

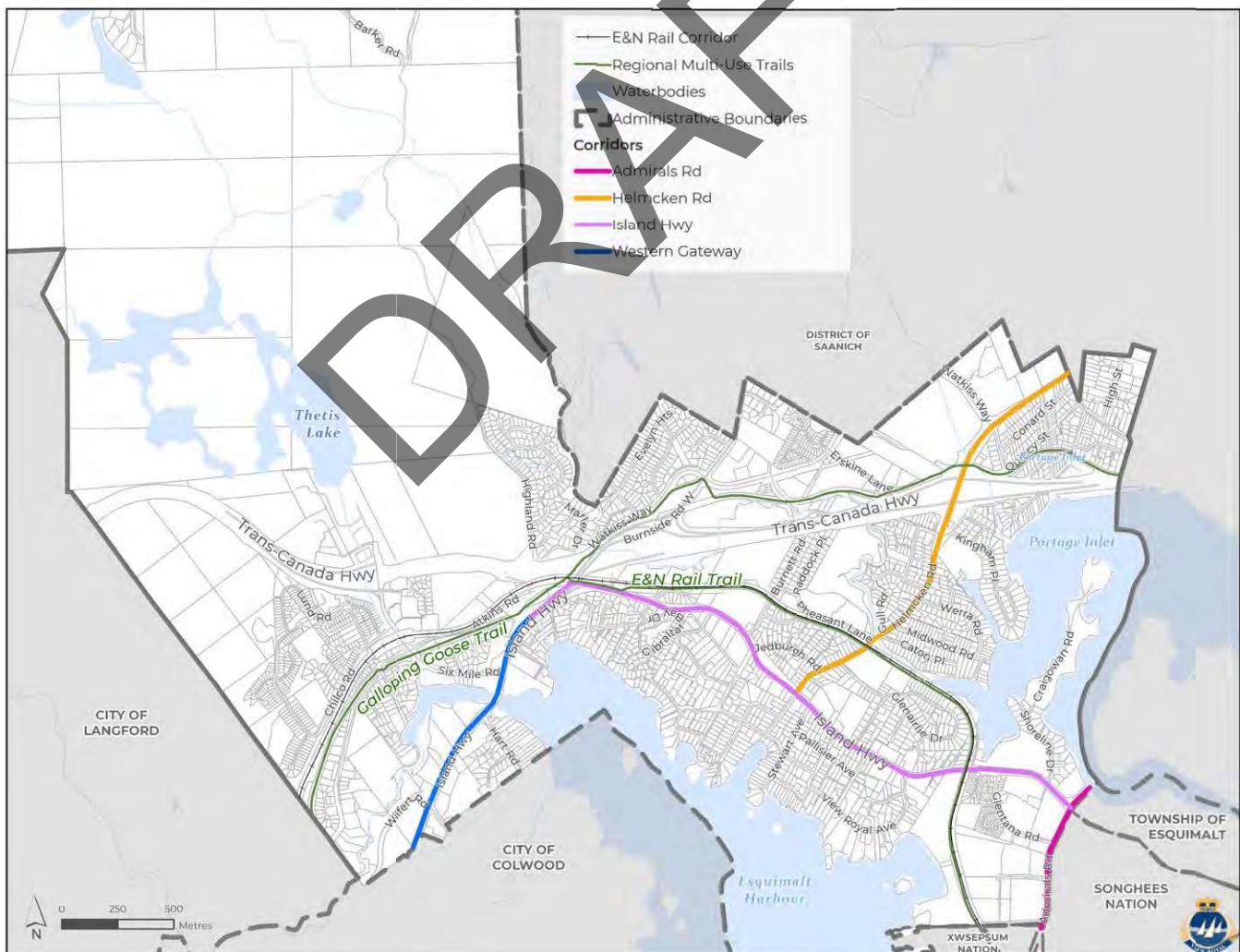
7.0 Transportation and Mobility

7.1 CONTEXT

The transportation and mobility choices existing within a community define how community members get around. View Royal's central location with the Capital Regional District and as the gateway to the West Shore makes it well-connected to the broader region. The Trans-Canada Highway (owned and maintained by the Ministry of Transportation and Transit), Island Highway, the Galloping Goose Regional Trail, E&N Rail Trail, and BC Transit's 95 Blink Rapid Bus and number 14 (Vic General / UVic) bus routes all traverse View Royal and provide connections to key destinations within adjacent communities and beyond.

Within View Royal, there are four key corridors along which amenities and services are concentrated, as shown in the figure below: Island Highway, Admirals Road, Helmcken Road, and the Western Gateway Employment District Corridor.

Figure 11 Corridors Map



These corridors also serve key transportation functions in terms of moving goods and people within the Town and providing connections to neighbouring communities. It is anticipated that higher levels of density will be concentrated along these corridors to enable alternate modes of transport beyond the private car and to ensure that residents can easily access the services and amenities they need daily within close proximity of their home. The foundation for this is embedded within the OCP's land use policy, included in Part Two.

Each of the corridors noted are also supported by one of View Royal's two mobility hubs. As shown on Map 3, these are located at the site of the provincially-designated Hospital Transit-Oriented Area, which comprises the existing Hospital Transit Exchange, and the Atkins Park-and-Ride. Both mobility hubs are located within proximity to the Galloping Goose Regional Trail and the Trans-Canada Highway which provide opportunities for travel within the region by cycling, rolling, walking, or car. In addition, they are each serviced by transit routes that provide connections within View Royal and beyond, with future plans for increased levels of service. A bus rapid transit route already serves the Atkins Mobility Hub and increased connections are anticipated for the Hospital Transit-Oriented Area, as shown on Map 3. Increased densities are permitted in and around these mobility hubs in an effort to further promote travel via alternate modes of transport through enhanced public realm design that creates a pedestrian-friendly environment and provides connections to key active transportation infrastructure such as trails.

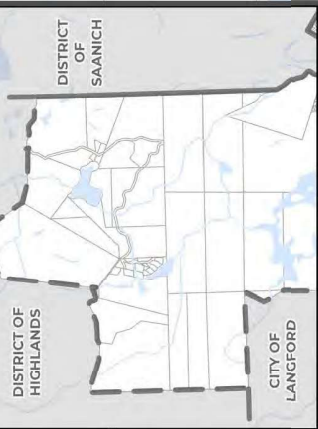
The objectives and policies included in this section aim to enhance mobility options for getting around View Royal and travel through the community by employing strategies that encourage alternate transportation behaviours and choices. Such strategies will address primary concerns of residents related to traffic congestion along major routes such as the Trans-Canada Highway and Island Highway through creating a smoother travel experience. In addition, reduced reliance on the automobile yields reduced greenhouse gas emissions, cleaner air, and healthier community members.

The following OCP Goals may be achieved through the policy direction provided in this section.

- Mobility & Connectivity
- Community Well-Being
- Climate Action and Resilience
- Regional Partnerships
- Sustainable Service Delivery and Asset Management

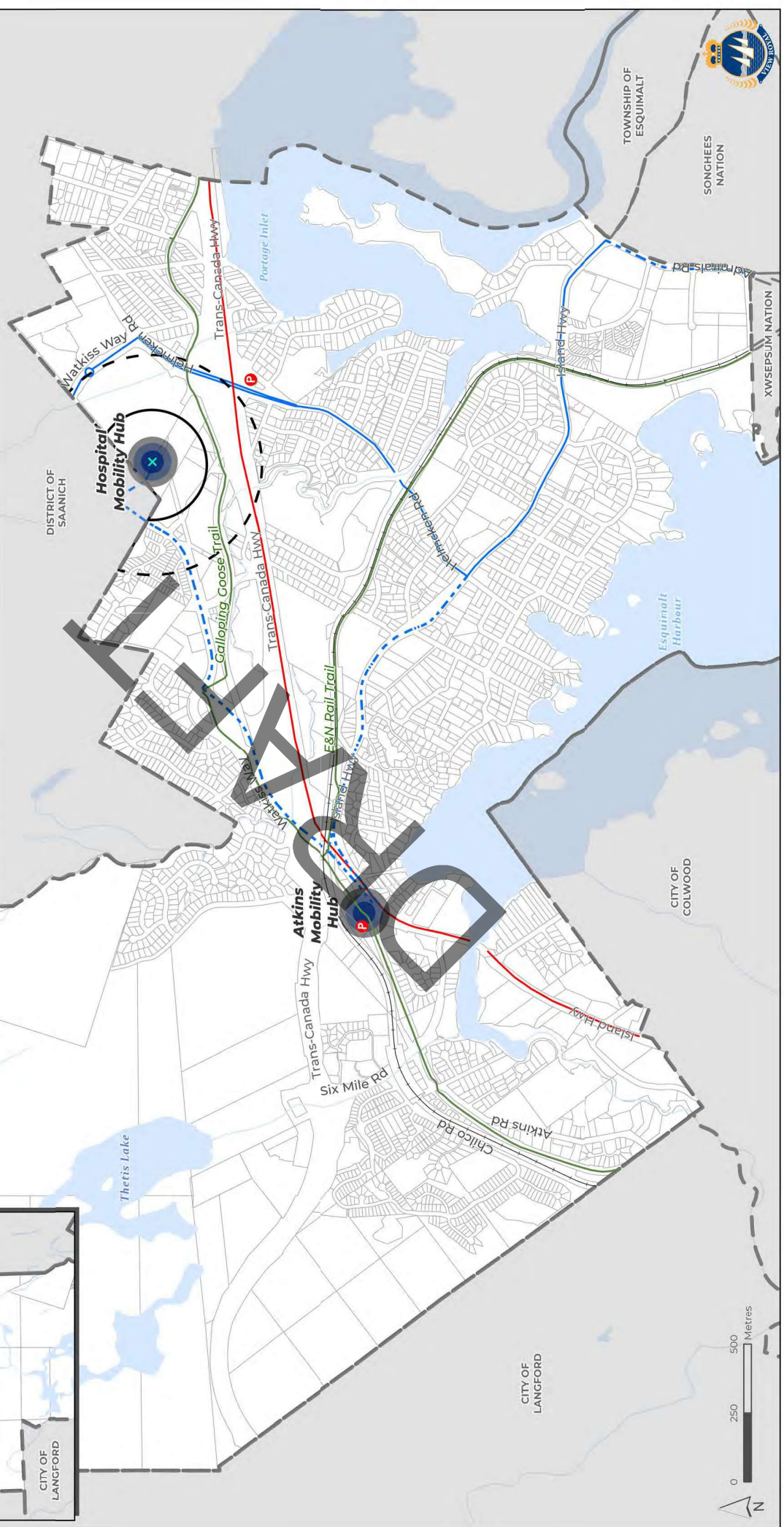
Mobility Hub means a strategic location offering access or connections to multiple modes of transport, including transit, cycling, walking, rolling, and private vehicles. These hubs are usually central to concentrations of medium- to high-density development. View Royal has two mobility hubs - the provincially designated Hospital Transit-Oriented Area which comprises the existing transit exchange located at Victoria General Hospital and the Atkins park-and-ride located adjacent to Island Hwy and the Galloping Goose trail.

THETIS LAKE NORTH



MAP 3 - MOBILITY

- x Victoria General Hospital Transit Exchange
- P Park & Ride
- Mobility Hub
- E&N Rail Corridor
- Regional Multi-Use Trails
- Existing Frequent Transit Network
- Existing Rapid Transit Network
- ... Proposed Frequent Transit Network
- ... Proposed Rapid Transit Network
- Transit Oriented Area (200m buffer)
- Transit Oriented Area (400m buffer)
- Waterbodies
- Administrative Boundaries



7.2 OBJECTIVES

Transportation in all forms connects our people and places and plays a significant role in residents' daily lives, getting to work, school, or their place of employment. View Royal's transportation network also advances climate action, supports affordability, and can encourage equity in View Royal

7.2.1 BUILDING A CONNECTED MULTIMODAL COMMUNITY

Support and encourage the development of View Royal's active transportation network, which includes pedestrian, cycling, and public transit networks as part of an interconnected multi-modal transportation system within the community.

7.2.2 STRENGTHEN TRANSPORTATION CONNECTIONS AND REGIONAL DESTINATIONS

Strengthen transit and active transportation connections to key regional destinations to and from View Royal by collaborating with neighbouring municipalities and regional partners to improve multi-modal connections to parks, regional trails, schools, commercial and institutional centres, the Department of National Defence, and Victoria General Hospital.



7.2.3 EQUITABLE, SAFE, AND EFFICIENT MOBILITY

Continue to work towards a future transportation and mobility network that provides equitable opportunities for all, and allows users to travel safely, efficiently, and comfortably throughout the community regardless of their mode of travel.

7.2.4 PRIORITIZE RESIDENT NEEDS

Recognize the unique challenge that View Royal faces as a connection point between Victoria, the Saanich Peninsula communities, and the West Shore, and continue to prioritize the needs of residents to move around the Town and mitigate the traffic congestion impacts of regional commuters.

7.2.5 AFFORDABLE, EQUITABLE TRANSPORTATION OPTIONS

Continue to support and encourage programs and tactics that aid the Town in achieving its mode share targets and mitigate local transportation impacts by supporting safe and comfortable multi-modal transportation choices. Moving forward, a greater emphasis on walking, cycling, and transit, over private vehicles should be prioritized.

7.2.6 CLIMATE ACTION THROUGH TRANSPORTATION CHOICE

Reduce greenhouse gas emissions by supporting efficient and accessible transit service and active transportation options.

7.3 POLICIES

7.3.1 GENERAL

A. To support safe and efficient multi-modal systems for the movement of people throughout View Royal, in accordance with the priorities and strategies established in the Transportation Master Plan and Active Transportation Network Plan, priority of transportation infrastructure investments should be based on the following modal hierarchy:

- i) Foundation Access – Pedestrians, people using mobility aids, and emergency personnel and equipment
- ii) High-Capacity, Low-Impact Mobility – Transit
- iii) Active and Low-Speed Mobility – Cycling and micro-mobility devices
- iv) Efficient Shared Use – Shared vehicles
- v) Economic Backbone – Commercial vehicles
- vi) Low Priority – Private vehicles

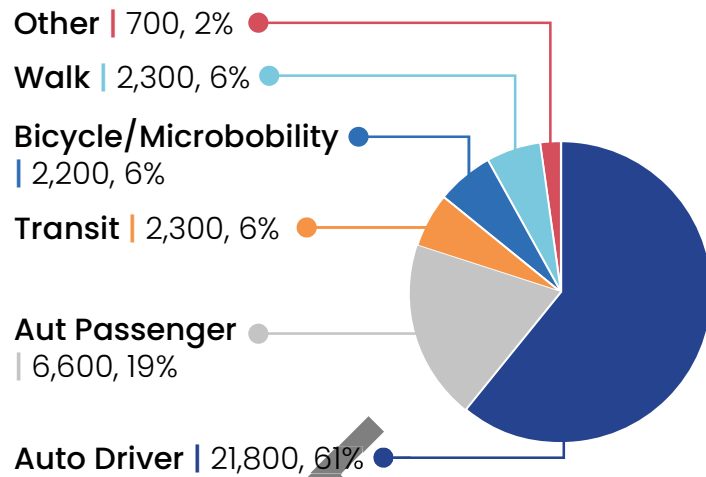
Micro-mobility means transport via a small, typically electric, lightweight device that allows for individual human transport, such as a scooters, hoverboards, bicycles, and skateboards.

Mode share means the proportion of trips using a particular type of transportation to get around, such as walking, cycling, transit, scooting, ride share, or private vehicles.

B. Pursue the following mode share targets by 2050:

Mode	Mode Share (2022)	Mode Share Target (2050)
Walking, Cycling and Micro-mobility	12%	25%
Public Transit	6%	15%
Private Vehicle	80%	60%

The most recent regional household travel survey was released by the Capital Regional District¹ in 2022. Mode share data for the Town of View Royal, along with X^wsepsam and Songhees Nations, from this analysis is shown in the figure. Surveys are completed by the Capital Regional District every 5 years, with the next report anticipated in 2027, which can support the Town in tracking progress on mode share targets.



7.3.2 ACCESSIBILITY AND INCLUSIVITY

- A. Apply universal access design principles in transportation infrastructure design wherever possible to allow all people, including people with disabilities, to use sidewalks, trails, and transit.
- B. Prioritize transportation improvements in locations with higher concentrations of equity-deserving people to support safe and comfortable access essential goods and services.
 - ii) Areas with higher densities of equity-deserving people, such as seniors, low-income households, and youth, amongst others.
- B. Advocate to and collaborate with BC Transit to ensure transit service is enhanced and prioritized in areas of View Royal where the highest population densities are anticipated, as discussed in Part Two, and as shown in the mobility hub and future transit route locations identified on Map 3.

7.3.3 TRANSIT

- A. Collaborate with BC Transit and neighbouring local governments to establish safe, accessible, and high-quality transit service with improvements prioritized in:
 - i) High-demand and high-density neighbourhoods; and
- C. Ensure that bus stops and stations are planned and designed in accordance with BC Transit's infrastructure design guidelines and include seating, shade and weather protection, lighting, signage, and accessible paths to and from the stop.

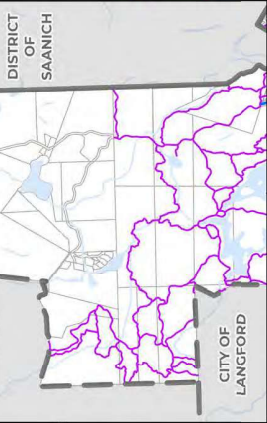
- D. Pursue transit-supportive infrastructure to facilitate reliable transit service in View Royal and collaborate with the Ministry of Transportation and Transit and BC Transit on similar improvements on provincial corridors.

7.3.4 ACTIVE TRANSPORTATION

- A. Eliminate barriers to active transportation by creating an extensive active transportation network that supports walking, rolling, cycling, and transit opportunities for all ages and abilities (as shown on Maps 4, 5, and 6), improving key intersections along transportation routes to support safe and efficient travel, and providing end-of-trip facilities.
- B. Separate active transportation users from vehicular traffic on busy streets, where possible, and seek out low-speed and low-volume streets where people are safe and comfortable as an alternative to travelling on busy streets.
- C. Develop high-quality active transportation connections to the Mobility Hubs identified on Map 3 to encourage multi-modal trips.
- D. Ensure transportation infrastructure is designed to reflect community needs and best practices in accessible design, with reference to the British Columbia Active Transportation Design Guide and relevant regional design guidelines.
- E. Advocate for trail widening and separated facilities for different user groups and lighting along the Galloping Goose Regional Trail within View Royal to improve safety and comfort for all active modes.
- F. Provide accessible wayfinding within View Royal to connect residents to active transportation networks and encourage the use of View Royal's active transportation corridors.
- G. Collaborate with neighbouring municipalities and regional authorities to align active transportation networks and develop safe and comfortable inter-community active transportation connections.
- H. Develop infrastructure and programs that encourage active travel for students, parents, and staff.

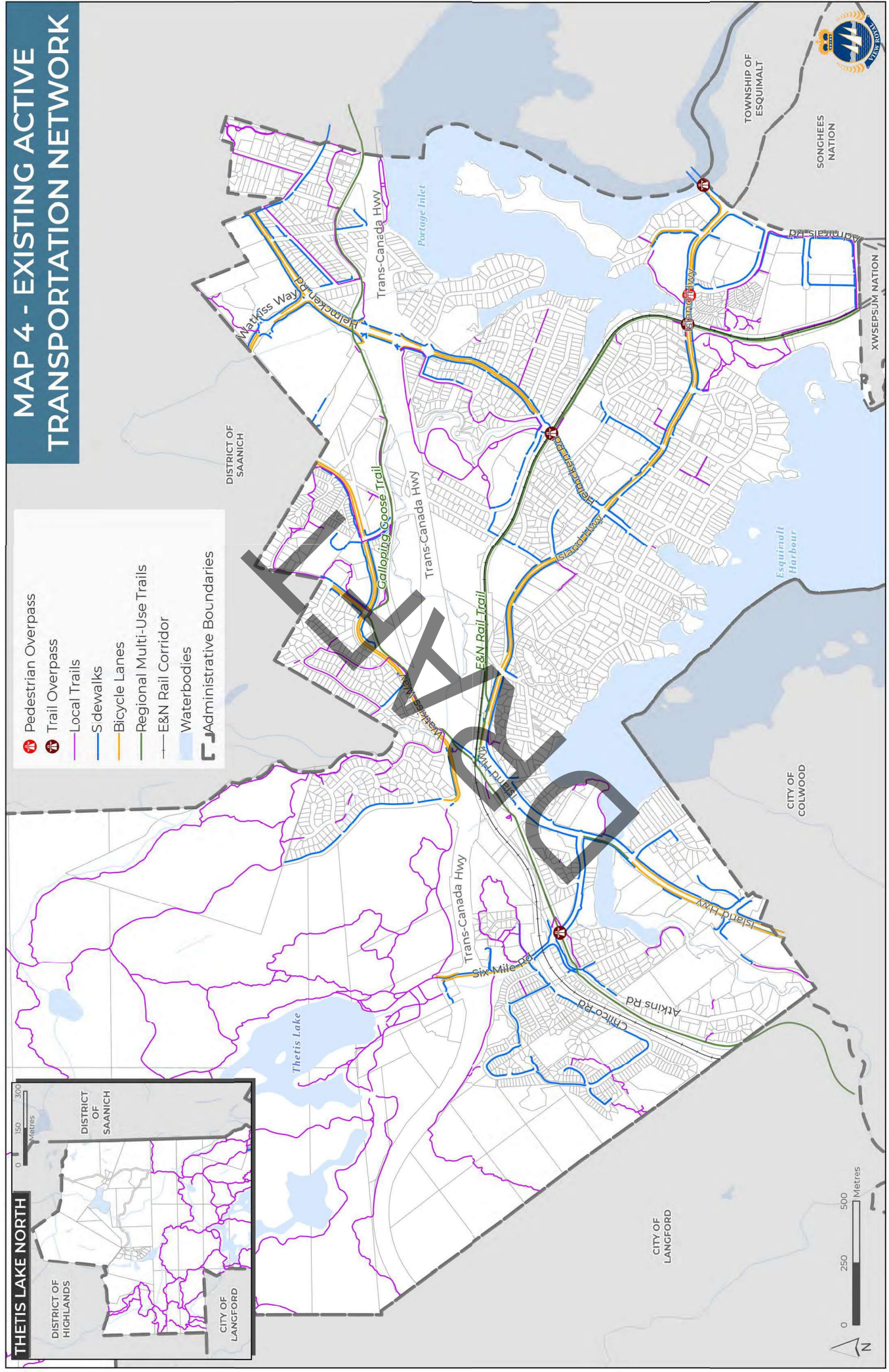
THETIS LAKE NORTH

DISTRICT OF
HIGHLANDS

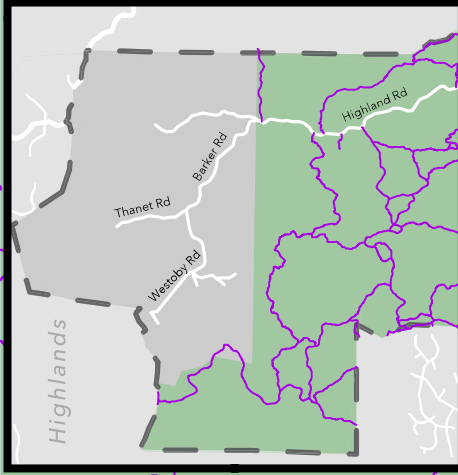


- Pedestrian Overpass
- Trail Overpass
- Local Trails
- Sidewalks
- Bicycle Lanes
- Regional Multi-Use Trails
- E&N Rail Corridor
- Waterbodies
- Administrative Boundaries

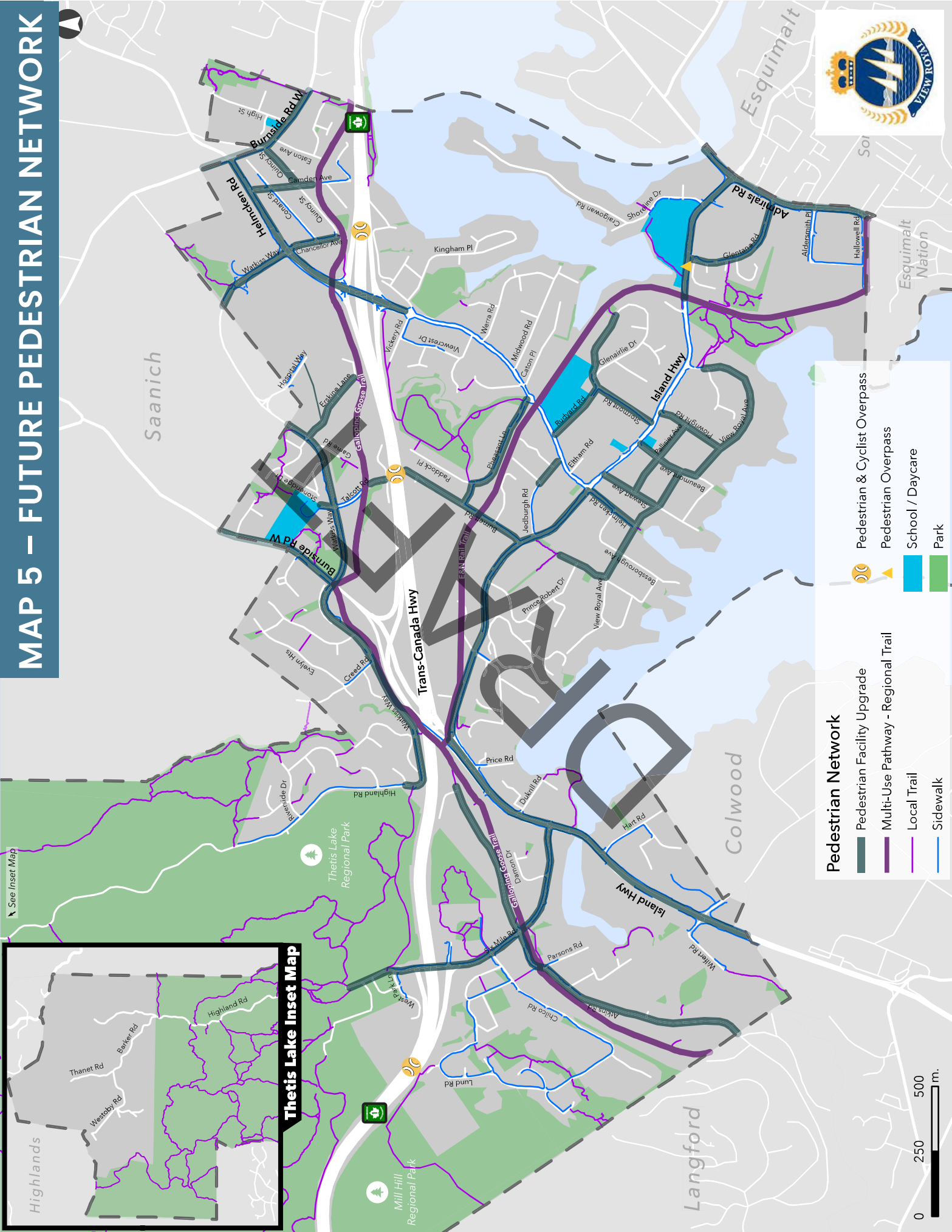
MAP 4 - EXISTING ACTIVE TRANSPORTATION NETWORK



MAP 5 – FUTURE PEDESTRIAN NETWORK



Thetis Lake Inset Map



- Pedestrian Network**

 - Pedestrian Facility Upgrade
 - Multi-Use Pathway - Regional Trail
 - Local Trail
 - Sidewalk
- Pedestrian & Cyclist Overpass

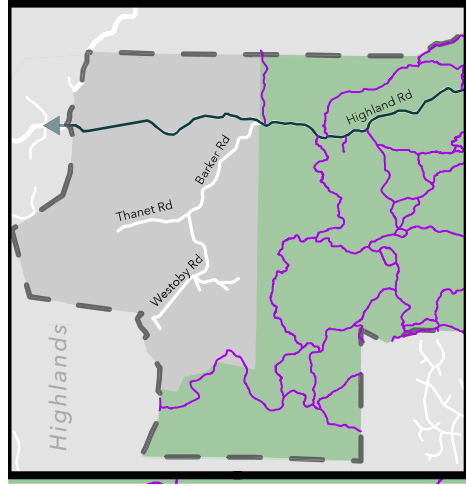
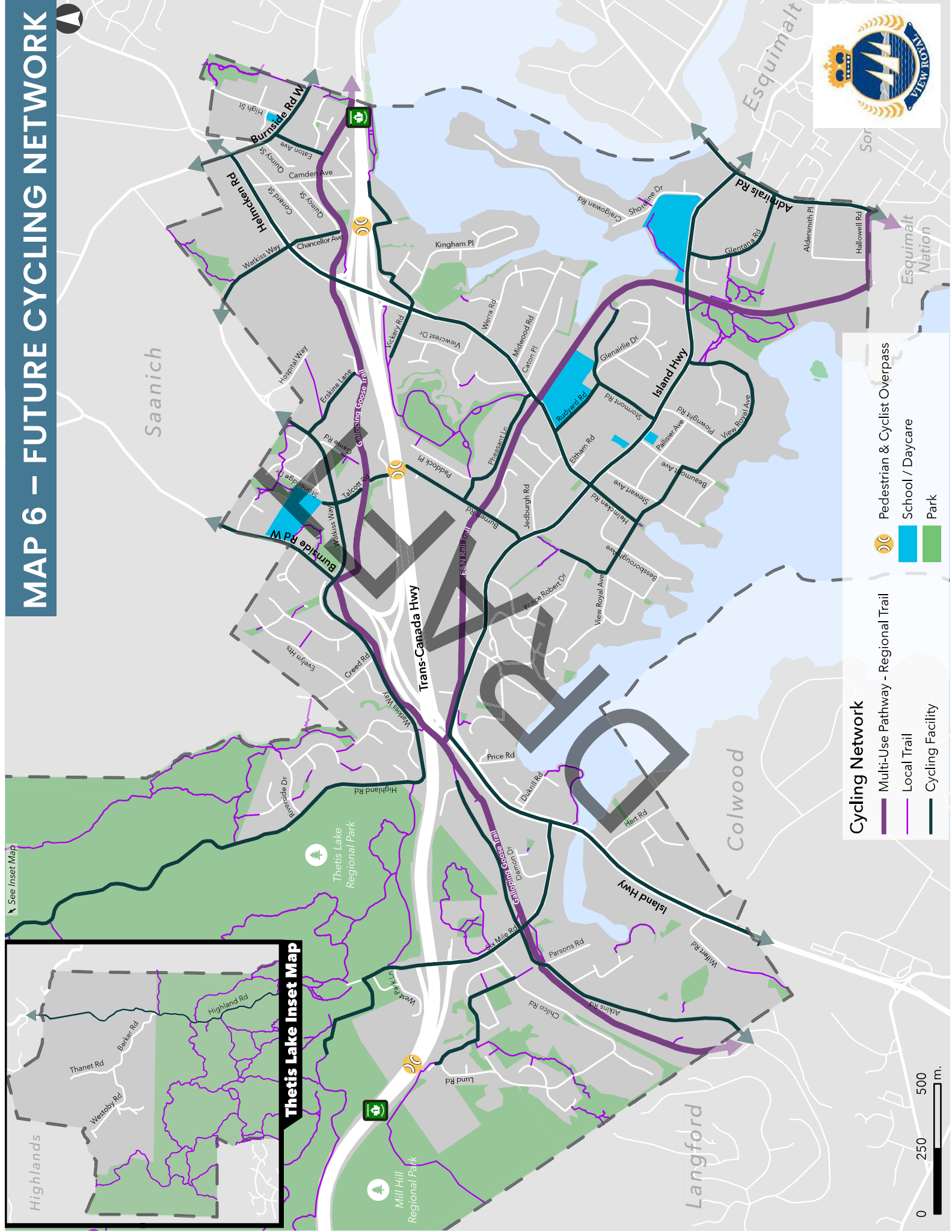
△ Pedestrian Overpass

■ School / Daycare

■ Park



MAP 6 – FUTURE CYCLING NETWORK



Thetis Lake Inset Map

- Cycling Network**
- Multi-Use Pathway - Regional Trail
 - Local Trail
 - Cycling Facility
- Pedestrian & Cyclist Overpass**
- School / Daycare
 - Park



7.3.5 STREET NETWORK

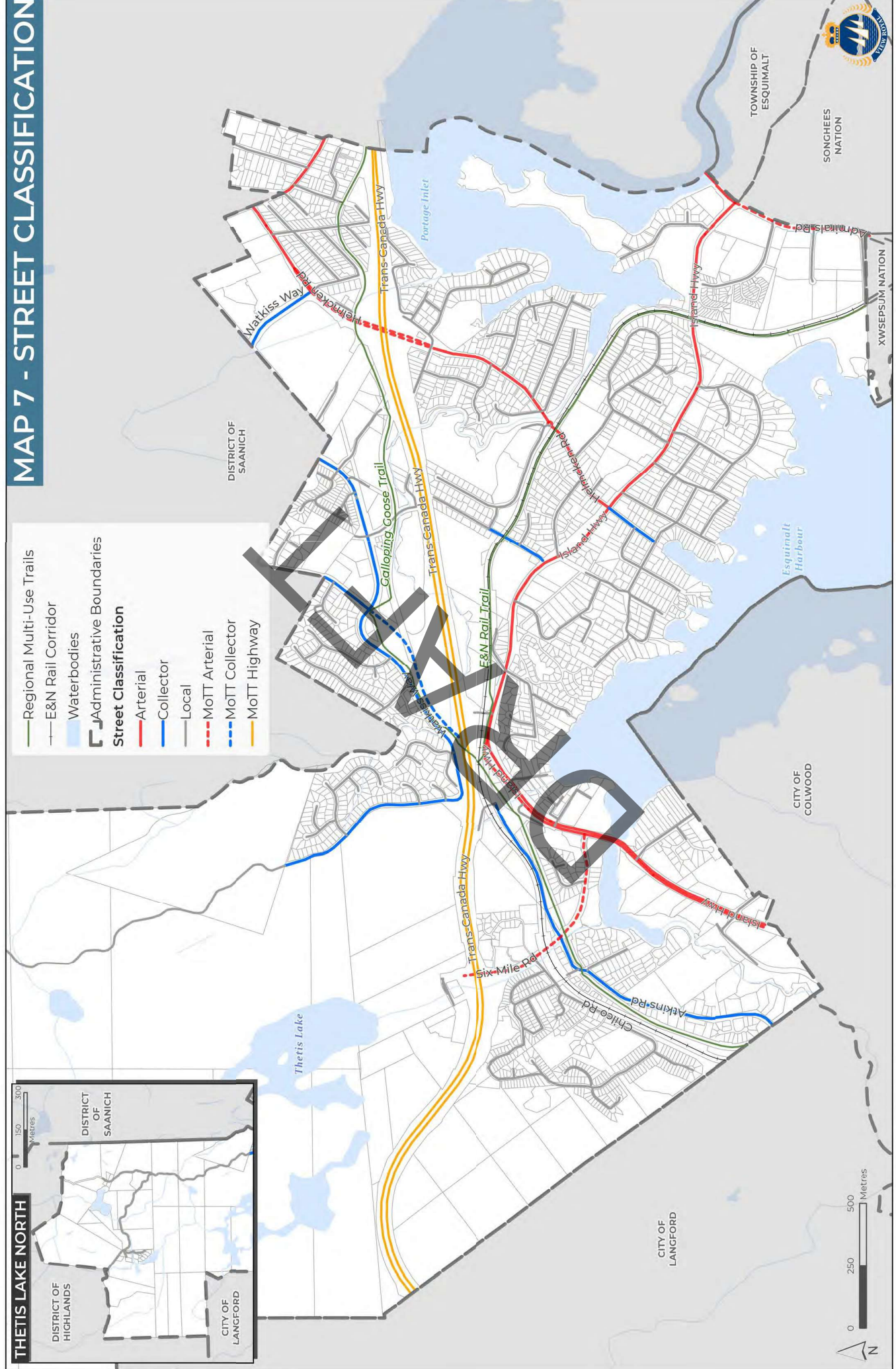
- A. Reduce serious injuries and fatalities on View Royal streets through infrastructure improvements, targeted enforcement, and education to reinforce safe behaviours.
- B. Investigate opportunities to improve road safety where vehicle collisions or collisions involving vulnerable road users are most common.
- C. Support safe vehicle speeds, reduce cut-through vehicle traffic, and provide safe and efficient movement for people walking, cycling, and driving on View Royal streets.
- D. Plan, design and maintain streets in View Royal according to the network classifications identified on Map 7 and as described below:
 - i) **Highway** – Major corridors serving regional and inter-regional trips. Highways are under B.C. Ministry of Transportation & Transit (MOTT) jurisdiction.
 - ii) **Arterial** – Streets that support View Royal residents making longer-distance trips outside the community. Arterial streets typically support higher traffic volumes and higher travel speeds, separated active transportation facilities, and high-order public transit service, with limited driveway and local street access.
 - iii) **Collector** – Streets that support both mobility and access, connecting neighbourhoods to the Arterial and Highway street network. Collector streets are intended to support transit service, goods movement and emergency response, and active transportation.
 - iv) **Local** – Streets that connect neighbourhoods to more major streets (Arterial, Collector), best suited to limited traffic volumes and slow travel speeds to support safe streets and neighbourhoods.
- E. Transportation investment and planning decisions will consider resident needs over regional traffic and minimize the negative impacts of through traffic on View Royal neighbourhoods.
- F. Continue to address traffic congestion in View Royal, including collaborating with regional partners, such as the Ministry of Transportation and Transit, Capital Regional District, BC Transit, and neighbouring municipalities.
- G. Actively collaborate with the Ministry of Transportation and Transit to mitigate the impact of provincial transportation corridors and regional travel on the Town's transportation network.
- H. Support designated goods movement and emergency service corridors to ensure safe and efficient movement of these vehicles within the transportation network.

THETIS LAKE NORTH



- Regional Multi-Use Trails
 - E&N Rail Corridor
 - Waterbodies
 - Administrative Boundaries
- Street Classification**
- Arterial
 - Collector
 - Local
 - MoTT Arterial
 - MoTT Collector
 - MoTT Highway

MAP 7 - STREET CLASSIFICATION



- I. Enhance and beautify View Royal's streets through landscaping, street trees, placemaking, and other appropriate measures to improve comfort and safety and support multi-faceted use of public rights-of-way using fiscally sustainable levels of service delivery.
- J. Collaborate with the City of Colwood to improve multi-modal transportation along the Western Gateway Employment District Corridor designated on Map 1 and to nearby destinations. Future design of the corridor should consider improving the pedestrian and cyclist experience, reducing traffic congestion, enhancing intersection safety, and beautifying the streetscape.

7.3.6 REGIONAL TRANSPORTATION PROJECTS

- A. Continue to collaborate with the Island Corridor Foundation, Capital Regional District, Songhees and Xwsepsam Nations, municipal partners, and senior levels of government to establish a vision for the future use of the E&N corridor.
- B. Continue to advocate for and explore opportunities for the potential of regional Light Rail Transit and collaborate with the Island Corridor Foundation, Capital Regional District, Songhees and Xwsepsam Nations, the Province, and neighbouring municipalities.
- C. Support the new Regional Transportation Service and due consideration of key corridors and priorities in View Royal as part of the Regional Multi-modal Network.

7.3.7 PARKING + TRANSPORTATION DEMAND MANAGEMENT

- A. Seek to meet site transportation demand through appropriate on-site parking supply and transportation demand management measures that reduce reliance on private vehicles.
- B. Prioritize accessible parking and loading, and ensure that commercial and light industrial parking supports the functional needs of businesses.
- C. Support reduced off-street vehicle parking supply where additional sustainable transportation infrastructure and services are provided and accessible parking supply is not impacted.

Transportation Demand

Management comprises strategies that seek to improve the movement of people and goods, reduce dependence of the private car, and encourage travel via modes of alternate transport, such as transit, cycling, walking, rolling, and car share. Common desired outcomes of implementing transportation demand management strategies are reduced traffic congestion, lowered demand for parking, and cleaner air. Examples of transportation demand management strategies include shared mobility service programs such as e-scooter and e-bike rentals, transit subsidies, and car share programs, amongst others.

- D. Optimize the Town's public curb space to appropriately value different uses including mobility, parking, commercial uses, public space, and waste collection, among others.
- E. Manage on-street parking to best serve public needs, considering local parking demand, surrounding land use, and the need to accommodate other curbside functions.
- F. Collaborate with major employers in View Royal, such as Victoria General Hospital and the Capital Regional District, to support sustainable transportation and mitigate traffic and parking impacts.
- G. Work with regional partners to implement electric vehicle charging infrastructure, informed by the Capital Region EV Infrastructure Road Map and Capital Region Public Electric Vehicle Charging Guide, to increase the supply of EV charging infrastructure in new development, public parking lots, and on-street, where appropriate.

