



TOWN OF VIEW ROYAL

Active Transportation Network Plan

What We Heard Report #2

January 2023





TOWN OF VIEW ROYAL ACTIVE TRANSPORTATION NETWORK PLAN

Round 2 Engagement – What We Heard Report

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Town of View Royal Active Transportation Network Plan

LAND ACKNOWLEDGEMENT

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



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Photo credit: Kevin Boyd



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1.0 OVERVIEW

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

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

1.1 Background

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

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



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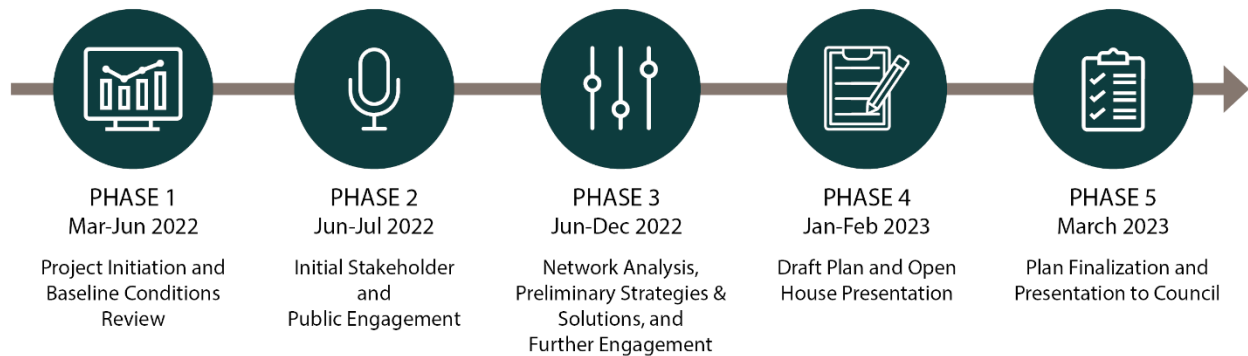


Figure 1. ATNP Project Phases and Timeline

This report summarizes the work completed for the second round of engagement under **Phase 3 - Network Analysis & Preliminary Strategies and Solutions**, which took place in November and December 2022. It includes:

- An overview of the engagement activities undertaken and who we have heard from
- A summary of the feedback we have heard from the community on the preliminary strategies and recommendations
- Key takeaways from the second round of engagement and next steps



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2.0 WHAT WE DID

The View Royal community was invited to share their feedback on the preliminary network strategies and recommendations for the Active Transportation Network Plan including the vision, goals, and short-term priority projects. More specifically, the purpose of this second round of engagement was to gather input on:

- The draft vision statement and goals
- Critical corridor improvements
- Short-term infrastructure projects
- Major and minor intersection improvement reviews

An online survey and bikeshops were conducted as part of this second round of engagement. Public engagement opportunities were promoted using the following tools:

- The Town's [project webpage](#)
- Social media (Facebook, Instagram, and Twitter)
- Eventbrite for inviting participants to the bikeshops
- Local media outreach
- Posters around the community

Engagement by the numbers...

✓ — **337** survey responses

🚴 — **29** bikeshop participants

Additionally, both the consulting team and staff notified key stakeholders engaged in the first round of engagement about the opportunities in this round.

2.1 Bikeshops

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

At total of three bikeshops were held on the following dates and times:

- **Event #1** | Saturday November 5th, 2022, 9:00am-11:00am
- **Event #2** | Saturday November 5th, 2022, 1:00pm-3:00pm
- **Event #3** | Sunday November 6th, 2022, 9:00am-11:00am

The community was invited to participate in the events through Eventbrite. A total of 29 participants engaged in this engagement activity. For each event, a maximum of 10 attendees were permitted to register to ensure the groups were of a manageable size for cycling safety and meaningful engagement. **Figure 2** below illustrates the bikeshop tour route that was followed for all three events. Key findings from the bikeshops are summarized through **Section 4.0**.

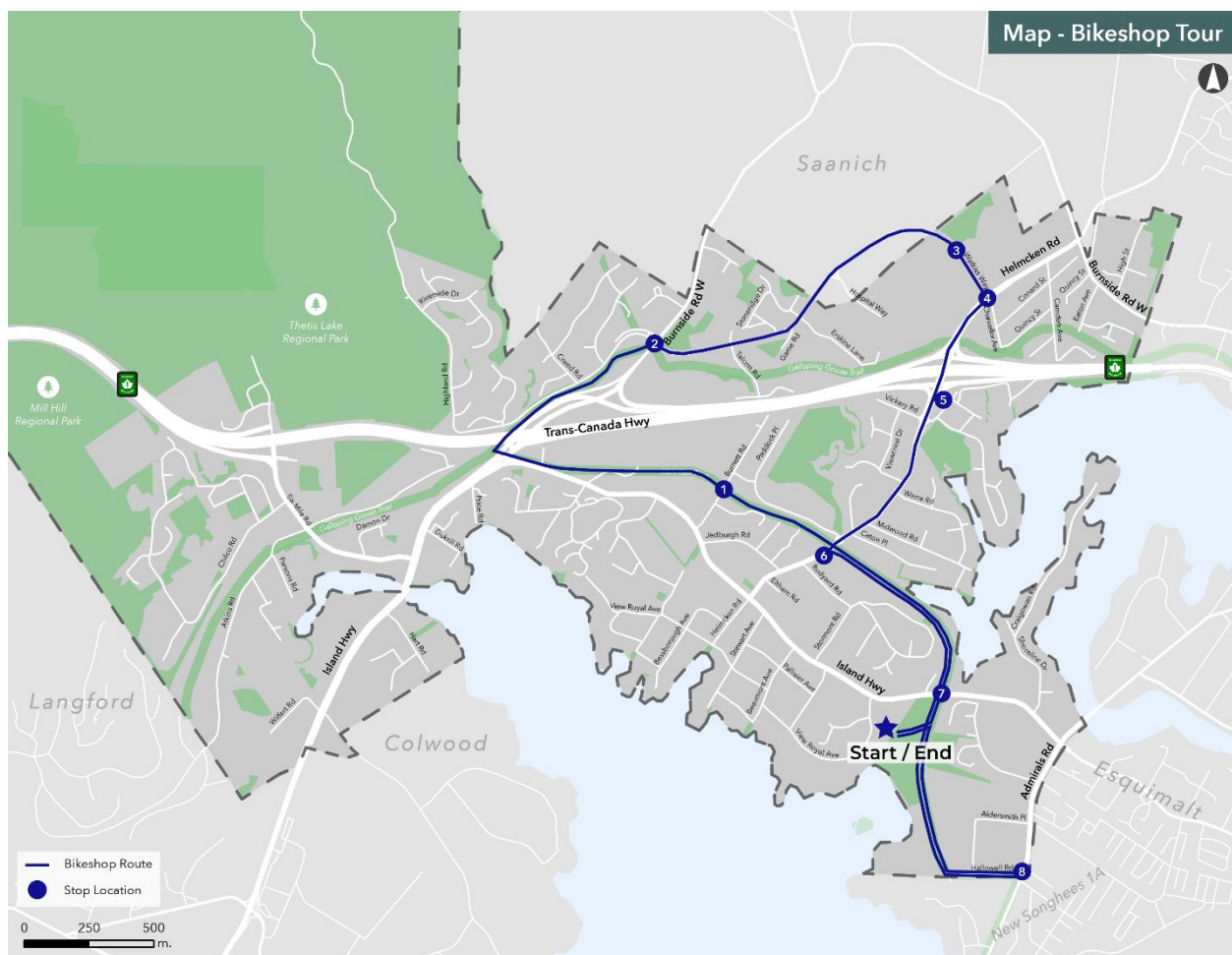


Figure 2. Bikeshop Tour Route



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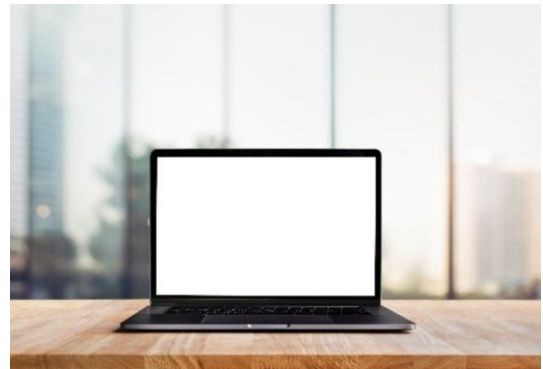


Figure 3. Stop #3 (top) at the Watkiss Way Roundabout and stop #6 (bottom) at the E&N Rail Trail and View Royal Elementary School. Photo credit: Kevin Boyd



2.2 Online Survey no.2

The online survey was hosted on a survey platform called Alchemer. It was primarily targeted towards View Royal residents and those who work in the Town; however, other members of Greater Victoria were able to provide feedback. The survey was available from 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. See **Appendix A** for the full list of online survey questions.



A total of **337 survey responses** were received. *Note: The analysis of results includes both completed and partially completed surveys. Responses in partially completed surveys still represent valid data when analyzed in isolation.*

3.0 WHO WE HEARD FROM

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

While demographics were not formally recorded at the bikeshops, a variety of participants were observed including older adults and parents who have young children. Participants arrived at the events by vehicle, foot, and bicycle.

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

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

3.1 Geographic Representation

Most of the survey respondents (73%) live in View Royal, with 19% in another Core municipality, 3% in a Westshore municipality, 3% in the Songhees Nation, 1% in the Esquimalt Nation, and 2% in Other. See **Figure 4**.



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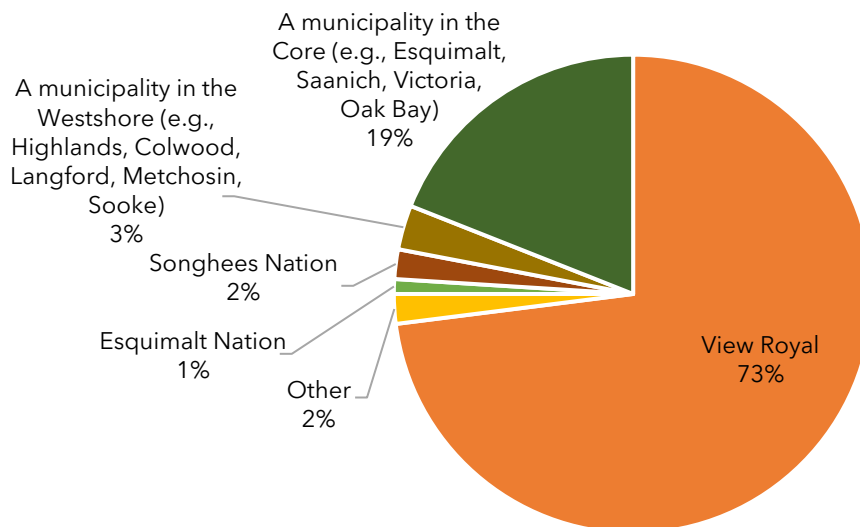


Figure 4. Geographic Representation of Survey Respondents (Online Survey)

Among those who live in View Royal, the top three neighbourhoods were Helmcken (33%), Thetis (22%), and Craigflower (16%). See **Figure 5**.

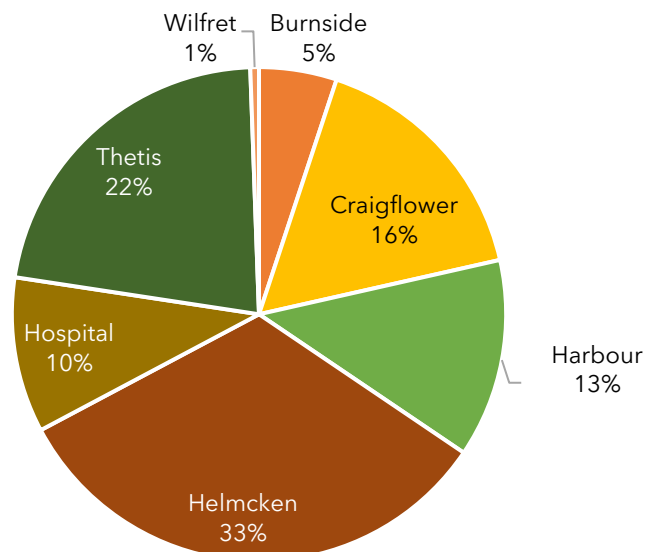


Figure 5. Geographic Representation of Survey Respondents in View Royal Neighbourhoods (Online Survey)



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3.2 Age

Most respondents (29%) are in the 40-49 years age group, followed by the 30-39 and 50-59 age groups (21% each). The lowest age group represented in the survey is under 19, at 1%. See **Figure 6**.

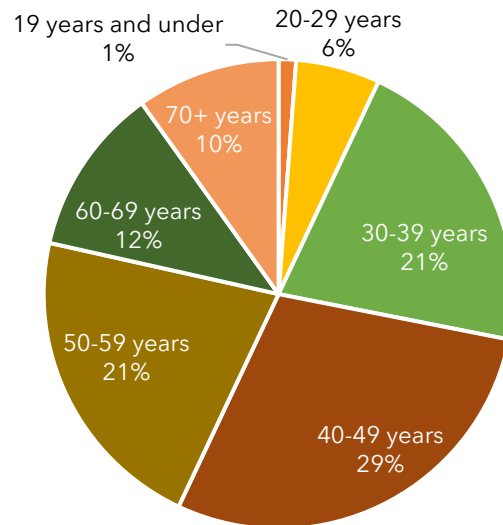


Figure 6. Age Distribution of Survey Respondents



4.0 WHAT WE HEARD

4.1 Vision & Goals

4.1.1 Vision

The online survey included the draft vision for the ATNP. The vision is intended to provide a pathway 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. The draft vision is below:

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. A connected, compact, and safe network of active transportation facilities make driving the least attractive option, helping View Royal reduce GHG emissions, boost its local economy, and enhance its overall resilience—helping meet the needs of the present and future generations.

The survey asked respondents for their level of support of the draft vision statement, from Strongly Support to Strongly Oppose. Majority of respondents (84%) are supportive or strongly supportive of the vision statement, with under 6% indicating somewhat or strong opposition. See **Figure 7**.



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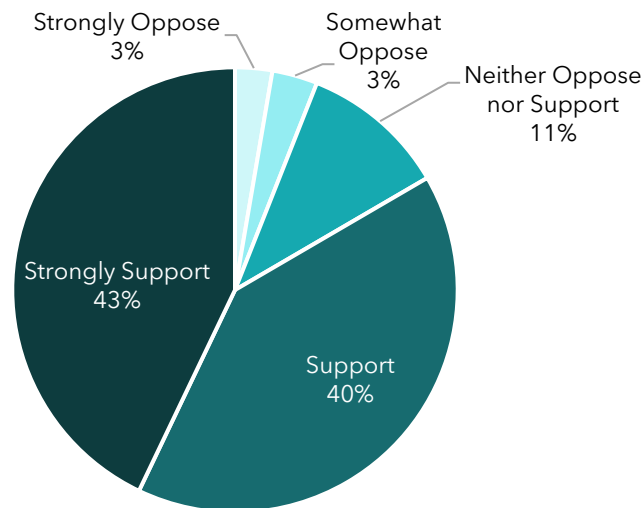


Figure 7. Level of Support for the Proposed Vision Statement

4.1.2 Goals

Draft goals have been established for View Royal's Active Transportation Network Plan. The draft goals were informed by the ongoing OCP update review along with themes derived from the first round of engagement. The draft goals are outlined below:

1. Increase the number of active transportation trips to align with the corporate mode share target of 25% of all trips to work and school by an active mode and the climate target of a 36% reduction below 2007 levels by 2030.
2. Provide all ages and abilities facilities—inclusive to children, seniors, families, and other vulnerable road users—on Collector and Arterial roads that protect people walking, cycling, and rolling from motor vehicle traffic.
3. Strengthen the connections of the active transportation to the Town's natural environments and assets including parks and regional trails.
4. 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.

As shown in **Figure 8**, most respondents are supportive of the proposed draft goals, with nearly 50% indicating strong support.



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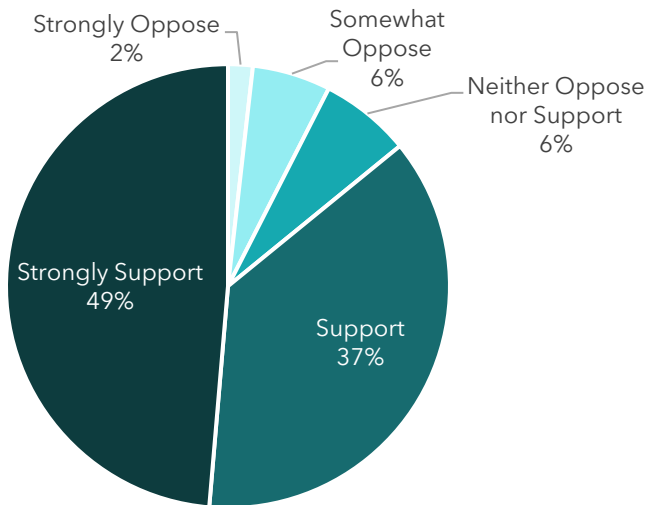


Figure 8. Level of Support for Draft Goals

Excerpts from the online survey - draft vision & goals

"Please get it done! Sooner is better!"

"I'd like to see bolder mode share targets."

"I'm concerned that this will create bottle necks in vehicle traffic which we have enough already. It should be accessible for everyone regardless of mode of transportation."

"Ensure active transportation infrastructure is prioritized in public and private development projects."

"The active transportation network needs to be continuous. Currently there are too many gaps in the network."

"I totally agree with the importance of collaborating with other municipalities as we need to have connectivity with these visions."



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4.2 Short-term Priority Projects - Critical Corridor Improvements

The online survey outlines the different types of active transportation infrastructure that are being considered in the ATNP. Though several options have been identified in the Town's active transportation network that could be implemented over the next 1-7 years, **three corridors** were flagged from the first round of public engagement as the most unsafe for active transportation users. Further, they were identified as problematic in the baseline conditions assessment for active transportation users due to vehicle volumes, speeds, and/or the lack of high-quality facilities. **Figure 9** shows the locations of the corridors on Admirals Road, Island Highway and the Helmcken Road Interchange.

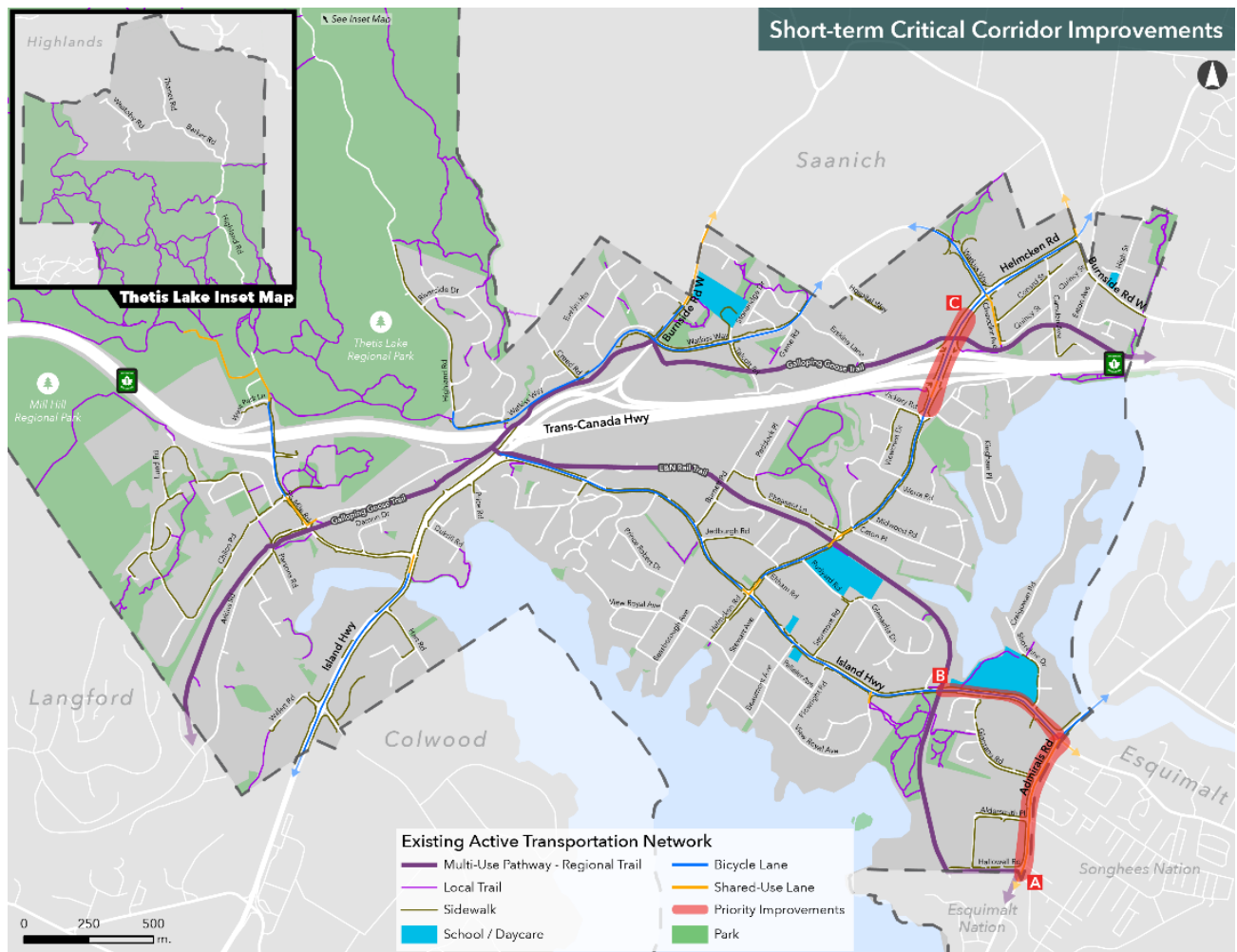


Figure 9. Short-term Critical Corridor Improvements



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Overall, there is more support than opposition for each of the critical corridor improvements, with the most support identified for the proposed Island Highway improvements (84% of respondents indicated either support or strong support). The Helmcken Road Interchange faces the most opposition, with 24% of respondents reporting to be somewhat or strongly opposed. See **Figure 10**.

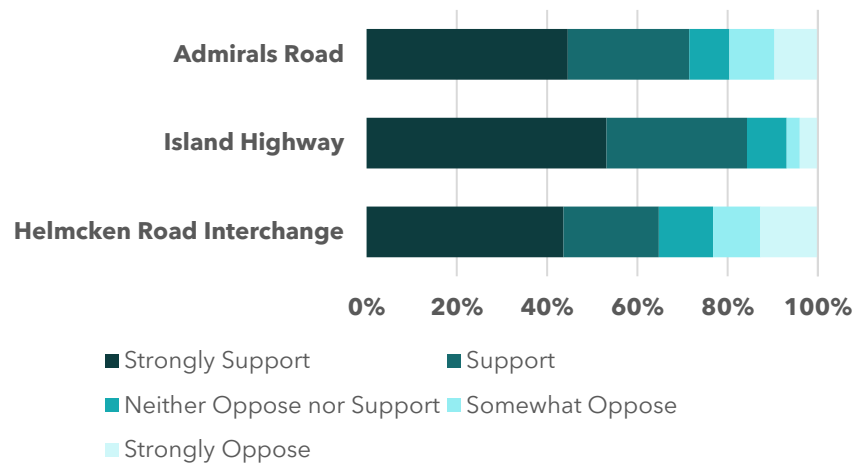


Figure 10. Overall Level of Support for Short-term Critical Corridor Improvements

4.2.1 Admirals Road

Out of 337 respondents, 271 provided input on their level of support for the proposed short-term critical corridor improvement on Admirals Road (from Hallowell Road to the Island Highway / Craigflower Road intersection). The proposed improvements for this segment are outlined in **Figure 11**.



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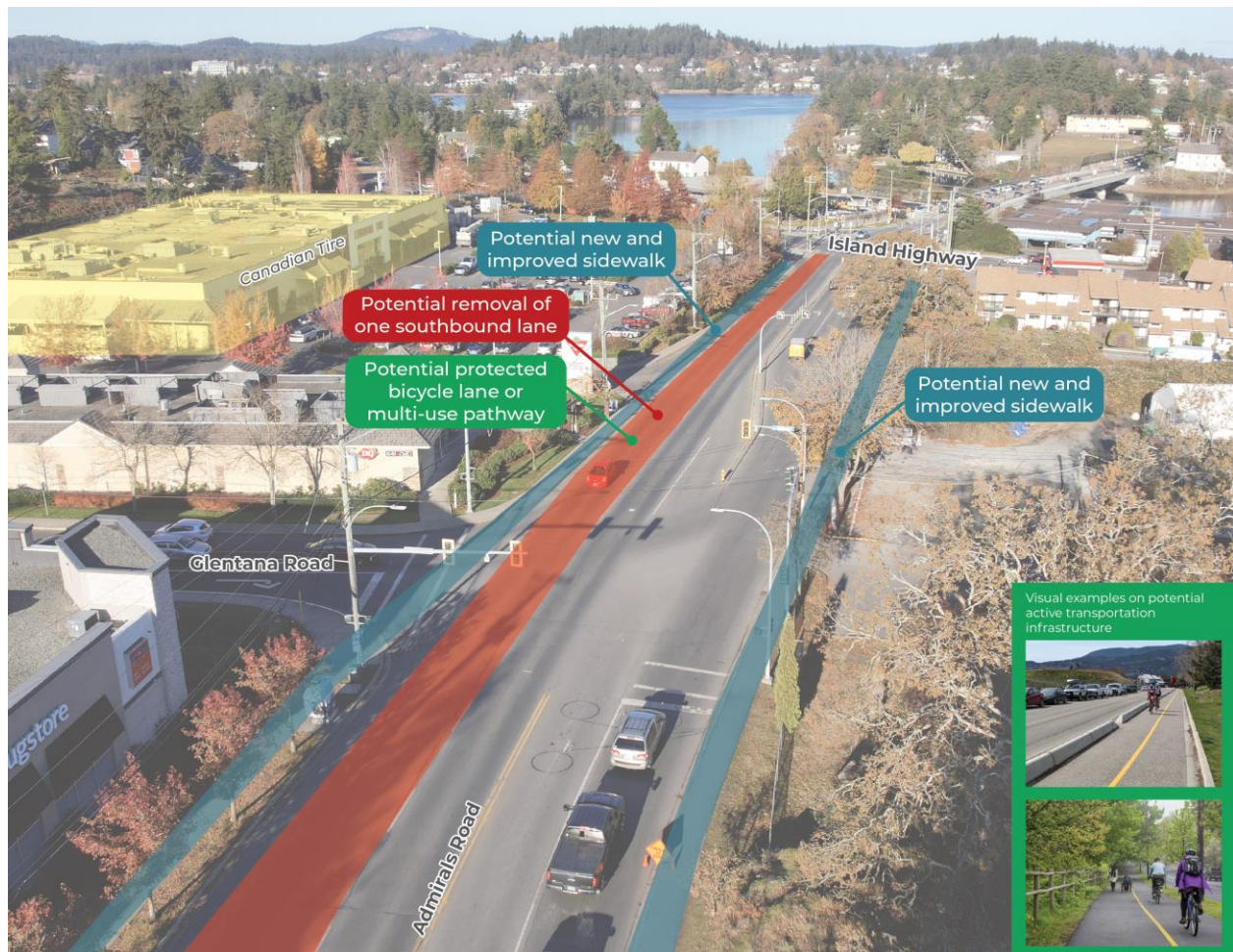


Figure 11. Proposed Improvements on Admirals Road

The following information was presented to the community about the proposed improvements on Admirals Road.

Potential changes:

- Removal of a southbound travel lane
- Removal of channelized right-turn at Admirals Road / Hallowell Road
- A bi-directional cycling facility or multi-use pathway (shown on west side) to improve cycling safety and connections to Admirals Walk, other commercial destinations along the corridor, and to Saanich and Esquimalt
- New and improved sidewalk facilities on both sides of the road
- New signals at the Glentana Road and Aldersmith Place intersections



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Potential impacts / tradeoffs:

- The removal of a southbound travel lane may have a minor effect on traffic performance in the short-term
- Safe connections through the intersections along this corridor for people using active transportation
- An increase in people using active transportation, reducing the number of people driving alone

Most respondents are strongly supportive (45%) or supportive (27%) of the proposed improvements on Admirals Road. About 20% of respondents oppose the proposed improvements, half of which are strongly opposed (9%). See **Figure 12**.

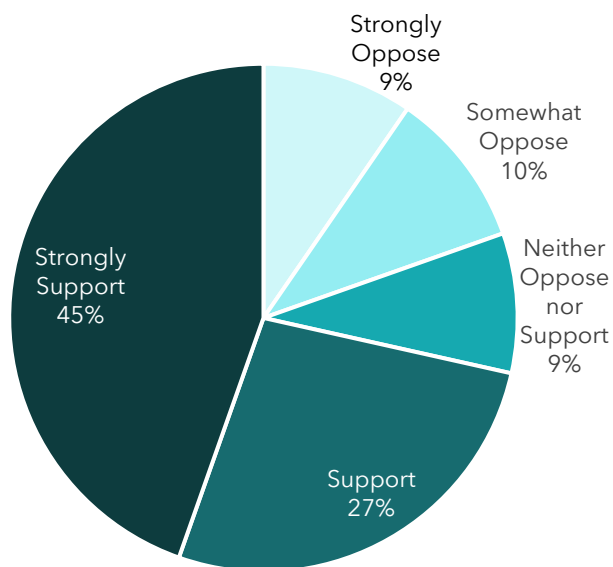


Figure 12. Level of Support for Proposed Improvements on Admirals Road



Figure 13. The feedback on Admirals Road in the bikeshops was consistent. It's an unsafe corridor for people walking, cycling, and rolling.



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4.2.2 Island Highway

Of 337 total survey respondents, 273 indicated their level of support for the proposed improvements on Island Highway (from Admirals Road to the E&N Regional Trail). These corridor improvements are identified in **Figure 14**.



Figure 14. Proposed Improvements on Island Highway

Potential changes:

- An off-street multi-use pathway on the north side of the road
- A new ramp to improve access / connection to the E&N Rail Trail for people walking / cycling on Island Highway

Potential impacts / tradeoffs:

- The bus stop on the north side of Island Highway would need to be relocated to accommodate this facility

Most respondents are strongly supportive (53%) or supportive (31%) of the proposed improvements. Less than 7% are somewhat opposed (3%) or strongly opposed (4%).

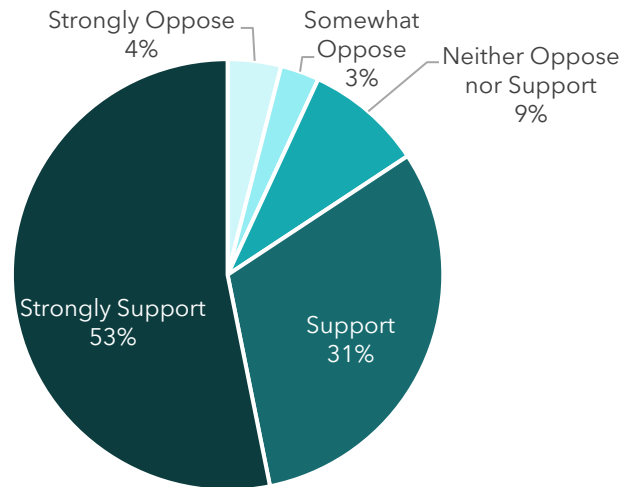


Figure 15. Level of Support for Proposed Improvements on Island Highway



Figure 16. Bikeshop participants were enthusiastic in their support for seeing improvements along Island Highway to enhance connectivity to the E&N Rail Trail. Photo credit: Kevin Boyd



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4.2.3 Helmcken Road Interchange

Of the three critical corridors highlighted for short-term improvements, the Helmcken Road Interchange received the most responses, with a total of 275. The proposed active transportation improvements are shown in **Figure 17**, with a summary of the potential changes below.

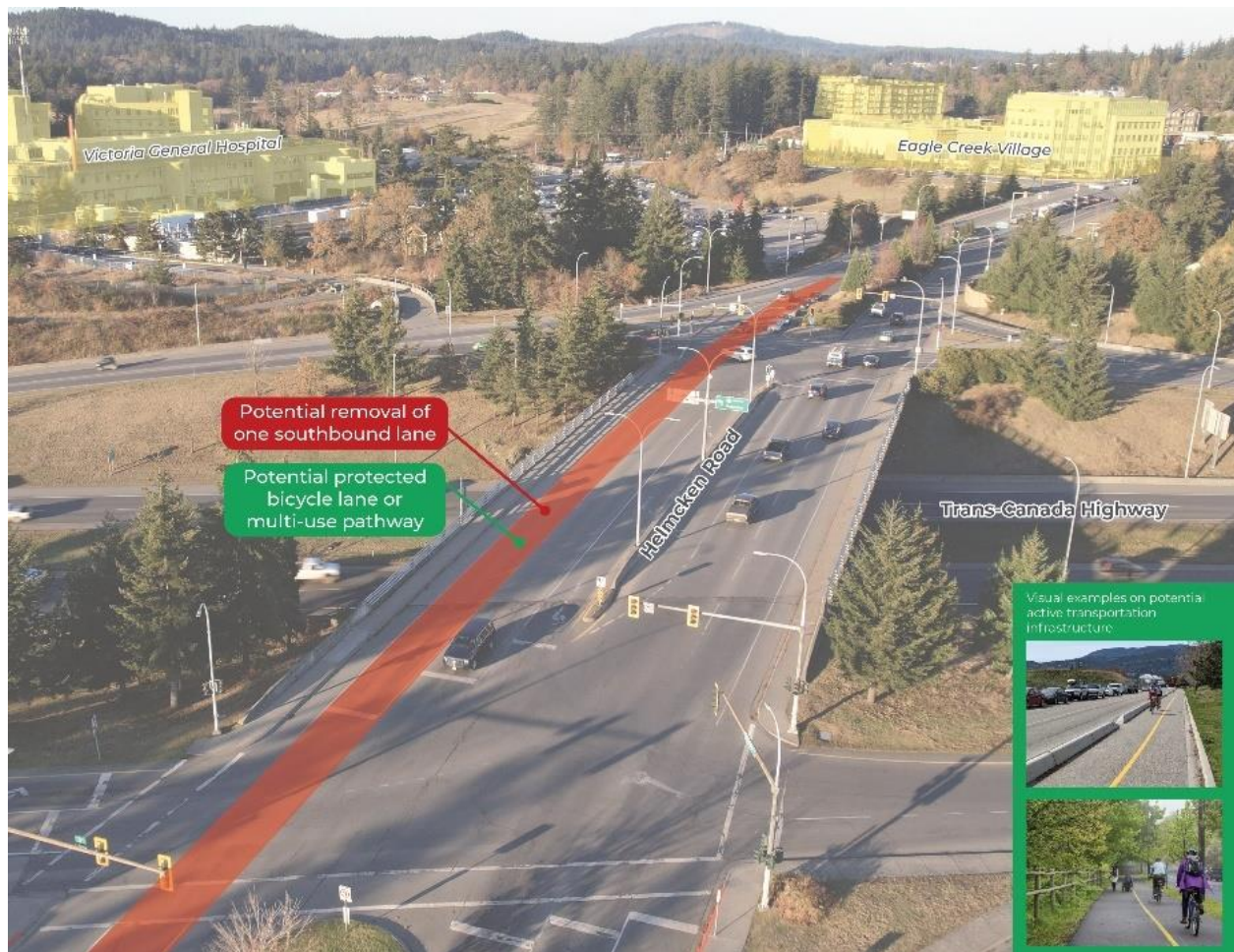


Figure 17. Proposed Improvements on the Helmcken Road Interchange

Potential changes:

- Removal of a southbound travel lane
- A bi-directional cycling facility or multi-use pathway (shown on west side) to improve cycling safety and connections to Eagle Creek, the Galloping Goose Regional Trail, and to other critical destinations along Helmcken Road including View Royal Elementary School and parks / recreational facilities



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Potential impacts / tradeoffs:

- The removal of a southbound travel lane may have a minor effect on traffic performance in the short-term
- Safe connections through the intersections along this corridor for people using active transportation
- An increase in people using active transportation, reducing the number of people driving alone

As shown in **Figure 18**, more respondents are strongly supportive (44%) or supportive (21%) than opposed. However, more respondents are somewhat opposed (11%) and strongly opposed (13%) compared to the other two corridors.

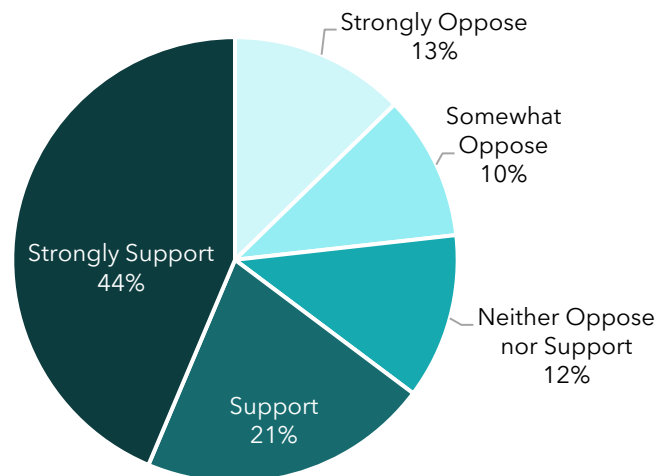


Figure 18. Level of Support for Proposed Improvements on the Helmcken Road Interchange

4.2.4 Highest Ranked Corridor

A total of 231 respondents ranked in terms of priority the three critical corridor improvements, and of these, **Admirals Road** (from Hallowell Road to Island Highway / Craigflower Road) was identified as the highest priority. The second highest priority was ranked to be Island Highway (from Admirals Road to the E&N Regional Trail) and third being the Helmcken Road Interchange.

When given the option to share thoughts on the proposed critical corridor improvements, respondents provided both specific comments on each proposal and general feedback. The most common theme amongst respondents' general comments involved concerns of traffic congestion upon removal of traffic lanes for multi-use pathways or bike lanes (10% of the



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respondents), followed by a preference for separated bike lanes and sidewalks rather than multi-use paths in consideration of pedestrian safety (3% of respondents). Other feedback received suggested the consideration of other corridors for improvements such as Six Mile Road (3% of respondents) and the improvement of safety at the Admirals Road / Island Highway intersection (3% of respondents). Suggestions around infrastructure improvements focused on signage and lighting for bike lanes and multi-use paths (2% of respondents), maintaining existing bus stop locations (2% of respondents) and improvements to pedestrian facilities (1% of respondents). **Table 1** provides an overview of the general feedback received from respondents regarding the proposed critical corridor improvements.

Table 1. General Feedback on Proposed Critical Corridor Improvements

Themes
Concerns of traffic congestion upon removal of traffic lanes
Separated bike lanes and sidewalks instead of multi-use paths
Consider other corridors for improvements (Six Mile Road, Burnside Road, other segments of the Island Highway)
Improve safety at Admirals / Island Hwy intersection
Improve signage and lighting for bike lanes / multi-use paths
Do not move / interfere with existing bus stops
Improve pedestrian facilities (wider sidewalks, more crosswalks)

Excerpts from the online survey - critical corridor improvements

"Access to Shoreline is KEY. This spot is so incredibly dangerous right now it's impressive we've let it get this bad. It is TRULY not safe for kids to walk/wheel to school."

"Consider protected bike lanes on both sides of Admirals. There are wide shoulders which could accommodate, and provide equal access to the Reserve lands and their residents."

"For the Helmcken upgrade, I support this if it doesn't remove the left turn lane onto the highway."

"Lots of kids using active transport to Shoreline School - currently very high risk, hence the need to prioritize Island Highway first."

"Removing lanes for bikes is a non-starter. Traffic is already jammed and backed up at rush hour."



4.3 Short-term Priority Projects - Additional Corridor Improvements

The survey also included several other locations that are being considered for short-term priority projects. They were selected based on one or more of the following criteria:

1. Location was highlighted in the first round of public engagement as unsafe and desired by the public to see an improvement
2. Existing traffic volumes and speeds are too high and not suitable for all ages and abilities
3. The facility would fill a gap in the network / critical connection to key destinations
4. The facility location is located near schools, transit and/or recreational facilities
5. In line with the 'equity' principle in the BC Active Transportation Design Guide, the facility location is in an area with a higher proportion of lower income households neighbourhoods
6. The facility location is within or connects to an identified growth centre (as per the draft OCP)

Respondents were asked to rank their choices of additional corridor improvements, from highest priority to lowest priority. **Figure 19** shows the locations of the ten additional priority projects, with a description of each one below.



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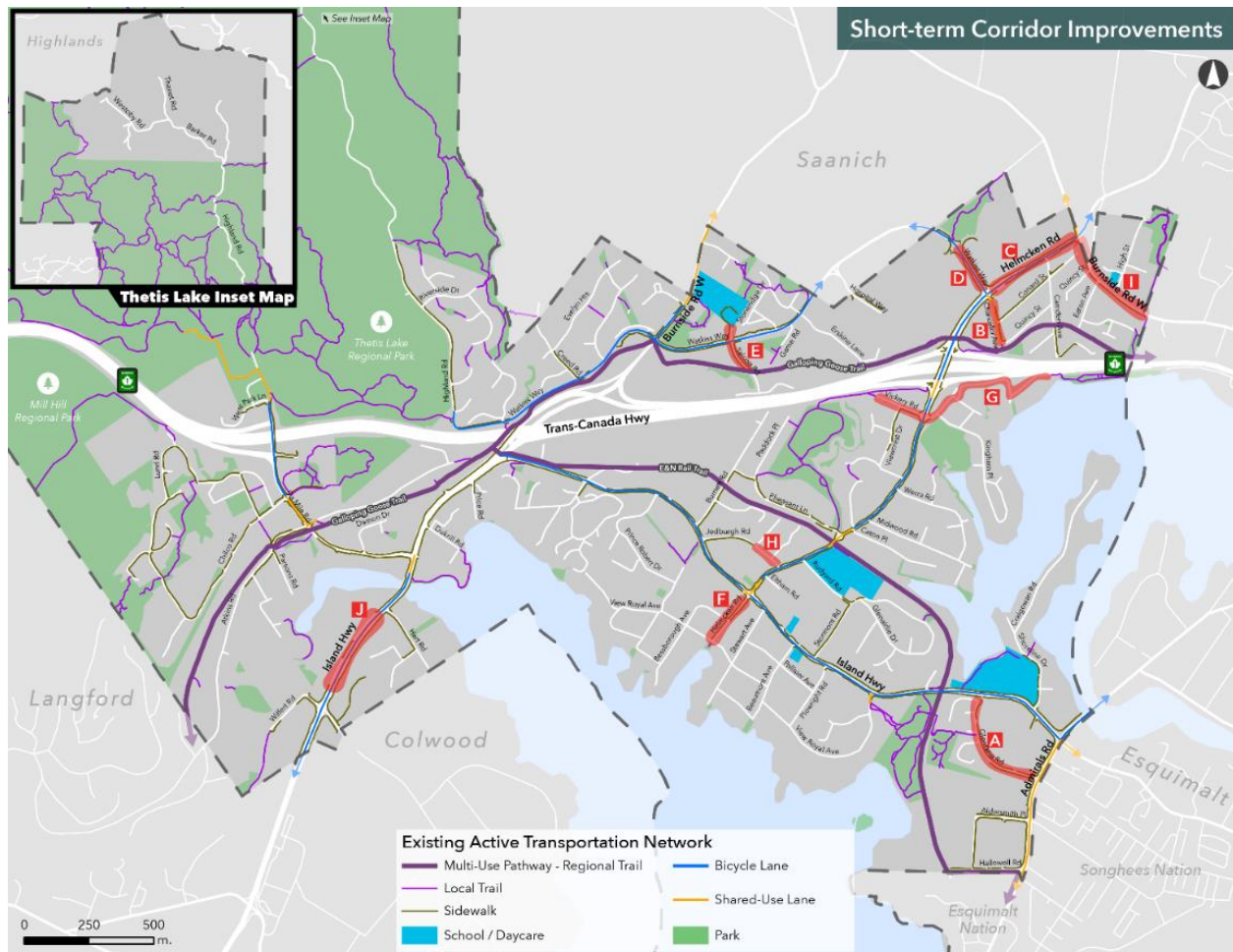


Figure 19. Locations of Additional Priority Projects

- **(A) Glentana Road (Island Highway to Admirals Road)** | potential for a multi-use pathway to improve connections to Admirals Walk.
- **(B) Chancellor Avenue (Helmcken Road to Galloping Goose Regional Trail)** | potential for a multi-use pathway and new sidewalk to improve connection to Eagle Creek and Galloping Goose Regional Trail.
- **(C) Helmcken Road (Watkiss Way to Burnside Road)** | potential for protected cycling facilities, a separated sidewalk, and a mid-block crossing to improve crossings to Eagle Creek.
- **(D) Watkiss Way (roundabout to Helmcken Road)** | potential for protected cycling facilities on either the north or south side to improve connection to hospital, Eagle Creek, and to the Watkiss way corridor.
- **(E) Talcott Road (Galloping Goose Regional Trail to Eagle View Elementary)** | potential for a multi-use pathway on either the east or west side to improve connection



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from Eagle View Elementary school and residential neighbourhood to Galloping Goose Regional Trail).

- **(F) Helmcken Road (*Island Highway to View Royal Avenue*)** | potential for a new protected cycling facility and sidewalk to improve connection from the residential neighbourhood to Island Highway and View Royal Elementary.
- **(G) Vickery Road / St. Giles Street** | potential for a bicycle boulevard to connect the residential neighbourhood with View Royal Park, the MacLennan Trail, and Helmcken Centennial Park.
- **(H) Jedburgh Road (*Jedburgh Place to Helmcken Road*)** | potential for a new sidewalk on the south side to improve connections to and from View Royal Elementary and complete the gap in the network.
- **(I) Burnside Road W (*Helmcken Road southwards towards the Saanich border*)** | potential for new sidewalk on both sides of the road given its proximity to trails, a daycare facility, anticipated future growth and connections with Saanich.
- **(J) Island Highway (*Wilfert Rd to Hart Rd*)** | potential for a new separated sidewalk on the west side of Island Highway to improve connections to the commercial land uses across the corridor and with Colwood and to facilitate a safer connection to the future rapid bus for people walking and rolling.

4.3.1 Ranking Results

The overall ranking for each corridor is shown in **Table 2**, with **option C** (Helmcken Road Watkiss Way to Burnside Road) being ranked the highest, followed by **option D** (roundabout to Helmcken Road). **Option G** (Vickery Road / St. Giles Street) ranked the lowest.



Figure 20. Many bikeshop participants stressed the need to improve the Watkiss Way / Helmcken Road intersection highlighting the challenges trying to access Eagle Creek, Saanich, or the Galloping Goose Regional Trail via Chancellor Avenue.



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Table 2. Rankings of Short-term Priority Projects - Additional Corridor Improvements

Overall Rank	Corridor	Number of Rankings*
1	C. Helmcken Road (<i>Watkiss Way to Burnside Road</i>)	188
2	D. Watkiss Way (<i>roundabout to Helmcken Road</i>)	177
3	I. Burnside Road W (<i>Helmcken Road southwards towards the Saanich border</i>)	178
4	B. Chancellor Avenue (<i>Helmcken Road to Galloping Goose Regional trail</i>)	176
5	F. Helmcken Road (<i>Island Highway to View Royal Avenue</i>)	170
6	A. Glentana Road (<i>Island Highway to Admirals Road</i>)	174
7	J. Island Highway (<i>Wilfert Road to Hart Road</i>)	170
8	E. Talcott Road (<i>Galloping Goose Regional Trail to Eagle View Elementary</i>)	160
9	H. Jedburgh Road (<i>Jedburgh Place to Helmcken Road</i>)	163
10	G. Vickery Road / St. Giles Street	160

*Number of rankings correspond to the number of unique responses. For example, the highest ranked option (Option C) had 188 unique survey responses.

4.4 Intersection Improvement Reviews

Several locations in the Town have been flagged for potential intersection improvements and were presented to the community in the online survey.

A **major intersection improvement review** includes intersections where two major roadways meet. Many of these locations have been identified to help improve comfort, accessibility, and safety of people at major intersections. 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 people walking, an example of a major intersection improvement would be the installation of an audible signal to make it easier for blind pedestrians to make the crossing. For people cycling, an example includes protected cycling infrastructure up to the edge of the intersection.

Figure 22 shows a map of potential locations for major intersection improvement reviews, followed by a list of the locations.



Figure 21. The Burnside Rd W / Helmcken Rd intersection is one of the locations where a major intersection review is recommended.



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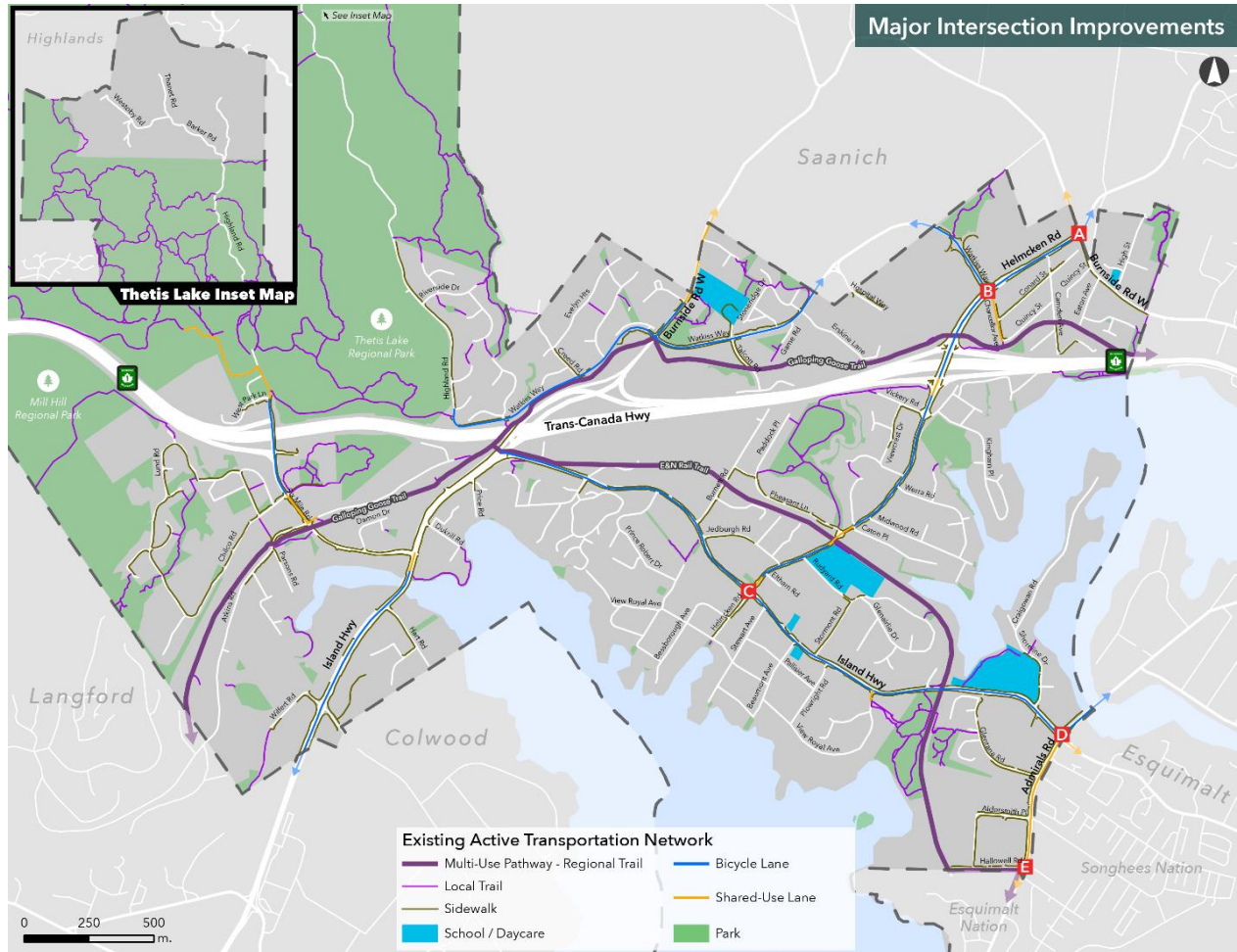


Figure 22. Locations of Major Intersection Improvement Reviews

- A.** Burnside Road W / Helmcken Road
- B.** Helmcken Road / Watkiss Way
- C.** Helmcken Road / Island Highway
- D.** Admirals Road / Island Highway
- E.** Admirals Road / Hallowell Road



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A **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. **Figure 23** shows the potential locations of minor intersection improvement reviews that were presented in the online survey.

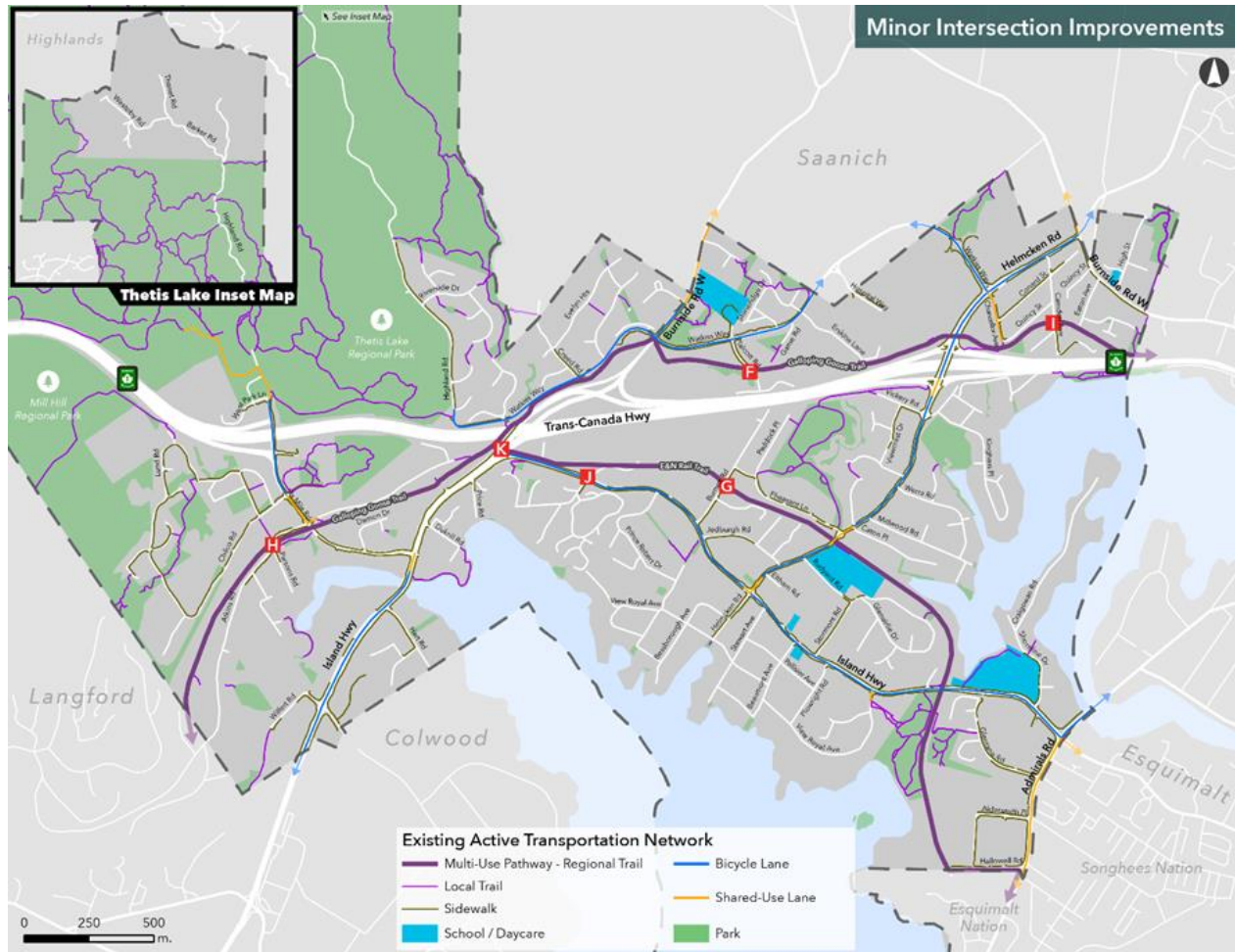


Figure 23. Locations of Minor Intersection Improvement Reviews

- F.** Galloping Goose Regional Trail / Talcott Road
- G.** E&N Rail Trail / Burnett Road
- H.** Galloping Goose Regional Trail / Atkins Road
- I.** Galloping Goose Regional Trail / Camden Avenue
- J.** E&N Rail Trail / Adams Place
- K.** E&N Rail Trail / Island Highway / Colwood Interchange



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4.4.1 Major Intersection Improvements

Survey respondents were asked to rank what they see as the highest priority locations for major intersection improvements. Intersection **location D** (Admirals Road / Island Highway) was the highest ranked priority, followed by **location A** (Burnside Road W / Helmcken Road). Intersection **location E** (Admirals Road / Hallowell Road) was ranked as the lowest priority. See **Table 3** for the overall priority rankings.

Table 3. Rankings of Priorities for Major Intersection Improvement Reviews

Overall Rank	Major Intersection	Number of Rankings*
1	D. Admirals Road / Island Highway	197
2	A. Burnside Road W / Helmcken Road	190
3	C. Helmcken Road / Island Highway	193
4	B. Helmcken Road / Watkiss Way	191
5	E. Admirals Road / Hallowell Road	183

*Number of rankings correspond to the number of unique responses. For example, the highest ranked location (Location D) had 197 unique survey responses.

4.4.2 Minor Intersection Improvements

Survey respondents were also asked to rank what they see as the highest priority locations for minor intersection improvements. **Location K** (E&N Rail Trail / Island Highway / Colwood Interchange) was ranked the highest, followed by **location H** (Galloping Goose Regional Trail / Atkins Road). The lowest ranked priority was **location I** (Galloping Goose Regional Trail / Camden Avenue). See **Table 4** for the overall priority rankings for minor intersection improvements.



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Table 4. Rankings of Priorities for Minor Intersection Improvement Reviews

Overall Rank	Major Intersection	Number of Rankings*
1	K. E&N Rail Trail / Island Highway / Colwood Interchange	186
2	H. Galloping Goose Regional Trail / Atkins Road	168
3	G. E&N Rail Trail / Burnett Road	167
4	F. Galloping Goose Regional Trail / Talcott Road	166
5	J. E&N Rail Trail / Adams Place	167
6	I. Galloping Goose Regional Trail / Camden Avenue	165

*Number of rankings correspond to the number of unique responses. For example, the highest ranked location (Location K) had 186 unique survey responses.



Figure 24. The E&N Rail Trail & Burnett Road intersection was one of the stop locations in the bikeshop tour. Participants noted the need for elephant's feet and other treatments to improve visibility for people walking and cycling.



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Excerpts from the online survey - intersection improvements

"Please prioritize Watkiss and Burnside, it is so dangerous as is. Please speak to the crossing guard who works at this intersection, change is needed now."

"The helmcken intersection needs a specific walk signal. I've been extremely close to getting hit by vehicles daily while crossing."

"Please consider our children's safety on the roundabouts near View Royal Elementary. I don't want to see any of our kids get hurt. Speed is a massive issue."



Figure 25. Admirals Road / Hallowell Road (top) and E&N Rail Trail / Helmcken Road (bottom). Photo credit: Kevin Boyd



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5.0 KEY TAKEAWAYS

Takeaways from Phase 2 engagement include the following:



There is a general level of support for the draft vision statement and goals for the Active Transportation Network Plan, with most respondents indicating strong support.



There is more support than opposition for each of the critical corridor improvements proposed on Admirals Road, the Island Highway, and the Helmcken Road Interchange, with the most support for the proposed Island Highway improvements and the least support for the proposed improvements on the Helmcken Road Interchange. Of the three critical corridors, Admirals Road is ranked as the highest priority to improve. Some respondents noted that it is important to find a balance between providing options for motor vehicles and active transportation infrastructure and that removing vehicle travel lanes should be done thoughtfully to avoid exacerbating traffic operations.



Of the ten additional corridor improvements proposed, the top priority is Helmcken Road (*Watkiss Way to Burnside Road*), followed by Watkiss Way (*roundabout to Helmcken Road*), and Burnside Road W (*Helmcken Road southwards towards the Saanich border*).



The highest ranked major intersection to prioritize for an improvement review is Admirals Road / Island Highway, out of five proposed major intersections. In terms of minor intersections, the highest identified priority is E&N Rail Trail / Island Highway / Colwood Interchange, out of six proposed minor intersections.

6.0 NEXT STEPS

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

- Revise the short-term priority projects based on your feedback
- Draft the full Active Transportation Network Plan
- Develop the implementation strategy with cost estimates for all the short-term priority projects

We will return to the community in late February / early March 2023 to present the draft ATNP in a public open house. Stay tuned for details!

