.

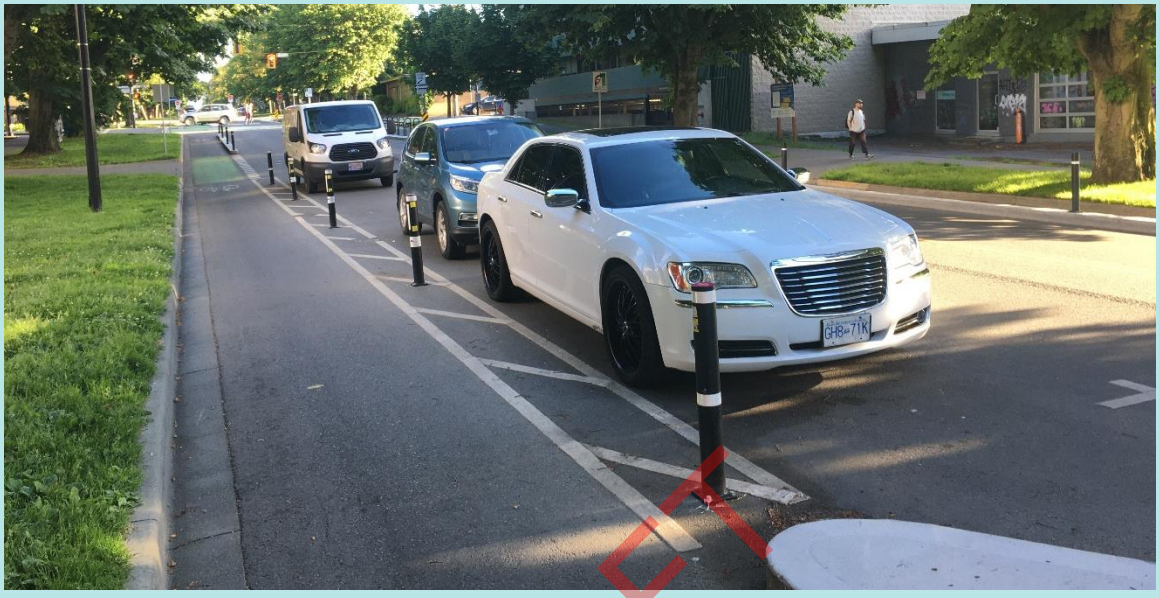
Table 4. Recommended Sidewalk Facility Widths

Land Use / OCP Designations	Road Type	Separation	Side	Desirable Width (m)	Constrained Width (m)
Low – Medium Density Residential	Local	Non-separated or Separated	One side	1.8	1.8
	Collector / Arterial	Separated	Both sides	1.8	1.8
High Density Residential	Local	Non-separated or Separated	One side	2.1	1.8
	Collector / Arterial	Separated	Both sides	2.4	1.8
Commercial Mixed Use / Community Corridor / Neighbourhood Centre / Town Centre	Any	Separated	Both sides	2.4 – 3.0	2.1

Table 5. Recommended Furnishing Zones for Sidewalk Facilities

Furnishing Zone Type	Land Use	Desirable Width (m)	Constrained Width (m)	Comments
Basic	Any	2.0	0.6	• 0.75 m minimum if parking is provided to allow for opening doors of parked vehicles. • 0.9 m minimum for streetlight and utility poles. • 1.5 m minimum for street trees.
Enhanced	Commercial Mixed Use / Town Centre	3.0 – 5.0	3.0	• 3.0 m minimum if transit stop with high activity to allow for bus shelter, landing pad, etc. • Larger width when vehicle speeds exceed 50 km/h and vehicle volumes exceed 4,000 per day.

Protected Bike Lane



Definition: A designated lane for people cycling and other active transportation users that is physically separated from motor vehicle traffic and people walking and rolling.

Applicability: Typically when vehicle volumes are in the range of 2,500 to 4,000 per day and/or vehicle speeds exceed 50 km/h.

Width: The following table identifies the suggested width for the bike lane and the buffer between the bike lane and motor vehicle traffic.

Types of Separation: Typical permanent separation used in the street buffer zone is concrete barrier, raised median, and planter box. A combination of these treatments could be used along a corridor and each type has its benefits. It should be noted that when providing vertical separation, the width of the bike lane should be maximized. In roads with vehicle speeds greater than 50 km/h continuous barriers offering physical protection should be considered.

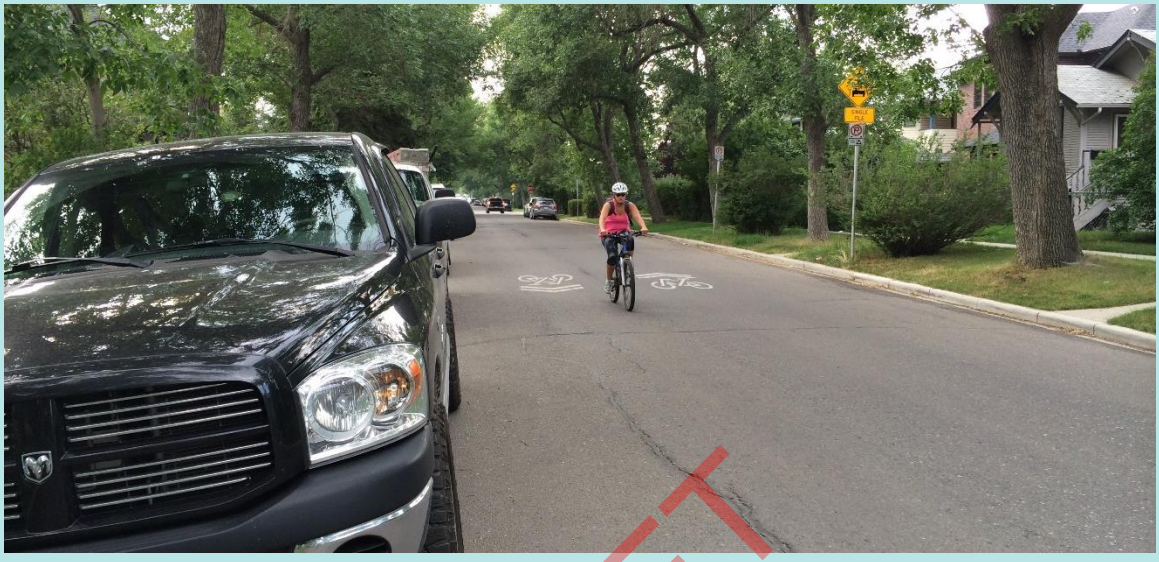
As a quick-build option, there are several types of separation to be considered such as flexible delineators, concrete (or plastic) jersey barriers, rubber curbs, armadillos, and precast curbs.

Signage: Reserved bicycle lane sign (MUTCDC RB-90, RB-91) should be placed along protected bike lanes. The reserved bicycle lane ends sign (MUTCDC RB-92) should be placed where bike lanes end.

Table 6. Protected Bike Lane Width Options

Zone Type	Desirable Width (m)	Constrained Width (m)	Comments
Uni-directional Bike Lane	2.5	1.8	• If there is no adjacent on-street parking between bike lane and motor vehicle traffic, the desirable width would be greater than 0.9 m. • If the street buffer zone cannot be achieved due to constraints, consideration could be given at raising the bike lane to sidewalk level
Bi-directional Bike Lane	4.0	3.0	
Street Buffer Zone	0.9	0.6	

Bicycle Boulevard



Definition: On local roads with low motor vehicle volumes and low speeds, bicycle boulevards aim to share the roadway safely between motor vehicles and people cycling.

Applicability: Typically, when vehicle volumes are under 1,000 per day and/or vehicle speeds are under 30 km/h. However, depending on context bicycle boulevards can be found at roads with vehicle volumes under 2,500 per day and/or vehicle speeds of up to 50 km/h.

Width: Clear width of the roadway (excluding parking lane) should be 4.0 – 5.5 m.

Treatments: The following table identifies the level of treatments required based on motor vehicle volumes and speeds.

Signage: The bicycle route sign (MUTCDC IB-23) should be used. Shared use lane pavement markings should be used to indicate the desired positioning of people cycling within the roadway. Within the roadways that a bicycle boulevard is established there should not be a painted centre line. Wayfinding signs could be used to provide information regarding direction, distance and/or estimated travel time to key destinations.

Table 7. Bicycle Boulevard Levels of Treatment

Average Annual Daily Traffic	Posted Speed Limit	Level of Treatments		
		Level 1: Required Treatments (Intersection Treatments, Signage, and Pavement Marking)	**Level 2: Traffic Calming** (Speed Management)	**Level 3: Traffic Diversion** (Volume Management)
<1,000	≤30 km/h	√		
<1,000	30 - 50 km/h	√	√	
1,000 – 2,500	≤30 km/h	√		√
1,000 – 2,500	30 - 50 km/h	√	√	√

5.3.2 Intersections & Crossings

The provision of high-quality active transportation facilities will not attract new users and ultimately fail if the intersections and crossings do not account for the needs of all ages and abilities. There are multiple conflicts that have and continue to take place at an intersection or crossing between an active transportation user and a motor vehicle. Many of these conflicts can be reduced—and eliminated—through more thoughtful design. The following outlines the different pedestrian and cycling treatments that the Town should provide as part of expanding its active transportation network.

Pedestrian Signalized Crossings & Accessibility

Image credit: New York Times

Leading Pedestrian Interval

A Leading Pedestrian Interval (LPI) typically gives pedestrians a 3–7 second head start when entering an intersection with a corresponding green signal in the same direction of travel. They are becoming more common in communities around North America including in the City of Victoria.

Image credit: Global News

Audible Pedestrian Signal

Audible pedestrian signals make sounds to indicate when to cross a road. They help visually impaired people to safely navigate intersections. None of the Town's intersections currently have an audible pedestrian signal, which acts as a barrier for those who are blind.

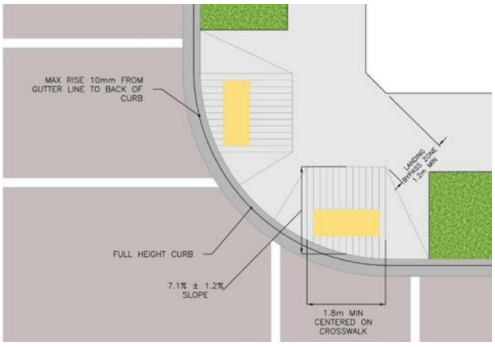


Image credit: BC AT Design Guide

Curb Ramps

Where feasible, the recommended approach per the BC Active Transportation Design Guide is to provide double curb ramps. Double curb ramps help to provide full universal access by landing pedestrians directly in the crossing area and in the desired direction of travel, rather than entering the road at an angle and having to reorient themselves. This is especially important for pedestrians using mobility devices and who are visually impaired.

On-street Bikeway Crossings

Image credit: Thomas Thivener

Conflict Zone Markings

They are intended to raise awareness of people cycling, but also make cycling movements more predictable. Green coloured pavement is typically used to indicate conflict zones. The application of green pavement markings should be reserved for specific areas where a conflict may occur or where the design guides people cycling through intersections or complex cycling facilities.

Image credit: Thomas Thivener

Cross-ride Markings (Elephant's Feet)

They are pavement markings used to indicate that people riding their bicycle have the right-of-way over turning motor vehicles. A 'Turning Vehicles Yield to Bicycles Sign' is also required. Cross-ride markings are best used in environments where sightlines for both cyclists and motorists are appropriate and motor vehicles are expected to yield to oncoming cycling traffic. This could include stop or signal controlled crossings, driveways, lanes, or other crossings whereby motor vehicle traffic is legally required to stop before turning or entering the road.

Image credit: BC AT Design Guide

Protected Intersections

Protected intersections are intersections that use a number of enhanced design elements, to provide increased protection for people walking and cycling. Protected intersections can be applied on any road where enhanced comfort for people of all ages and abilities is desirable. Further, they are used predominantly where protected bicycle lanes reach an intersection.

5.3.3 Universal Design

Universal design is an approach to the structuring of an environment and its associated systems that ensures all users, regardless of their age, body or abilities, is afforded safe and convenient access. While universal design can be quite broad in its application, it is particularly important with regard to the design of a healthy, equitable and sustainable active transportation network. Seven guiding principles have been developed to inform the application of universal design, and to help evaluate the completeness of a universal design intervention – these are defined below:

Seven Principles of Universal Design

1. **Equitable Use**
   The design is useful and marketable to people with diverse abilities.

2. **Flexibility in Use**
   The design accommodates a wide range of individual preferences and abilities.

3. **Simple and Intuitive Use**
   Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level.

4. **Perceptible Information**
   The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.

5. **Tolerance for Error**
   The design minimizes hazards and the adverse consequences of accidental or unintended actions.

6. **Low Physical Effort**
   The design can be used efficiently and comfortably and with a minimum of fatigue.

7. **Size and Space for Approach and Use**
   Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility.

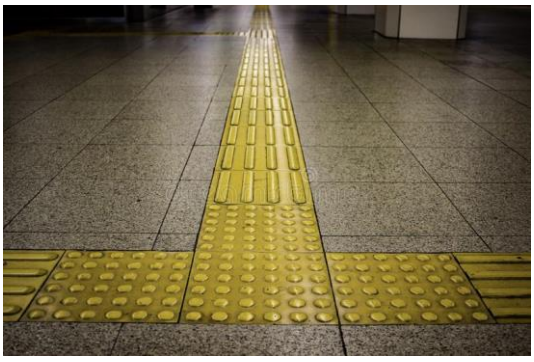
Universal Design Toolbox

For View Royal to ensure that active transportation is a viable mode for all users, it must take steps to augment the physical environment for greater accessibility. There are four key areas to be considered in the practical application of universal design that are specific to active transportation, these are related to the provision of mobility, tactile, visual and audible aids. The BC Active Transportation Design Guide and CSA Accessible Design for the Built Environment guide provide exhaustive reference material to assist in selecting appropriate treatment for specific scenarios, and it is highly recommended that these guides be consulted to inform universal design improvements for the Town.

Mobility

Audible

Tactile



Visual

The fire gate at end of Glentana Road (at Island Highway) is example of poor accessibility within the active transportation network. The opening at right of the fire gate is too narrow for a stroller and person using a wheelchair. It also has steep grade, making the overall experience for people rolling less pleasant.

5.4 Short-term Priority Projects

While the ultimate network provides a long-term vision for View Royal, there are several projects that could be pursued in the near team (1-10 year time horizon) to enhance the Town's active transportation network. A total of 13 priority infrastructure projects are recommended with some being smaller and easier in scope and others more challenging and complex. The 13 priority projects were informed by one or more of the following criteria:

- Location was highlighted in the first round of public engagement as unsafe and desired by the public to see an improvement;
- Existing traffic volumes and speeds are too high and not suitable for all ages and abilities;
- The facility would fill a gap in the network / critical connection to key destinations;
- The facility location is located near schools, transit and/or recreational facilities;
- In line with the 'equity' principle in the BC Active Transportation Design Guide, the facility location is in—or in proximity to—an area with a higher proportion of lower income households neighbourhoods;
- The facility location is within or connects to an identified growth centre (as per the draft OCP); and
- The project was confirmed as a priority in the second round of public engagement (through online survey no.2 and the bikeshops).

The 13 priority projects are organized into two sections:

- Section 5.4.1 | Critical Corridor Improvements
- Section 5.4.2 | Other Corridor Improvements

In addition to the corridor improvements, a total of 10 intersection improvement reviews are recommended and detailed in Section 5.4.3.

5.4.1 Critical Corridor Improvements

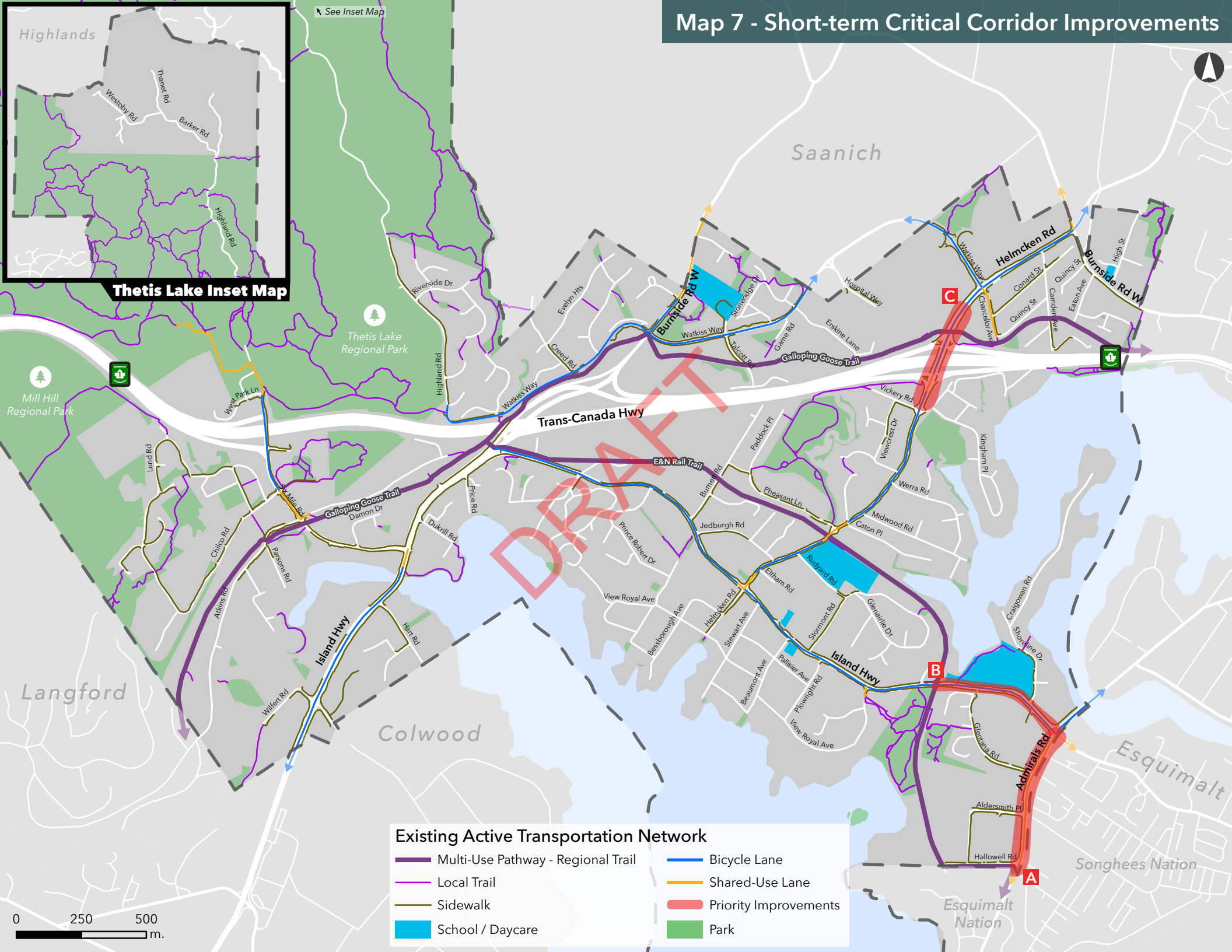
As shown in **Map 7**, three critical corridor improvement projects are recommended for View Royal's active transportation network including:

A. Admirals Road (Island Highway to Hallowell Road)
B. Island Highway (E&N Rail Trail to Admirals Road)
C. Helmcken Interchange (Vickery Road to Watkiss Way)

All three corridors were identified in the public engagement process as being the most unsafe for active transportation users and was corroborated through the network analysis identified in **Section 5.1**. Each corridor is presented in detail below.

The three critical corridor improvements: Admirals Road (top left), Helmcken Interchange (top right), and Island Highway (bottom)

Map 7 - Short-term Critical Corridor Improvements



Admirals Road

The proposed improvements on Admirals Road are between Hallowell Road and Island Highway. The proposed improvements include:

- Removal of the southbound travel lane
- Removal of the channelized right-turn lane at Admirals Road / Hallowell Road
- A bi-directional cycling facility or multi-use pathway on the west side
- Concrete curb sidewalks on both side of the road
- New traffic signals at the Glentana Road and Aldersmith Place intersections to improve traffic operations and safety for people driving, walking, and cycling

Public feedback on Admirals Road

- Overall, most respondents in online survey no.2 were supportive of the proposed improvements with 45% (strongly support) and 27% (support)
- Bikeshop participants identified Admirals Road as one of the most unsafe roads in the network for people walking, cycling, and rolling
- While there is support for the improvements, there were concerns expressed about the removal of the southbound travel lane and the impact that would have to traffic operations and the road network

As part of Admirals Road is under the jurisdiction of the province, any changes to the roadway will require consultation with the Ministry of Transportation and Infrastructure (MOTI). As part of consultation with MOTI, the Town will need to outline what the anticipated impacts are to traffic operations. The project team completed a traffic analysis to determine the impacts of a cycling facility in the southbound vehicle travel lane. The analysis found that the removal of the southbound vehicle lane will have manageable impacts on traffic operations. The northbound vehicle travel lane currently experiences delay in the peak hour. Over time, as more communities in the capital region implement their active transportation networks, there will be less vehicles on the road, which helps mitigate congestion.

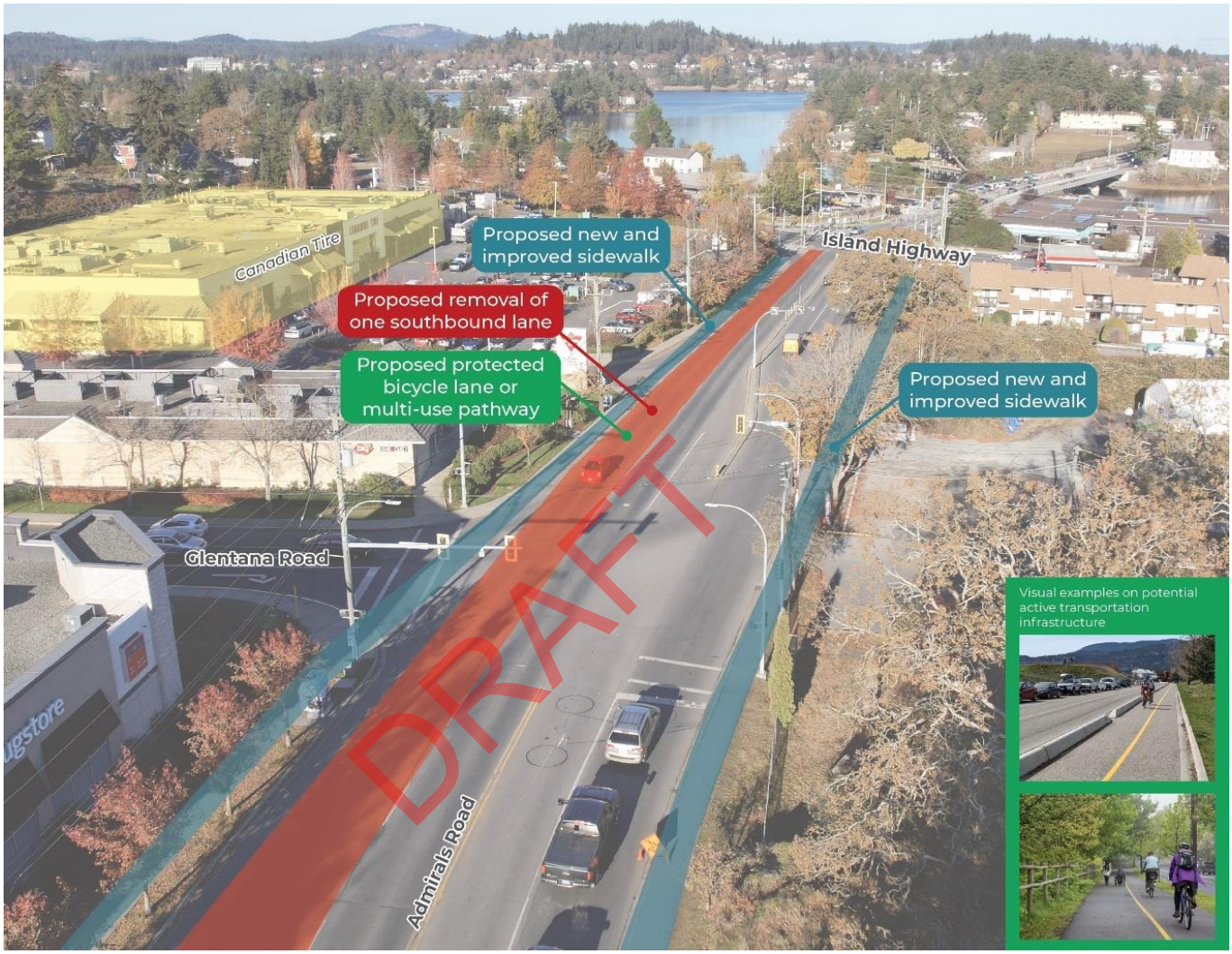


Figure 7. Proposed Improvements on Admirals Road Corridor

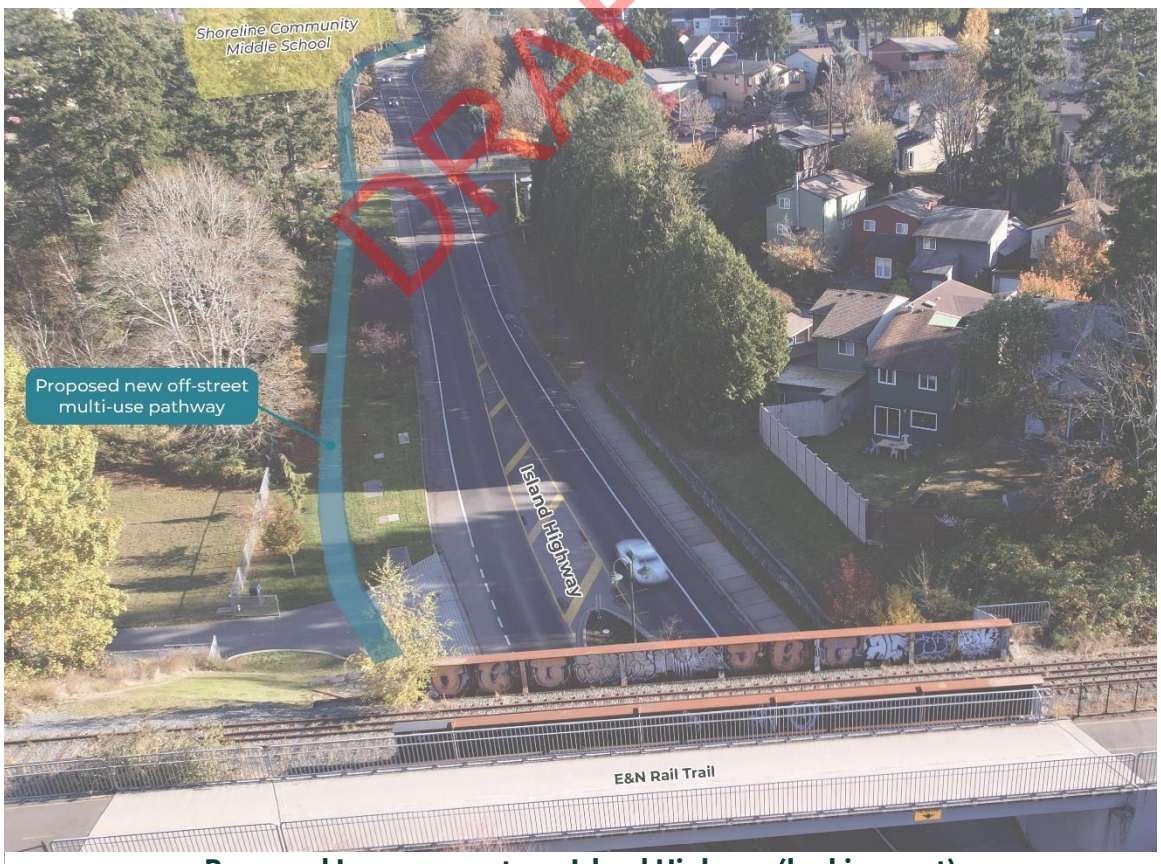
Island Highway

The proposed improvements for the Island Highway corridor are between Admirals Road and the E&N Rail Trail. The proposed improvements include an on-street multi-use pathway on the north side of the road. This would result in the relocation of the bus stop on the north side of Island Highway.

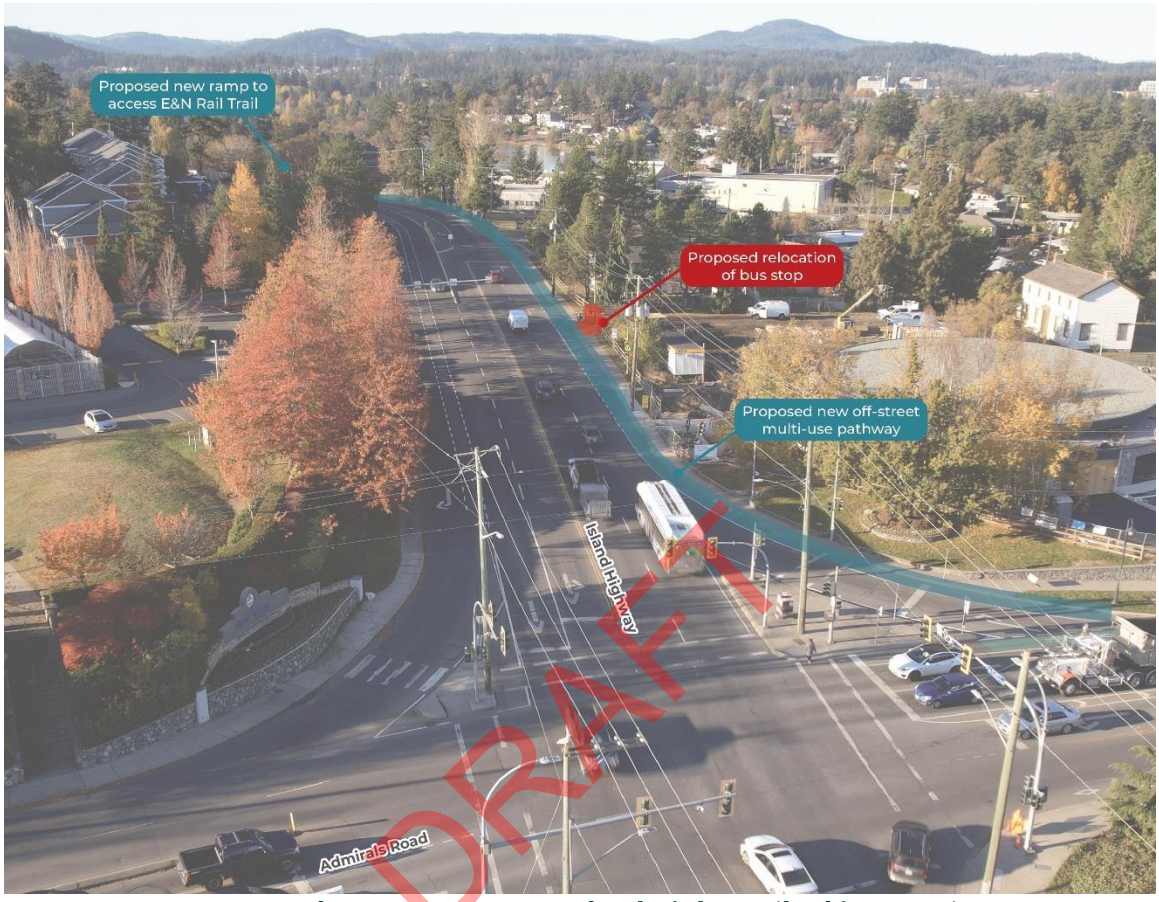
The construction of the proposed multi-use pathway may be easier to complete in two stages: the first stage could be the western leg where the facility is constructed between the E&N Rail Trail and Shoreline Elementary School. The second stage will be more challenging as it would be on on-road facility, result in road closures, and more consultation with MOTI to ensure a seamless and safe design at the intersection.

Public feedback on Island Highway

- Overall, most respondents in online survey no.2 were supportive of the proposed improvements with 53% (strongly support) and 31% (support)
- Bikeshop participants were supportive of this improvement cited the importance of enhancing connectivity to the E&N Rail Trail and Shoreline Elementary School



Proposed Improvements on Island Highway (looking east)



Proposed Improvements on Island Highway (looking west)

Helmcken Interchange

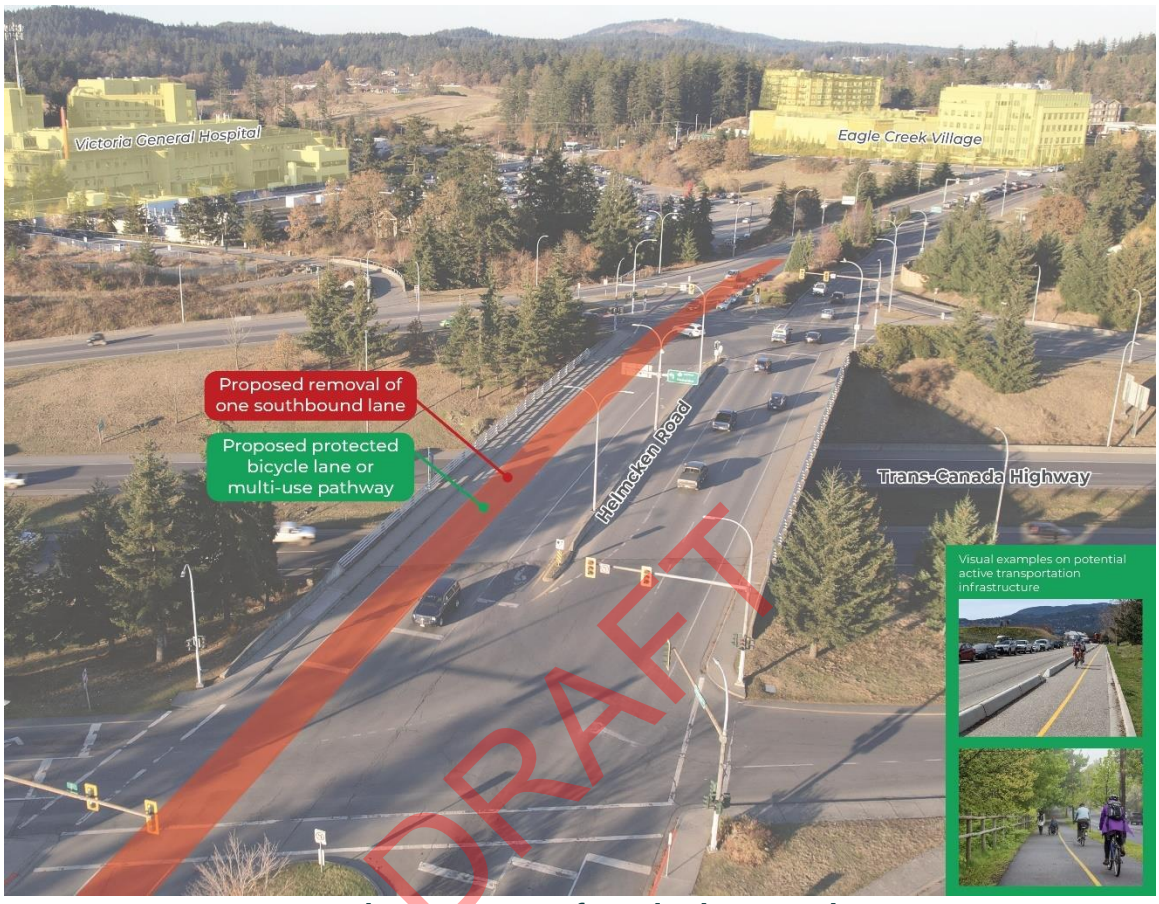
The proposed improvements at the Helmcken Interchange are between Watkiss Way and Vickery Road. The proposed improvements include:

- Removal of the southbound travel lane at the interchange (bridge deck)
- A bi-directional cycling facility or multi-use pathway on the west side
    - The facility would transition to uni-directional south of the interchange on the approach to the roundabout at Vickery Road / Helmcken Road
    - The facility be located off-street north of the interchange to the Watkiss Way / Helmcken Road intersection and therefore not result in the removal of a vehicle travel lane

Public feedback on Helmcken Interchange

- Overall, most respondents in online survey no.2 were supportive of the proposed improvements with 44% (strongly support) and 21% (support)
- Feedback in the first round of engagement identified the interchange as creating a major north-south divide in View Royal's active transportation network
- While there is support for the improvements, similar to Admirals Road, there were concerns expressed about the removal of the southbound travel lane on the bridge deck and the impact that would have to traffic operations and the road network

As the Helmcken Interchange is under the jurisdiction of the province, any changes to the roadway will require consultation with MOTI. As part of consultation with MOTI, the Town will need to outline what the anticipated impacts are to traffic operations. Similar to Admirals Road, the project team completed a traffic analysis to determine the impacts of a cycling facility in the southbound vehicle travel lane on the Helmcken Interchange. The analysis found that the removal of the southbound vehicle lane will have manageable impacts on traffic operations. The northbound vehicle travel lane currently experiences delay in the peak hour.



Proposed Improvements for Helmcken Interchange

5.4.2 Other Corridor Improvements

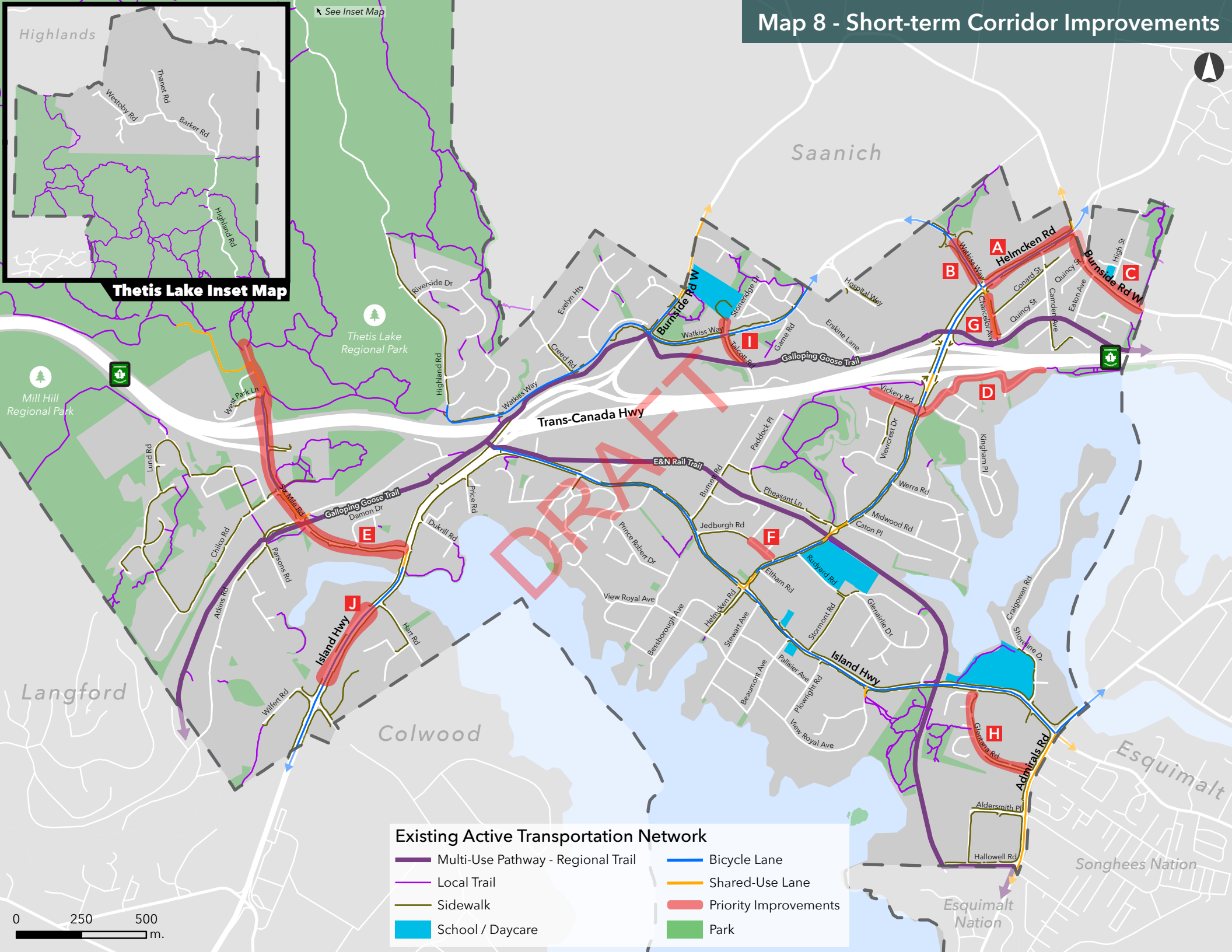
In addition to the three critical corridor improvements, 10 short-term projects are recommended for the Town's active transportation network as outlined in the table below. The projects have been ranked in order of priority, which was informed by online survey no.2, the Town's existing 2022-2026 Financial Plan, and the technical analysis. All projects have been costed (Class D) and are shown in **Section 6.1**.

Table 8. Other Short-term Corridor Improvements

Project Location / Description		Length	Intended For
A.	Helmcken Road (Watkiss Way to Burnside Rd). Install curb concrete sidewalks on both sides with a boulevard on the north side providing separation with the vehicle travel lane. Install protected bike lanes on both sides and a mid-block crossing at Camden Avenue. These facilities would allow for a safer connection to Eagle Creek Village.	210m	Walking, Rolling Cycling
B.	Watkiss Way (roundabout to Helmcken Rd). Install protected bike lanes on both sides. People cycling would share the vehicle travel lane at the roundabout. Widen existing sidewalks at the roundabout to improve pedestrian comfort and experience. As a future option, the Town could design the cycling facilities whereby people cycling would have their own dedicated facility in the roundabout and not have to share the vehicle travel lane. However, the Town would likely have to acquire land to make this option feasible.	185m	Walking, Rolling Cycling
C.	Burnside Road (Helmcken Rd to Saanich border). Install curb concrete sidewalks on both sides, which would improve connection to trails, a daycare facility, and Saanich's active transportation network.	260m	Walking, Rolling
D.	Vickery Road / St. Giles Road. Install a Level 1 bicycle boulevard, which would include 30 km/h speed limit signage and pavement markings. This facility would provide a	650m	Cycling

Project Location / Description		Length	Intended For
	connection to View Royal Park, the Maclennan Trail, and Helmcken Centennial Park.		
E.	Six Mile Road (Island Hwy to Thetis Lake). Install a multi-use pathway on the north side to provide a safer connection to the Galloping Goose Regional Trail, Thetis Lake, and to existing (and future) residential dwellings along the corridor.	900m	Walking, Rolling Cycling
F.	Jedburgh Road (12 Jedburgh Rd to Helmcken Rd). Install curb concrete sidewalk on south side, which would improve connections to View Royal Elementary School and fill a gap in the network.	135m	Walking, Rolling
G.	Chancellor Avenue (Helmcken Rd to Galloping Goose Regional Trail). Install curb concrete sidewalk on west side and a multi-use pathway on the east side, which would improve connection to Eagle Creek Village and the Galloping Goose Regional Trail.	175m	Walking, Rolling Cycling
H.	Glentana Road (Island Hwy to Admirals Rd). Install a multi-use pathway on the northeast side to improve connections to Admirals Walk and Shoreline Elementary School.	300m	Walking, Rolling Cycling
I.	Talcott Road (Galloping Goose Regional Trail to Eagle View Elementary). Install a multi-use pathway on the east side to improve connection from Eagle View Elementary school and the Galloping Goose Regional Trail.	125m	Walking, Rolling Cycling
J.	Island Highway (Wilfret Rd to Hart Rd). Install curb concrete sidewalk on north side from 1658 to 1660 Island Highway, which would fill a gap in the pedestrian network.	115m	Walking, Rolling

Map 8 - Short-term Corridor Improvements



5.4.3 Intersection Improvement Reviews

As outlined in the BC Active Transportation Design Guide, intersection design is a critical part of both pedestrian and cycling facility design. The provision of safe and accessible crossings makes it easier for people of all ages and abilities to move around their community and reach destinations.[8] Similarly, active transportation network planning must consider how people cycling can navigate intersections in a safe and comfortable manner.[9]

Based on the public engagement feedback and the technical analysis completed in the development of the ATNP, the Town should undertake intersection improvement reviews, as follows:

- **Major intersection improvement review** | includes intersections where two major roadways meet. A major intersection review could lead to changes related to signage, pavement markings, intersection geometry, vehicle speeds, signal phasing, and the elimination of conflicts with other roadway users. For example, this could include the installation of an audible signal to make it easier for blind pedestrians to make a crossing. For people cycling, an example includes protected cycling infrastructure up to the edge of the intersection.
- **Minor intersection improvement review** | includes locations where a local road meets and crosses a major road and/or where there is a trail crossing. A minor intersection review could lead to changes related to signage, pavement markings, intersection geometry, vehicle speeds, or improved lighting.

[8] Government of BC. (2019). BC Active Transportation Design Guide. Chapter G: Intersections + Crossings. Available online at: https://tinyurl.com/mvn4tw29
[9] Ibid.

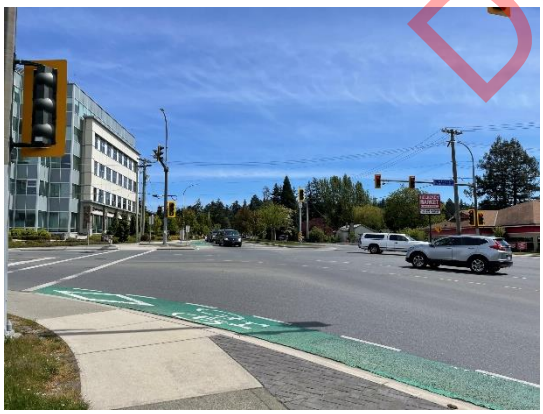
Major Intersection Improvement Reviews

The following intersections should be reviewed.

(A) Burnside Road W / Helmcken Road

This intersection ranked as second in the list of "cycling incident hotspots" in the *View Royal ATNP Baseline Conditions Report*. People cycling through the intersection are at risk of a "right-hook" collision. In the short-term, an improvement could be the installation of signage, specifically a "Turning Vehicles Yield to Bicycles Sign" (TAC, RB-37). In the longer term, the Town could remove the channelized right-turn—consistent with the BC Active Transportation Design Guide—or redesign the channel as a "high entry angle' or 'smart channel'.

Any improvements to this intersection will require a partnership with the District of Saanich as they own and operate the traffic signals.



(B) Helmcken Road / Watkiss Way

According to WalkRollMap, there have been five incidents at this intersection where pedestrians reported being struck or nearly struck by a vehicle turning left. In the short-term, an improvement could include Leading Pedestrian Internal. Once the Town implements the corridor improvements for Helmcken Road, other intersection improvements could be included such as conflict zone markings through the intersection and/or upgrading to a protected intersection.

(C) Helmcken Road / Island Highway

This intersection has poor accessibility for people walking and rolling. Improvements could include audible signals, LPI, and changes to the curb ramps to align with best practices in the BC Active Transportation Design Guide.

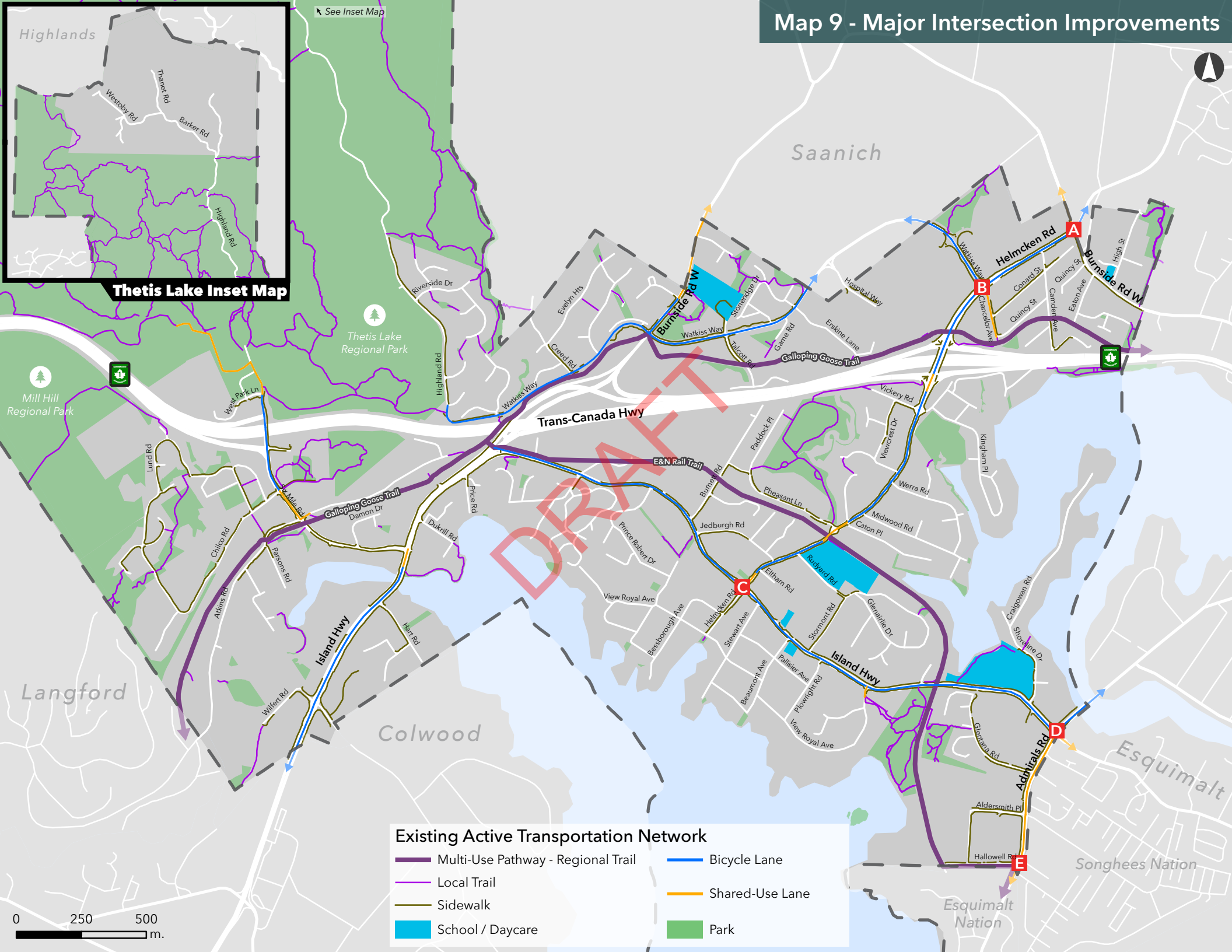
(D) Admirals Road / Island Highway

As part of the recommended critical corridor improvements for Island Highway and Admirals Road, the Town will need to improve this intersection to facilitate safer connections for people walking, rolling, and cycling. The intersection could benefit from the inclusion of audible signals, LPI, and the removal of the channelized right-turn lanes at the northwest and southwest legs.

(E) Admirals Road / Hallowell Road

As part of the recommended critical corridor improvements Admirals Road, the Town will need to improve this intersection to facilitate safer connections for people walking, rolling, and cycling. The intersection could benefit from the inclusion of audible signals, LPI, and the removal of the channelized right-turn lane at the northwest leg.

Map 9 - Major Intersection Improvements



Minor Intersection Improvement Reviews

The following intersections should be reviewed. For all regional trail crossings, the Town should coordinate with the CRD and neighbouring municipalities (where applicable) to adopt and implement a consistent approach to markings and signage. In addition, the Town will need to amend its Streets Bylaw if it chooses to adopt a standardized approach to regional trail crossings.

(F) Galloping Goose Regional Trail / Talcott Road

As part of the Trail Facility & Safety Review completed in the View Royal ATNP *Baseline Conditions Report*, this crossing was identified as unsafe. Improvements at this location could include the installation of curb extensions to narrow the crossing and calm traffic, overhead streetlighting, and signage. The Town will need to coordinate with the CRD for any trail crossing improvements.

(G) E&N Rail Trail / Burnett Road

Similar to the other trail crossings, improvements at this location will need coordination with the CRD. The Town should consider the following improvements: [a] removal of bollards, [b] additional signage in advance of the crossing, and [c] elephant's feet to make it clearer that people cycling are permitted to ride through the crossing and not dismount.

(H) Galloping Goose Regional Trail / Atkins Road

Even though this trail crossing is better than others, there are several improvements that should be considered in the short-term including: [a] removal of the bollards, [b] automating the flasher activation, [c] more signage in advance of the crossing to alerts motorists to the crossing and [d] elephant's feet to make it clearer that people cycling are permitted to ride through the crossing and not dismount. In the long-term, the Town should consider working with the CRD to provide separation between bicycle users and other pathway users at this crossing due to the higher number of daily volumes.

(I) Galloping Goose Regional Trail / Camden Avenue

The Town should consider the following improvements: [a]additional signage in advance of the crossing, [b] removal or relocation of bollards, and [c] elephant's feet to make it clearer that people cycling are permitted to ride through the crossing and not dismount.

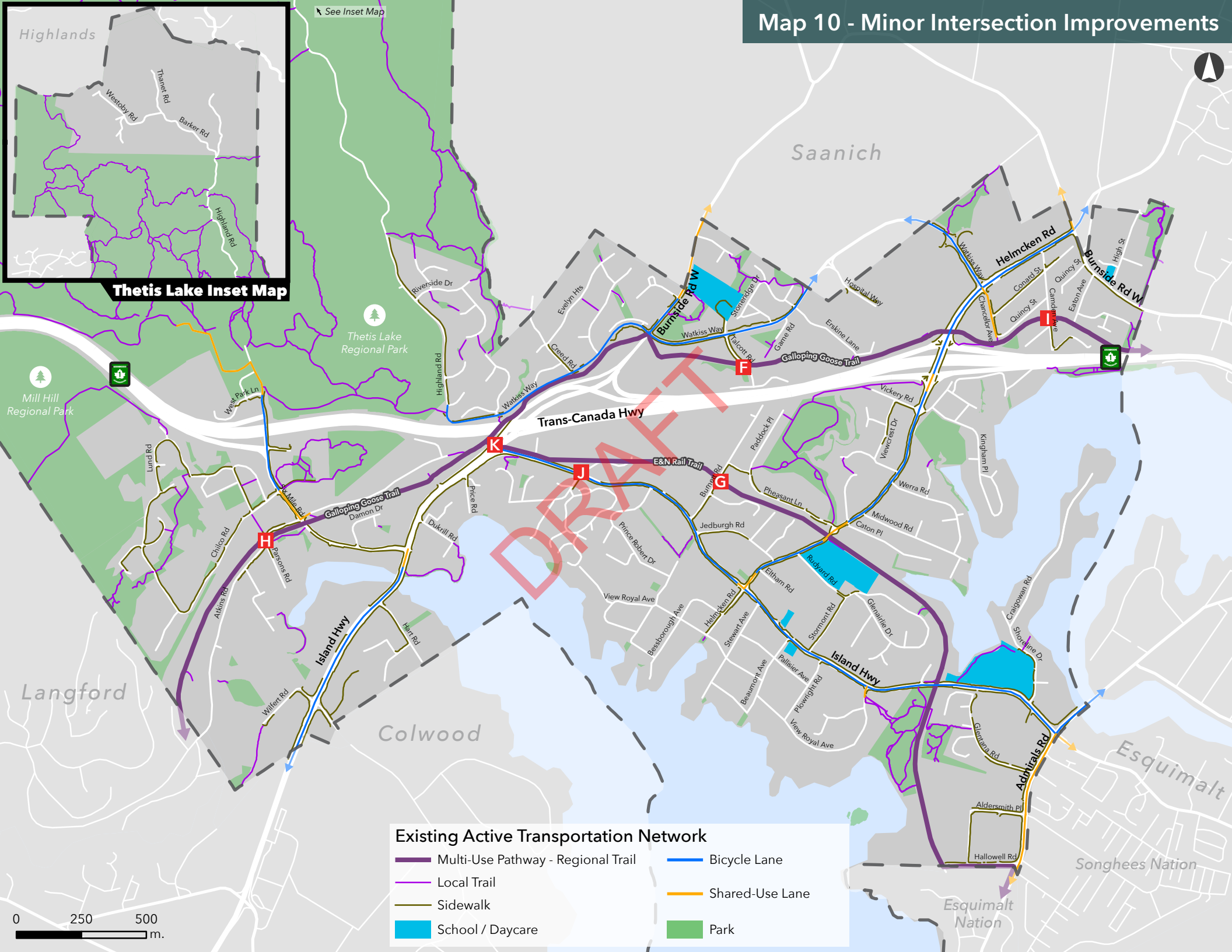
(J) E&N Rail Trail / Adams Place

This location has been identified by many View Royal residents as unsafe and uncomfortable due to the length of the crossing. The Town should consider the following improvements: [a] conflict green markings (e.g., paint) to alert drivers about people cycling through the intersection and [b] signage in advance of the intersection to minimize right-hook collisions.

(K) E&N Rail Trail / Island Highway / Colwood Interchange

This intersection provides a critical connection in the overall regional active transportation network by connecting two regional trails and access to the West Shore. In the short-term, the Town should consider elephant's feet at this location. In the long-term, the Town could consider a pedestrian refuge island due to the length of the crossing. Any improvements at this location will require consultation with MOTI and the CRD.

Map 10 - Minor Intersection Improvements



5.5 Supporting Programs + Policies

In addition to the provision of appropriate infrastructure, a high-quality active transportation network must be supported by community programs, educational initiatives, amenities, maintenance, and policies to help facilitate culture change.

5.5.1 Programs & Education

This section focuses on different active transportation programs / initiatives that the Town could explore.

Table 9 – Potential Programs for Consideration

Program	Description	Key Audience
Ready, Step, Roll	Ready, Step, Roll is an annual active school travel planning initiative by the CRD to help students and their families walk and wheel to and from school more often. View Royal Elementary School was a participant in the program in 2019-2020. The Town could work with or encourage Eagle Creek Elementary School to join the program, too.	Families
Bicycle Skills Training	The Town could partner with or provide funding support to local cycling advocacy organizations or non-profits to offer bicycle skills training courses. The Town could also consider including incentives to encourage people to take the training (e.g., bike lights, helmets, etc.) These workshops would be available for anyone who would like to ride their bicycle (more often) but lack the confidence and/or skills.	Residents, Employees, Visitors
Bike to Work/School Week	Bike to Work Week and Bike to School Week is a campaign hosted by various non-profit organizations that encourages employees and students to register to participate on a team and log their cycling commute trips for the week. Various organizations hold celebration stations with complementary beverages, prizes, and free bike maintenance.	Primarily Employees & Students

Program	Description	Key Audience
Dedicated Active Transportation Webpage	The Town could introduce dedicated webpages for active transportation modes to highlight different programs, services, information. The intent would be to have a centralized source on the various active transportation modes and create awareness on sustainable travel options to support travel behaviour change.	Residents, Employees, Visitors
'Amazing Places' Walking Tour	The Town could develop a walking tour that highlights pedestrian-friendly destinations to increase awareness of specific walking paths, trails and amenities. This program could be turned into a series of themed tours that are developed in conjunction with special interest groups from within the community, or crowd-sourced through placemaking and community engagement initiatives.	Residents, Visitors

5.5.2 Staffing for Active Transportation Coordination

Many communities that have made a commitment to advance active transportation planning have created a dedicated active transportation coordinator position. Dedicated active transportation staff offer many benefits including ongoing support, programming, education campaigns, and in-house knowledge of contextual requirements relating to active transportation.

With all of the recommended short-term priority projects—and the other policies and programs needed to support active transportation—it is recommended that the Town adopt a full time (equivalent to 1.0 FTE) Active Transportation Coordinator to oversee successful and timely implementation and coordination of active transportation improvements. The full time Active Transportation Coordinator position is envisioned to encompass the following:

- Serve as the public face to AT efforts
- Coordinate ATNP improvements
- Review designs to improve AT accommodation
- Oversee bike parking improvements and code updates

- Oversee education and encouragement efforts
- Oversee monitoring and deliver progress updates to Council
- Coordinate Active Transportation planning and improvements with regional partners
- Project manage active transportation improvements

If the Town is not able to fund a dedicated Active Transportation Coordinator position, then consideration should be given to a more general position within the Town's engineering department. The staff member could have active transportation responsibilities in their job description and provide additional support to the department based on current and future priorities.

5.5.3 Amenities

Public Bike Parking

The provision of convenient, safe and secure bicycle parking is critical to ensure the successful use of cycling as a viable mode of transportation, as research has shown that a lack of appropriate bicycle parking is one of the primary deterrents in adoption and ongoing use. Bicycle parking can be categorized as either short-term or long-term, and it is important to note that not all bicycle parking is equally sufficient - factors such as supply, location, comfort, and design will determine whether end-point facilities are adequate for users' needs. The BC Active Transportation Guide lists the key guiding principles for the development of a high quality bicycle parking program:

- **Convenience:** Provision of bicycle parking in convenient and intuitive locations, adjacent to key destinations. Weather protection should be provided when possible to encourage all-weather cycling.
- **Safety and Secure:** Bicycle parking should be securely installed to the pavement and be located in well-lit and highly-visible locations.
- **Functional:** Bicycle parking should consider different bicycle types, including cargo bicycles, bicycles with trailers, etc. Clearance from buildings, street furniture, vegetation, and other bicycle racks should be considered so that the design is intuitive and functional. Bicycle racks should be oriented so that bicycles are positioned parallel to the curb.

- **Accessible:** Bicycle parking should not become an obstacle to other users, including pedestrians and motor vehicles. Bicycle racks must be placed within the furnishing zone allowing for a wide pedestrian through zone so that they do not become a barrier to people using mobility aids, and must be easily detectable by visually impaired people. Bicycle parking spaces should be located close or within fire zones, loading zones, bus zones, passenger loading zones, accessible on-street parking spaces, or any other area where pedestrian will require frequent access.
- **Aesthetics:** Bicycle parking can match the design of the surrounding streetscape, however design functionality must be prioritized over aesthetic appeal.

Short-Term Bike Parking

Short-term bike parking is appropriate for use in public spaces, such as on streets within commercial or retail areas, or adjacent to facilities and services that are typically used for a short time (up to 4 hours), such as gymnasiums, libraries, healthcare facilities and other civic services. Rack selection for short-term bike parking is important, and the BC Active Transportation Design Guide recommends the 'Inverted U' and 'Post and Ring' rack types due to their universal application and sound design. Conversely, there are several rack types that are frequently used that do not meet performance criteria for a variety of reasons and are to be avoided (as shown in the image at-right).

RACK TYPE	NOTES
Wave	•Only supports frame at one location and can require lifting wheel to park bicycle. •Often fails to provide advertised capacity.
Spiral	•Only supports frame at one location and can require lifting wheel to park bicycle. •Often fails to provide advertised capacity.
Coat Hanger	•Top bar limits the height of bicycles that can be accommodated. •Thin 'coat hanger' loops are less durable than the thicker posts on other rack types.
Schoolyard	•Only supports frame at one location and can lead to wheel damage. •Does not allow locking of frame to bicycle rack.
Wheelwell	•Presents a tripping hazard when not in use. •Only supports frame at one location and can lead to wheel damage. •Does not allow locking of frame to bicycle rack.
Bollard	•Similar to Post and Ring rack, but narrower design typically does not support bicycle at two locations
Swing arm secured	•Only accommodates limited bicycle designs. •Moving parts create maintenance complications.

Non-Recommended Rack Types

Source: BC Active Transportation Design Guide

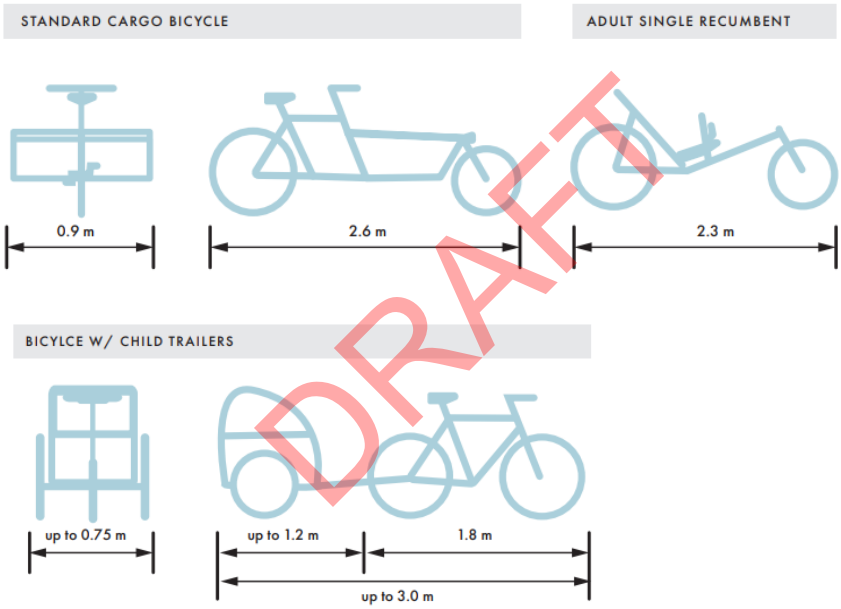
RACK TYPE	NOTES
Inverted U (Also called loop or staple rack)	•Can support two bicycles per rack. •Can be installed alone or in a series on rails. •Many variations are available. •Can be efficiently located within the Furnishing Zone of a public right-of-way.
Post and Ring	•Can support two bicycles per rack. •Products exist to retrofit certain parking metres to create custom post and ring racks. •Can be efficiently located within the Furnishing Zone of a public right-of-way.

Recommended Rack Types

Source: BC Active Transportation Design Guide

Non-Standard Bike Parking Considerations

There are several emergent forms of non-standard bicycle that are now in frequent use across the Capital Regional District (including the Town of View Royal), such as cargo bikes, bicycle rickshaws, recumbent bikes, etc. These bicycles are typically longer, wider, and heavier than standard bicycles and are not always compatible with traditional bike racks. The BC Active Transportation Design Guide does not recommend that racks for non-standard bicycle parking be installed for on-street use, but are better placed within covered bicycle shelters, parkades, or outside community facilities.



Typical Dimensions for Non-standard Bicycles

Source: BC Active Transportation Design Guide

Bike Parking Retrofit Program

Based on the design guidance outlined above, it is recommended that the Town of View Royal establish a bike parking retrofit program. The purpose of the program is two-fold: (1) allow the Town to retrofit, over time, all of its municipally-owned short-term bike parking to align with the BC Active Transportation Design Guide and (2) work with business and commercial property owners to encourage them to install or retrofit short-term bike parking to align with best practices. The Town will need to explore to incentive approaches to help get buy-in from the private sector, which could include tax breaks or other financial mechanisms.

Wayfinding

Wayfinding refers to all of the infrastructure and systems associated with helping individuals to correctly orient themselves within their environment and conveniently reach their intended destination. Wayfinding enables better trip planning and can reduce fear associated with navigating complex urban environments, thereby encouraging broader participation in active transportation from a wider range of users. Wayfinding can also be used to encourage exploration, by increasing awareness of services, supportive infrastructure, and other points of interest along a route.

The BC Active Transportation Design Guide contains recommendations for the design and placement of wayfinding signage to address the needs of both pedestrians and cyclists, as these differ considerably.

Pedestrian Recommended Wayfinding:

Pedestrian Monoliths (large or small) – These typically contain a considerable amount of information featured on a map of the immediate surroundings, and sometimes include additional maps at differing scales detailing the larger area beyond. Monoliths should identify a myriad of different landmarks relevant for different user groups, accompanied by directions and accessibility aids. Monoliths work best in more urban settings, such as plazas or other open spaces, as they have the capacity to convey more information than other types of wayfinding signage.

Source: City of Vancouver

Pedestrian Fingerposts – These are typically used when it is more appropriate to provide simple directional information to limited points of interest, and work best in less dense areas where a map would be excessive.

Source: Rockland Neighbourhood Association

Pedestrian Wayfinding Placement

The BC Active Transportation Design Guide recommends the following criteria for placement of pedestrian wayfinding signage:

- On streets with high levels of pedestrian traffic.
- At intersections or junction points to help with route decision-making.
- Where there is lighting to ensure the information is readable in darker conditions and in the winter months.

Cycling Recommended Wayfinding:

Decision Signage – Used on the approach to a 'decision point', which could present as an intersection or deviation along a path. Decision signage is used to indicate the most effective path to one or several points of interest using simple directional arrows.

Confirmation Signage – Used after a decision point, and at regular intervals along a given path to confirm that an active transportation user is travelling in the right direction to reach their destination.

Special Situation Signage – Varied signage used in specific circumstances to navigate complex or confusing areas.

It is recommended that the Township develop a dedicated wayfinding strategy to determine specific contextual requirements for pedestrian and cycling wayfinding in View Royal.

5.5.4 Maintenance

Active transportation facilities, like roads, must be maintained to facilitate travel. And even though View Royal—and Greater Victoria more broadly—does not see the same levels of snow as other parts of Canada, there are still hazards that impact the ability for one to use a sidewalk or cycling facility including glass or debris, potholes and cracked surfaces, and leaves, for example.

The Town currently has a street and sidewalk maintenance program. This includes routine maintenance of street light and traffic light repairs, street sign repairs, sidewalk maintenance, pothole repairs, street sweeping, ice and snow clearing, and ditch and boulevard maintenance. What is currently missing, however, is maintenance of existing cycling facilities.

Example of a street sweeper clearing snow in a bicycle lane. The Town will need to invest in bike lane snow removal service to allow for snow removal in the winter months.

Source: Copenhagenize.com

Therefore, as the Town looks to implement the short-term priority projects outlined in the ATNP, it should ensure a robust maintenance program is in place that includes maintenance of all active transportation facilities. This includes:

- Sweeping and removing gravel, debris, and leaves; trimming adjacent vegetation; and adjusting bollards and other elements related to protected bike lane delineators
- In the fall and winter months, it is critical to clear and remove debris and snow
- and treat and remove ice or slippery conditions.
- There are also asset management activities, which can include repairing pavement surfaces and other road surface appurtenances such as utility covers; replacing worn pavement markings, signs, and signals; mitigating locations with pooling water or drainage issues; replacing broken delineators; maintaining street and path lighting; and repairing and maintaining equipment that is used to maintain cycling facilities.

5.5.5 Policies & Bylaws

Bicycle Parking Zoning Bylaw Amendment

The Town's Zoning Bylaw has requirements for bicycle parking including both "Class 1" and "Class 2". The bylaw also includes a requirement that all Class 1 bicycle parking spaces be energized to facilitate charging. Beyond these regulations, the bicycle parking requirements fall short of best practices.

Given the importance of bicycle parking to the success of any active transportation network, it is recommended that the Town update its Zoning Bylaw to align with best practices and the guidance outlined in the BC Active Transportation Design Guide. Some specific considerations that should be referred to within an update include:

- **Long-term & Short-term Bicycle Parking**: Replace the terminology "Class 1 and Class 2" bike parking. The following definitions could be adopted:
    - Long-term Bicycle Parking | also referred to as "Class A" or "Class I" bicycle parking, this refers to a secure weather protected bicycle parking facility used to accommodate long-term parking, such as for residents or employees, usually within a room or covered, fenced area.
    - Short-term Bicycle Parking | also referred to as "Class B" or "Class II" bicycle parking, this refers to a short-term visitor bicycle parking facility, which may offer some security and be partially protected from the weather.
- **Refer to the BC Active Transportation Design Guide** for direction on type, material, and layout of bicycle parking – it is a comprehensive document that details best practices for location and accessibility, and can be adapted for local context.
- **Plan for non-standard bicycle configurations**: Given the rapid uptake of non-standard bicycles, it is imperative that they be planned for and factored into any amendment to the Zoning Bylaw, as they have storage requirements that are generally not addressed by standard bicycle parking facilities. The Capital Region Local Government Electric Vehicle + Electric Bike Infrastructure Planning Guide contains specific parking guidelines for e-bikes, and the BC Active Transportation Design Guideline provides guidance for other forms of non-standard bicycles – based on these two documents, in general the following should be considered:
    - Oversized (or non-standard) bike parking spaces should have a minimum distance of 3.0m in length and 0.9m in width.
    - At least 10% of the required long-term and short-term bicycle parking spaces should be designed as oversized spaces.

  - All oversized bike parking spaces should be provided as ground anchored racks. Oversized bicycles, especially electric cargo bikes, are heavy, long, and challenging to park in a vertical bike rack.
  - At least 50% of the required long-term oversized bike parking spaces should have access to a 110V wall receptable for charging.
- **Provide for cycling end-of-trip facilities**: Many communities have adopted specific requirements for the provision of end-of-trip facilities that contribute to the comfort of active transportation users, such as showers, change rooms, personal lockers, and bike maintenance stations. It is recommended that the Town of View Royal consider making the provision of such facilities a requirement where appropriate.

Section 6 – Implementation Strategy

6.0 IMPLEMENTATION STRATEGY

The implementation strategy includes details on the cost estimates for the short-term projects, an overall action plan for each of the recommendations in the ATNP, and the different funding opportunities available to pay for the facility improvements.

6.1 Short-term Priority Capital Projects

Table 10 below provides an order of magnitude (Class D) cost estimate for all the short-term infrastructure improvements identified in **Section 5.4**. The cost estimates are based on concept level information using unit rates for linear works and improvements. The actual costs for implementation for each project could vary and will be confirmed through additional engagement and the detailed design stage. The total level of investment for the short-term projects is approximately **$11,013,200**.

Table 10. Short-term Project Cost Estimates

Action ID & Project Name		Class D Cost Estimate (2023 $)
1A	Admirals Road (Island Hwy to Hallowell Rd)	$3,742,300
1B	Island Highway (E&N Rail Trail to Admirals Rd)	$335,000
1C	Helmcken Interchange (Watkiss Way to Vickery Rd)	$1,973,500
1D	Helmcken Road (Watkiss Way to Burnside Rd)	$1,166,500
1E	Watkiss Way (roundabout to Helmcken Rd)	$893,600
1F	Burnside Road (Helmcken Rd to Saanich border)	$414,600
1G	Vickery Road / St. Giles Road	$73,000
1H	Six Mile Road (Island Hwy to Thetis Lake)	$1,037,800
1I	Jedburgh Road (12 Jedburgh Rd to Helmcken Rd)	$192,100
1J	Chancellor Avenue (Helmcken Rd to Galloping Goose Regional Trail)	$447,800
1K	Glentana Road (Island Hwy to Admirals Rd)	$365,600
1L	Talcott Road (Galloping Goose Regional Trail to Eagle View Elementary)	193,400
1M	Island Highway (Wilfret Rd to Hart Rd)	$178,000
Total		**$11,013,200**

6.2 Action Plan

Table 11 includes the action plan for the 34 recommended actions, which is organized into three distinct categories, as follows:

- Active Transportation Facilities
- Intersection Improvements
- Programs + Policies

Each action is guided by the following:

- **Timeframe** | The immediate term refers to 1-3 years; short to medium-term is 3-7 years; and long-term refers to 7-10 years. The overall prioritization of the action(s) may change over time due to shifting priorities at the Town. The timeframe outlined below should serve as the guiding framework to help the Town with project planning and capital planning.
- **Partners** | The Town of View Royal is responsible for the majority of actions but collaboration with other organizations / stakeholders is necessary for some.
- **Implementation Approach** | There are different ways to implement an action including (1) capital project; (2) operational / maintenance; (3) technical study; (4) policy / regulatory; and (5) education / programming / advocacy.

Table 11. ATNP Action Plan Summary

Action		Timeframe	Partners	Implementation Approach
Active Transportation Facilities				
1A	Implement Admirals Road pedestrian and cycling facilities from Island Hwy to Hallowell Rd	Immediate	MOTI	Capital project
1B	Implement Island Highway off-street multi-use pathway from E&N Rail Trail to Admirals Rd	Short-medium	Shoreline Middle School	Capital project
1C	Implement Helmcken Interchange pedestrian and cycling facilities from Watkiss Way to Vickery Rd	Short-medium	MOTI	Capital project
1D	Implement Helmcken Road (multiple improvements) from Watkiss Way to Burnside Rd)	Immediate	N/A	Capital project
1E	Implement Watkiss Way cycling facilities from roundabout to Helmcken Rd	Short-medium	N/A	Capital project
1F	Implement Burnside Road sidewalk facilities from Helmcken Rd to Saanich border	Immediate	District of Saanich	Capital project
1G	Implement Vickery Road / St. Giles Road bicycle boulevard	Immediate	N/A	Capital project
1H	Implement Six Mile Road multi-use pathway from Island Hwy to Thetis Lake	Immediate	N/A	Capital project
1I	Implement Jedburgh Road sidewalk facilities from 12 Jedburgh Rd to Helmcken Rd	Immediate	N/A	Capital project
1J	Implement Chancellor Avenue pedestrian and cycling facilities from Helmcken Rd to Galloping Goose	Short-medium	Capital Regional District (CRD)	Capital project

Action		Timeframe	Partners	Implementation Approach
1K	Implement Glentana Road multi-use pathway	Short-medium	N/A	Capital project
1L	Implement Talcott Road multi-use pathway from Galloping Goose to Eagle View Elementary	Short-medium	Eagle View Elementary	Capital project
1M	Implement Island Highway sidewalk facilities	Immediate	N/A	Capital project
Intersection Improvements (Major)				
2A	Conduct intersection review of Burnside Road W / Helmcken Road	Immediate	District of Saanich	Technical study
2B	Conduct intersection review of Helmcken Road / Watkiss Way	Immediate	District of Saanich	Technical study
2C	Conduct intersection review of Helmcken Road / Island Highway	Immediate	District of Saanich	Technical study
2D	Conduct intersection review of Admirals Road / Island Highway	Immediate	District of Saanich	Technical study
2E	Conduct intersection review of Admirals Road / Hallowell Road	Immediate	District of Saanich	Technical study
Intersection Improvements (Minor)				
2F	Conduct review of Galloping Goose Regional Trail / Talcott Road crossing	Short-medium	CRD	Technical study
2G	Conduct review of Galloping Goose Regional Trail / Atkins Road crossing	Short-medium	CRD	Technical study
2H	Conduct review of E&N Rail Trail / Burnett Road crossing	Short-medium	CRD	Technical study
2I	Conduct review of E&N Rail Trail / Adams Place	Immediate	CRD	Technical study

Action		Timeframe	Partners	Implementation Approach
2J	Conduct review of Galloping Goose Regional Trail / Camden Avenue crossing	Long	CRD	Technical study
2K	Conduct review of E&N Rail Trail / Island Highway / Colwood Interchange	Immediate	CRD, MOTI	Technical study
Programs & Policies				
3A	Continue to support Ready, Step, Roll by expanding to Eagle View Elementary	Immediate	CRD, Eagle View Elementary	Education / programming / advocacy
3B	Support bicycle skills training	Short-medium	Capital Bike	Education / programming / advocacy
3C	Support Bike to Work/School Week	Immediate	Capital Bike	Education / programming / advocacy
3D	Develop a standalone active transportation page on Town website	Immediate	N/A	Education / programming / advocacy
3E	Develop an "Amazing Places" walking tour	Long	N/A	Education / programming / advocacy
3F	Hire an active transportation coordinator	Immediate	N/A	Operational / maintenance
3G	Bike parking retrofit program	Short-medium	N/A	Policy / regulatory
3H	Undertake wayfinding strategy	Long	N/A	Technical study
3I	Maintain active transportation network	Ongoing	N/A	Operational / maintenance
3J	Update bicycle parking requirements in zoning bylaw to reflect best practices	Immediate	N/A	Policy / regulatory

6.3 Funding Opportunities

The projected cost for the short-term priority projects is **$11,013,200**. Even though this represents a significant cost for the Town, active transportation infrastructure represents fraction of the costs associated with traditional road infrastructure. There are multiple ways the Town could pay for its new active transportation infrastructure including through its own municipal budget, through the development process, and provincial / federal grants.

A description of each funding opportunity is outlined below.

6.3.1 Capital Planning

The Town's current Financial Plan (2022-2026) supports the enhancement of livability in View Royal through investments in roads, parks and trails, fire services equipment, and technology. The Town revisits and updates its Financial Plan each year based on emerging and shifting priorities. As identified in the 2022-2026 Financial Plan, close to 44% of total capital spending is funded from Casino revenue or Community Works funds reserve funds.

According to the Financial Plan, a total of $11,301,650 has been allocated to transportation for several improvements including pedestrian lighting improvements, new sidewalks, intersection and roundabouts, and general roadway improvements. The Town should revisit the capital plan transportation budget in its existing Financial Plan and reallocate funding for the short-term priority projects identified in Section 5.4. Further, each of the short-term priority projects should be considered in the Town's subsequent Financial Plan to ensure they are not lost.

6.3.2 Private Development

As the Town continues to grow, it will be important to leverage active transportation investments during the planning of new development projects. For example, there are several growth areas identified in the Town's OCP Land Use Designation map where additional residential and commercial density is encouraged including (1) Commercial, (2) Neighbourhood Mixed Use, and (3) Intensive Mixed Use. The Town has the ability, through bylaws and policies, to request financial contributions for active transportation infrastructure including sidewalks, cycling facilities, and multi-use pathways.

For all new development applications along roads where an active transportation facility has been recommended (either in the short-term or ultimate networks), the Town should refer the applicant to the design guidelines as outlined in **Section 5.3**

and request a financial contribution to build part of the facility as part of frontage and roadway improvements.

6.3.3 BC Active Transportation Infrastructure Grant Program

The B.C. Active Transportation Infrastructure Grants Program offers two grant options for Indigenous governments and local governments, including municipalities, regional districts, and Islands Trust. Specifically, the Active Transportation Infrastructure Grant allows eligible governments to apply for a maximum of two grants if they satisfy the following criteria (based on the 2022 intake):

- Projects previously funded prior to 2022/23, or prior to 2021/22 for projects with budgets over $1M, must be completed by application submission date.
- Project is part of an active transportation network plan or equivalent
- Project can begin construction once provincial funding has been announced
- Projects will be completed by March 2025 (projects under $1 million) or by March 2026 (projects over $1 million)
- Projects are open to the public

The grant program typically requires that projects be "shovel-ready". If the Town acts quickly on moving forward with the short-term priority projects, it can position itself to apply for funding for the next grant intake (2023-2024), which opens September 1, 2023. The program guidelines[10] provide the specific detail on what constitutes as a "shovel-ready" project, which includes the following:

- The Cost Estimate submitted with the Grant Application must be Class A-C and current or forecasted to proposed construction date
- All project design work is complete
- Community consultation is complete

The province cost-shares to a maximum of $500,000 per project and the Town would be eligible for 70% of the provincial funding.

[10] The full list of requirements for a "shovel-ready" project are provided on the BC government website here: https://www2.gov.bc.ca/gov/content/transportation/funding-engagement-permits/funding-grants/active-transportation-infrastructure-grants

6.3.4 Green Municipal Funds

The Green Municipal Fund (GMF) is a program administered by the Federation of Canadian Municipalities intended to help Canadian communities expand their sustainability initiatives. Since 2000, the GMF has deployed $900M in financing to 1,250+ sustainability initiatives and a further $1 billion has been committed to the fund through the Federal 2019 budget.

The specific GMF initiative that is relevant to View Royal is the "Capital Project Transportation Networks Commuting Options", which is a combined loan and grant funding program for capital projects that reduce pollution by improving transportation systems and networks. This program covers several topics including bike paths, walking and cycling networks that promote accessibility and safety, and evaluation of active transportation infrastructure, among others.

7.0 NEXT STEPS

The Town of View Royal has an opportunity to make significant improvements to its active transportation network plan. Whether it begins to implement one of the 13 short-term priority infrastructure projects or adopt supporting programs / policies to encourage more active transportation—the Town now has a 10-year roadmap to make active transportation more viable, accessible, and safe for View Royal residents and visitors.

To capitalize on the ATNP and move toward quicker implementation of the short-term priority projects, the Town should continue to monitor and apply for provincial and federal funding. With 13 short-term infrastructure projects, the Town could obtain grants once it has a more detailed design for each one. While it continues to advance these projects, the Town should also start to "pick at the low hanging fruit" and make changes to its current zoning bylaw and policies to help support more active transportation.

Importantly, this 10-year plan must be a living document. The Town will need to revisit it periodically to ensure it is following the ATNP vision and objectives / targets. The town should update the plan in 5 years (2028) to revisit the short-term priority project and continue to identify how it can improve active transportation options for the View Royal community.

VIEW ROYAL

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Consulting Group