VIEW ROYAL TRANSPORTATION MASTER PLAN SURVEY #2 SUMMARY

BY

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CONTENTS

1. Introduction 1
    - Results at a Glance 1
    - Survey Promotion 1
2. Survey Results 2
    - Draft Transportation Mission Statement 2
    - Transportation Goals and Objectives 3
    - Goal 1 – Manage Congestion and Improve Travel Reliability 3
    - Goal 2 – Reduce Neighbourhood Impacts from Through-Traffic 3
    - Goal 3 – Promote Local and Regional Public Transit 4
    - Future Transportation Actions 4
    - Transit Use 4
    - Traffic Congestion 5
    - Travel Patterns 5
3. Additional Comments 5
4. Respondent Demographics 6
    - Relationship to View Royal 6
    - Neighbourhood Distribution 7
    - Housing Type 7
    - Age Profile 7

APPENDIX A: Full Quantitative Survey Results
APPENDIX B: Full Qualitative Survey Results

1. Introduction

View Royal Transportation Master Plan Update: Survey 2 aimed to confirm the community's level of agreement on the draft transportation mission, goals, and objectives, all of which align with View Royal's Official Community Plan vision and transportation goal related to mobility and connectivity. The survey was open from April 29 to May 21, 2026 and took approximately 10 minutes to complete. Participation was voluntary and anonymous. A total of 143 survey responses were received.

Results at a Glance

Survey responses indicate that transportation challenges identified during earlier phases of engagement remain significant concerns for residents. Traffic congestion was a key issue, with approximately two-thirds of respondents experiencing it at least weekly and 43% daily. Through-traffic from neighbouring communities also continues to affect local streets and neighbourhoods. The draft Mission Statement received broad support, with 71% of respondents indicating they were aligned or strongly aligned with its direction.

While nearly half of respondents (44%) do not use transit, there was strong support for expanding transportation options in View Royal. Respondents ranked strengthening active transportation connections (47%) and improving public transit (38%) as their highest transportation priorities, suggesting support for a more connected and balanced transportation network that provides alternatives to driving.

The strongest level of consensus among respondents was in support of Goal 3: Promote Local and Regional Public Transit. In particular, the objective to advocate for higher-capacity inter-municipal transit options, including potential light rail, received the highest overall ranking of all draft objectives presented, with 69% of respondents identifying it as a top priority.

Survey Promotion

The survey was promoted across multiple platforms from April 29 to May 20, 2026.

- **Sandwich Boards:** On display at the Juan de Fuca Recreation Centre.
- **Posters:** Placed at the Admiral Walk Shopping Centre and View Royal Town Hall.
- **Inside View Royal E-Newsletter:** Featured in the April edition.
- **Email:** Sent to Principals at Eagle View, View Royal, and Shoreline Schools on May 1. Additionally, 31 Interest Groups representing education and youth, government and advisory partners, transportation agencies, health, safety, accessibility, seniors, community organizations, and the local business community were contacted on May 15 with a request to share with their networks.
- **Press Release:** Sent to local media outlets on May 15.

- **Social Media:** Total of 8 posts. The campaign on Facebook reached 10,823 with 16,782 total views, demonstrating strong visibility. Engagement totalled 67 interactions, including 32 reactions, 23 comments, and 12 shares, indicating that the content resonated with the audience. The posts generated 893 clicks overall, including 207 link clicks to the survey. On Instagram, the campaign had a reach of 274 and 435 total views. This resulted in 17 likes and 2 shares.

- **Viewroyal.ca:** Project updates were posted on "What's New" on April 29 and May 19.

- **Engage.viewroyal.ca:** There were 537 views from 422 visitors, with 10 new project followers.

2. Survey Results

Note: Percentages have been rounded and may not add up to 100%.
Survey feedback represents one of several tools meant to inform the Project Team. Responses highlight key thematic areas to consider and explore further. The survey is not statistically representative of the View Royal population, but rather the respondents who participated.

Draft Transportation Mission Statement

View Royal's transportation network supports our growing community and region with a progressive, affordable, and equitable system that promotes safe, enjoyable multi-modal travel for people of all ages and abilities.

Respondents were asked how aligned they felt with the draft Mission Statement. Overall, the statement received strong support, with 71% of respondents indicating they were either aligned or strongly aligned with its direction. 14% reported being not aligned or strongly not aligned, while 15% remained neutral.

Key Findings:

- Strongly aligned - 26%
- Aligned – 45%
- Neutral – 15%
- Not aligned – 11%
- Strongly not aligned – 3%

Please let us know why you feel this way.
A total of 34 written comments about the Mission Statement were received. The feedback shows a range of perspectives, with several clear, recurring themes.

The most common theme was concern that the Mission Statement is too vague or unclear, including confusion about terms such as "progressive" and "safe modal travel". A similarly strong theme focused on traffic congestion and regional flow, with respondents emphasizing bottlenecks, through-traffic, and the need to prioritize vehicle movement and roadway capacity.

Another notable group of responses focused on transportation priorities and mode shift, with some respondents expressing concern that the plan overemphasizes active transportation or reduces road capacity, while others supported a shift toward more multimodal or sustainable options. A smaller number of comments raised issues related to regional growth, rail integration, and long-term transit planning, including calls for light rail or better integration of existing rail infrastructure.

Transportation Goals and Objectives
Respondents were asked to rank transportation goals and objectives to identify the areas they believe should receive the greatest focus in future planning.



Goal 1 – Manage Congestion and Improve Travel Reliability

- Objective 1: Prioritize and enable non-private vehicle forms of transportation such as Active Transportation and Transit use with both infrastructure and non-infrastructure type initiatives.
- **Objective 2:** Prioritize road network infrastructure improvements that enhance reliability and reduce bottlenecks.
- Objective 3: Prioritize management strategies to improve vehicle flow along arterial and collector streets. Management strategies are non-infrastructure initiatives or Transportation Demand Management actions, such as policies that seek to change travel behaviour by supporting more sustainable forms of travel.
- Objective 4: Prioritize signal timing and intersection operations to reduce delays for all modes.

Priority Ranking (ranked as top priority):

- **Objective 2 - 46%**
- Objective 1 – 40%
- Objective 4 – 18%
- Objective 3 – 8%



Goal 2 – Reduce Neighbourhood Impacts from Through-Traffic

- Objective 1: Minimize and manage the impacts of through and non-local traffic on residential streets while maintaining local and regional connectivity. Focus on accommodating regional traffic.
- **Objective 2:** Consider route hierarchy, and diversion strategies to protect neighbourhoods and reduce regional through traffic volumes. Focus on reducing and/or managing regional traffic.
- Objective 3: Monitor, manage and prioritize through traffic mitigation measures near schools, parks and community facilities.
- Objective 4: Refine guidance for commercial vehicles to minimize conflicts within residential areas.

Priority Ranking (ranked as top priority):

- **Objective 2 – 43%**
- Objective 1 – 34%
- Objective 3 – 32%
- Objective 4 – 6%



Goal 3 – Promote Local and Regional Public Transit

- Objective 1: Continue fare affordability and pricing strategies, including lower fares and targeted discounts, to reduce cost barriers and encourage greater transit use.
- Objective 2: Upgrade transit stop infrastructure with shelters, seating, lighting, weather protection, real-time information, and secure bike parking.
- Objective 3: Support regional transit use by improving mobility hubs.
- **Objective 4:** Advocate and plan for higher-capacity inter-municipal transit options, including potential light rail.

Priority Ranking (ranked as top priority):

- **Objective 4 – 69%**
- Objectives 1 – 19%
- Objectives 2 – 13%
- Objective 3 – 11%

Future Transportation Actions

Respondents were asked to rate the importance of several transportation actions on a scale from 1 (most important) to 5 (least important).

Priority Ranking (ranked as top priority):

1. **Strengthen Connections to Regional Active Transportation Networks (47%)**
2. Promote Local and Regional Public Transit (38%)
3. Seek to Manage Traffic Congestion Through Policy (26%)
4. Reduce Regional Through-Traffic Volumes with Traffic Calming (26%)

The results indicate strong support for investments that improve transportation choices and regional connectivity.

Transit Use

Respondents were asked how often they use public transit on average.

Key Findings:

- Do not use transit - 44%
- Use transit less than once per month - 28%
- Use transit one to three times per month – 11%
- Use transit one to four times per week – 12%
- Use transit daily – 5%

Transit usage among respondents was relatively low, with many residents relying primarily on personal vehicles for daily transportation. Despite relatively low transit usage, respondents ranked public transit improvements among the highest priorities for future transportation planning.

Traffic Congestion

Respondents were asked how frequently they become trapped in vehicular traffic travelling less than 10 km/h on a main road in View Royal.

Key Findings:

- Experience congestion daily - 43%
- Experience congestion once or twice per week - 23%
- Experience congestion one to three times per month – 17%
- Experience congestion less than once per month – 11%
- Never experience traffic congestion – 5%

Approximately two-thirds of respondents experience significant traffic delays at least weekly, highlighting congestion as an ongoing transportation challenge.

Travel Patterns

Respondents were asked when they predominantly travel within View Royal.

Key Findings:

- Travel primarily during weekday peak periods (AM and PM rush hours) - 47%
- Travel during weekday off-peak periods - 43%
- Travel primarily on weekends - 7%
- Other – 2%

These findings indicate that transportation demand is concentrated throughout the workweek and closely linked to commuting and daily activities.

3. Additional Comments

Respondents were asked if they had questions or additional comments about the future of transportation in View Royal. A total of 102 written comments were received. Many comments included multiple topics and are themed accordingly.

Feedback Themes:

1. Traffic congestion, bottlenecks, roadway capacity, and traffic flow – 48 comments
    - References to the Colwood Crawl, Island Highway, Admirals Road, Helmcken Road, Burnside Road, Six Mile Road, signal timing, lane capacity, and construction-related delays.
2. Bike lanes, traffic calming, or reducing road space for vehicles – 19 comments
    - Concerns that these measures could worsen congestion and reduce roadway capacity.
3. Rail, light rail, commuter rail, or rapid transit – 17 comments
    - Rail was identified as the preferred long-term solution to regional congestion and population growth.

4. Intersection, signal timing, and operational improvements – 16 comments
    - Left-turn signals, traffic light timing, intersection redesigns, and roundabouts.
5. Public transit – 15 comments
    - Improve service frequency, new routes, better regional connections, bus shelters, park-and-ride facilities, and transit affordability.
6. Cycling and active transportation infrastructure – 14 comments
    - Support for protected bike lanes, safer cycling facilities, trail connections, and improved walking and wheeling routes.
7. Pedestrian and cycling safety – 11 comments
    - Concerns related to crosswalks, speeding, trail conflicts, dangerous intersections, and protection for vulnerable road users.
8. Neighbourhood traffic, speeding, and through-traffic – 9 comments
    - Concerns about the impacts to local streets and residential areas.
9. Regional coordination and inter-municipal planning – 8 comments
    - Calls for collaboration with neighbouring municipalities, the Capital Regional District, and other levels of government.
10. Environmental, tree canopy, climate resilience, and nature-based design – 5 comments
    - Support for incorporating green infrastructure, street trees, biodiversity, and climate adaptation into transportation planning.

4. Respondent Demographics

Relationship to View Royal

Key Findings:

- View Royal residents – 73%
- Access recreation or activities in View Royal - 42%
- Shop in View Royal - 41%
- Work in View Royal - 16%
- Business owners – 5%
- Students – 4%

Most respondents have a direct connection to View Royal as residents, although many also work, shop, or participate in recreational activities within the community.

Neighbourhood Distribution

Key Findings:

- Live outside View Royal, including First Nations communities – 22%
- Helmcken - 20%
- Harbour – 12%
- Thetis 12%
- Atkins – 11%
- Craigflower - 11%

Responses received from people living in neighbourhoods throughout View Royal and the surrounding areas.

Housing Type

Key Findings:

- Live in a single detached house - 65%
- Live in a townhouse or rowhouse - 13%
- 11% live in an apartment or condominium – 11%
- Live in a secondary suite – 5%

Most respondents live in low-density housing.

Age Profile

Key Findings:

- Ages 35 to 54 - 47%
- Ages 55+ – 37%
- Ages 20 to 34 – 16%

Survey respondents are primarily middle-aged and older adults.

APPENDIX A:

Quantitative Survey Responses

Engage View Royal

Form Results Summary

Apr 29, 2026 - May 21, 2026

Project: Transportation Master Plan Update

Form: Transportation Master Plan Update: Survey 2

Tool Type: Form

Activity ID: 66

Exported: May 21, 2026, 01:51 PM

Exported By: KKorki

Filter By: No filters applied.

Closed

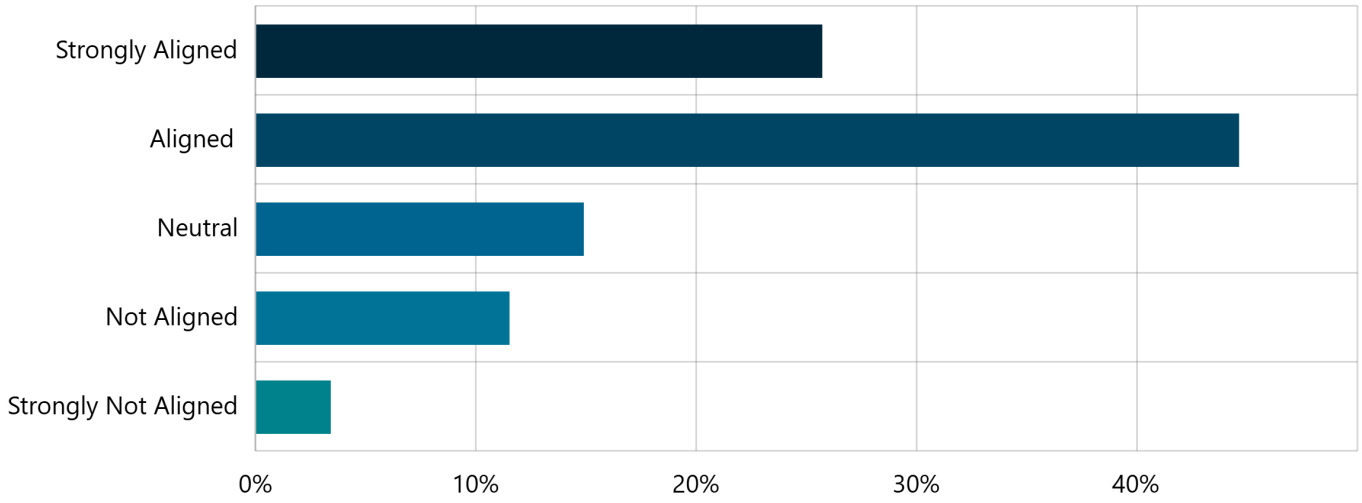
Transportation Master Plan Update: Survey 2
Transportation Master Plan Update

143 Contributors	149 Contributions

Contribution Summary

1. How aligned do you feel with the draft Mission Statement?

Multi Choice | Skipped: 1 | Answered: 148 (99.3%)



Answer choices	Percent	Count
Strongly Aligned	25.68%	38
Aligned	44.59%	66
Neutral	14.86%	22
Not Aligned	11.49%	17
Strongly Not Aligned	3.38%	5
Total	**100.00%**	**148**

2. Please let us know why you feel this way.

Short Text | Skipped: 115 | Answered: 34 (22.8%)

Sentiment

No sentiment data

Tags

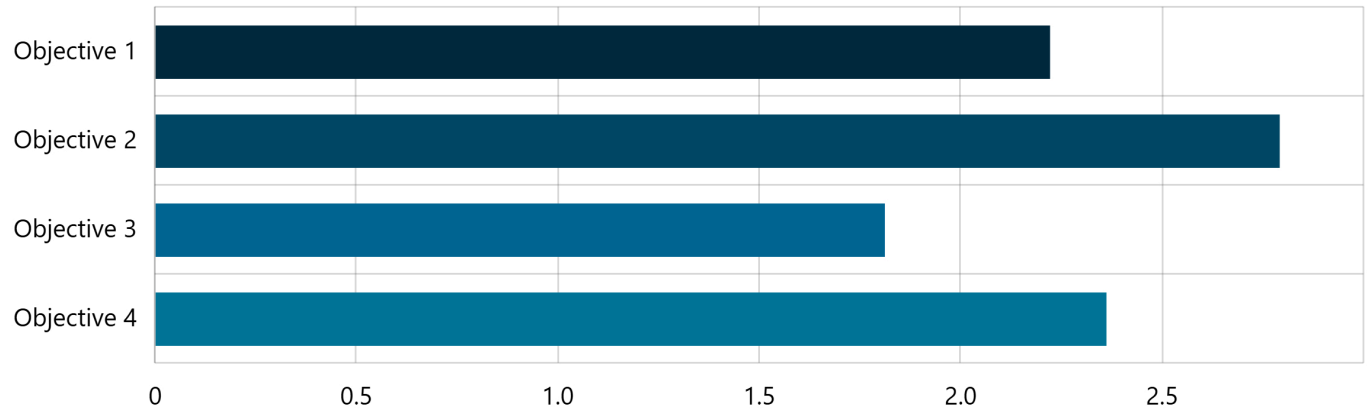
No tag data

Featured Contributions

No featured contributions

3. To achieve Goal 1, which objective do you believe to be most important, please rank from 1-4, with 1 being most important.

Ranking | Skipped: 0 | Answered: 149 (100%)

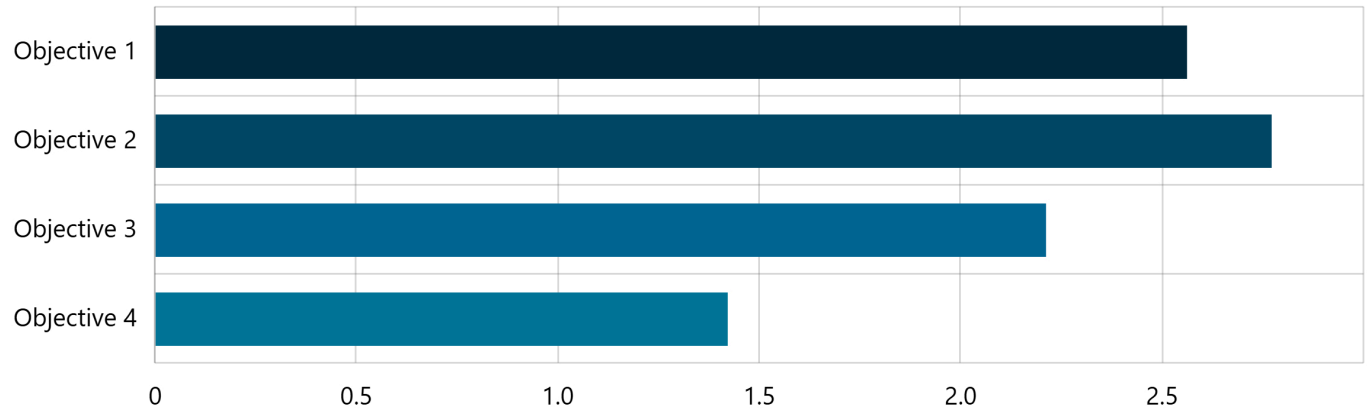


	1	2	3	4	Count	Score	Avg Rank
Objective 1	39.84% 51	8.59% 11	21.88% 28	29.69% 38	128	2.22	2.41
Objective 2	46.04% 64	23.02% 32	15.11% 21	15.83% 22	139	2.79	2.01
Objective 3	8.00% 10	28.00% 35	36.00% 45	28.00% 35	125	1.81	2.84
Objective 4	17.78% 24	42.96% 58	21.48% 29	17.78% 24	135	2.36	2.39

Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.
Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

4. To achieve Goal 2, which objective do you believe to be most important, please rank from 1-4, with 1 being most important.

Ranking | Skipped: 7 | Answered: 142 (95.3%)

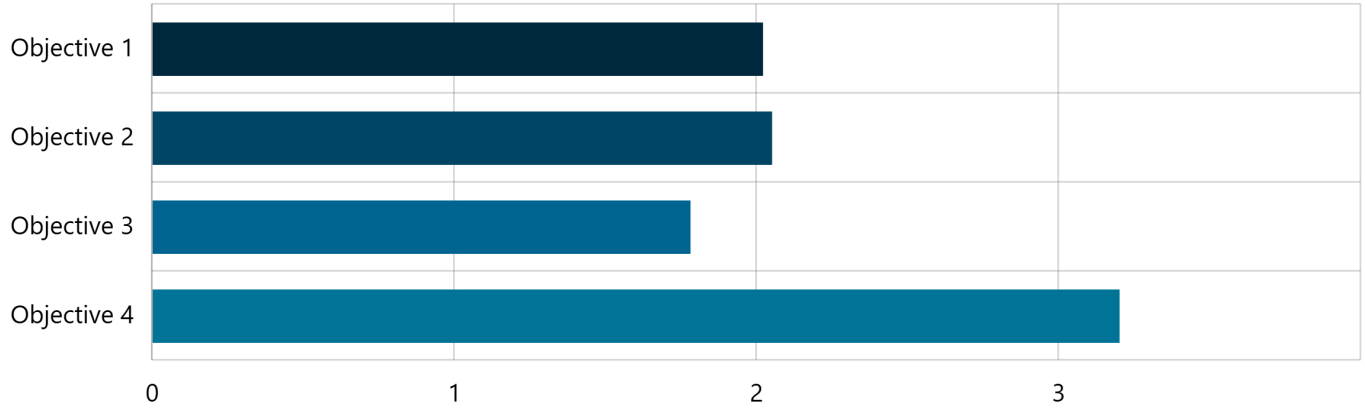


	1	2	3	4	Count	Score	Avg Rank
Objective 1	34.13% 43	30.95% 39	24.60% 31	10.32% 13	126	2.56	2.11
Objective 2	42.52% 54	34.65% 44	12.60% 16	10.24% 13	127	2.77	1.91
Objective 3	32.20% 38	16.95% 20	35.59% 42	15.25% 18	118	2.21	2.34
Objective 4	5.98% 7	17.09% 20	19.66% 23	57.26% 67	117	1.42	3.28

Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.
Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

5. To achieve Goal 3, which objective do you believe to be most important, please rank from 1-4, with 1 being most important.

Ranking | Skipped: 4 | Answered: 145 (97.3%)

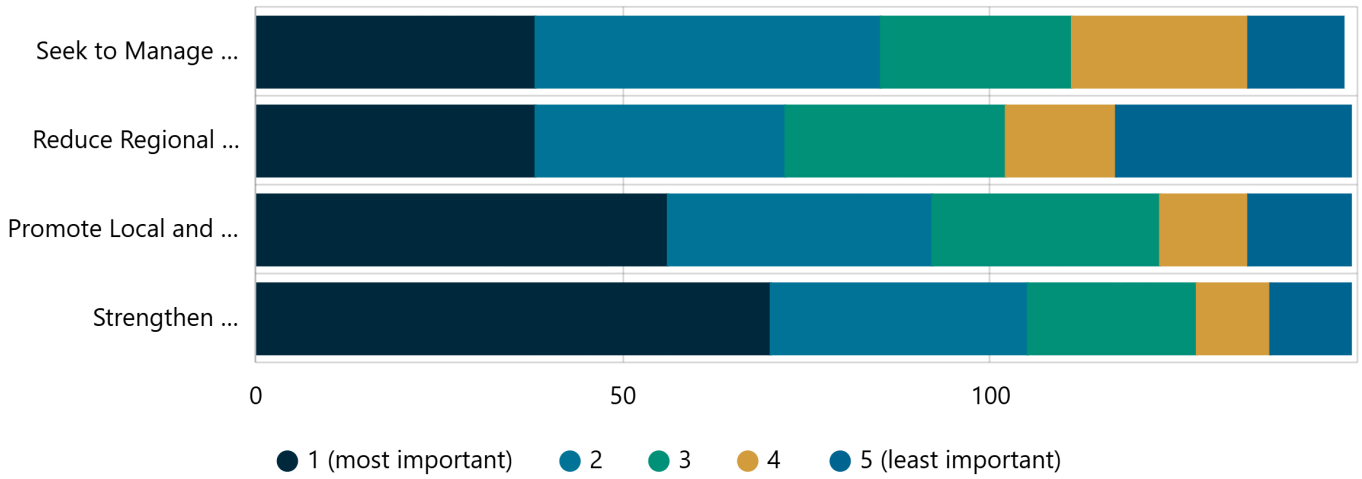


	1	2	3	4	Count	Score	Avg Rank
Objective 1	18.85% 23	30.33% 37	22.95% 28	27.87% 34	122	2.02	2.60
Objective 2	12.70% 16	33.33% 42	30.95% 39	23.02% 29	126	2.05	2.64
Objective 3	10.66% 13	23.77% 29	31.97% 39	33.61% 41	122	1.78	2.89
Objective 4	68.89% 93	14.07% 19	8.89% 12	8.15% 11	135	3.20	1.56

Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.
Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

6. How important are each of the following goals to you? Rate each goal on a scale from 1 (most important) to 5 (least important).

Matrix | Skipped: 0 | Answered: 149 (100%)



	1 (most important)	2	3	4	5 (least important)	Count	Score
Seek to Manage Traffic Congestion through policy	25.68% 38	31.76% 47	17.57% 26	16.22% 24	8.78% 13	148	2.51
Reduce Regional Through-Traffic Volumes with Traffic Calming	25.50% 38	22.82% 34	20.13% 30	10.07% 15	21.48% 32	149	2.79
Promote Local and Regional Public Transit	37.58% 56	24.16% 36	20.81% 31	8.05% 12	9.40% 14	149	2.28
Strengthen Connections to Regional Active Transportation Networks	46.98% 70	23.49% 35	15.44% 23	6.71% 10	7.38% 11	149	2.04

7. Do you have any questions or additional comments about the future of transportation in View Royal?

Long Text | Skipped: 47 | Answered: 102 (68.5%)

Sentiment

No sentiment data

Tags

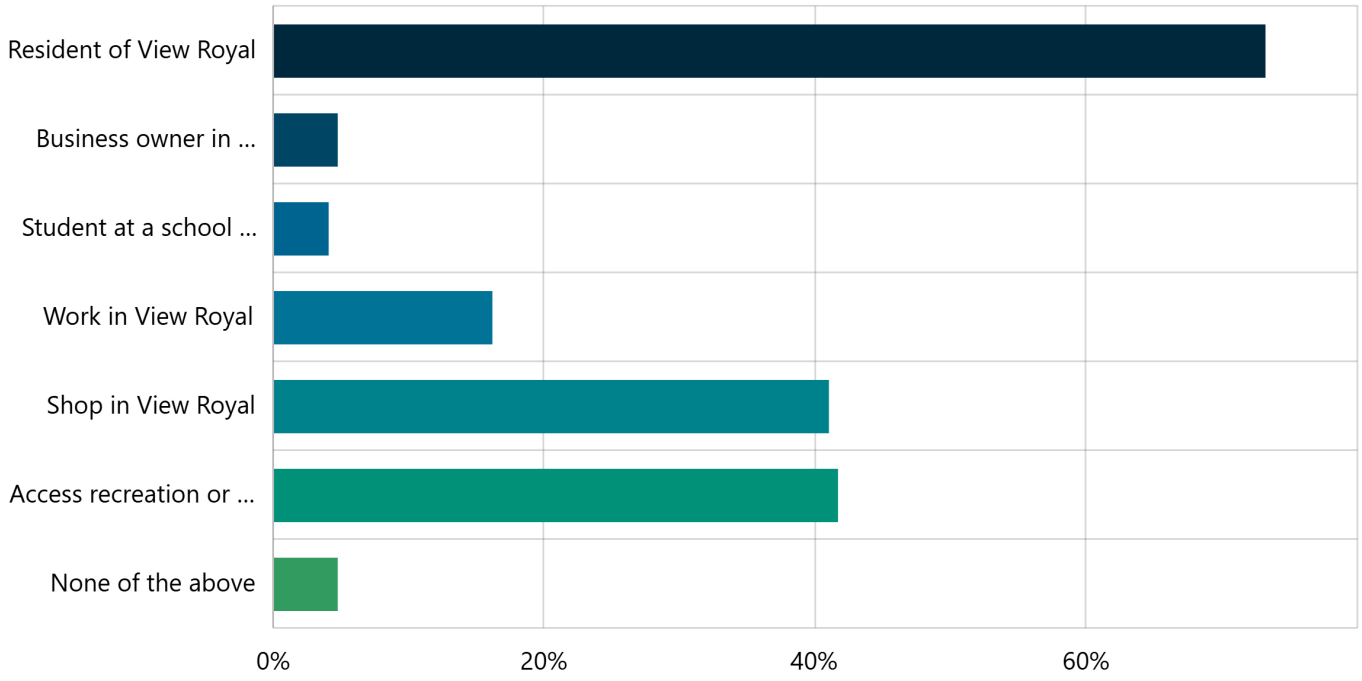
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Featured Contributions

No featured contributions

8. What is your relationship with the Town of View Royal?

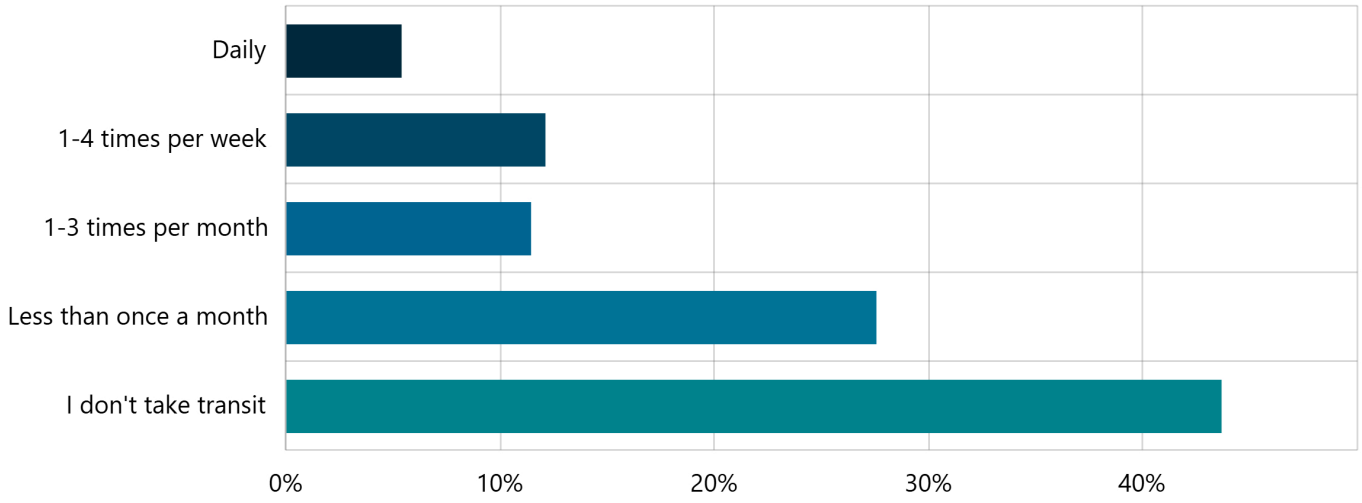
Multi Choice | Skipped: 0 | Answered: 149 (100%)



Answer choices	Percent	Count
Resident of View Royal	73.15%	109
Business owner in View Royal	4.70%	7
Student at a school in View Royal	4.03%	6
Work in View Royal	16.11%	24
Shop in View Royal	40.94%	61
Access recreation or other activities in View Royal	41.61%	62
None of the above	4.70%	7

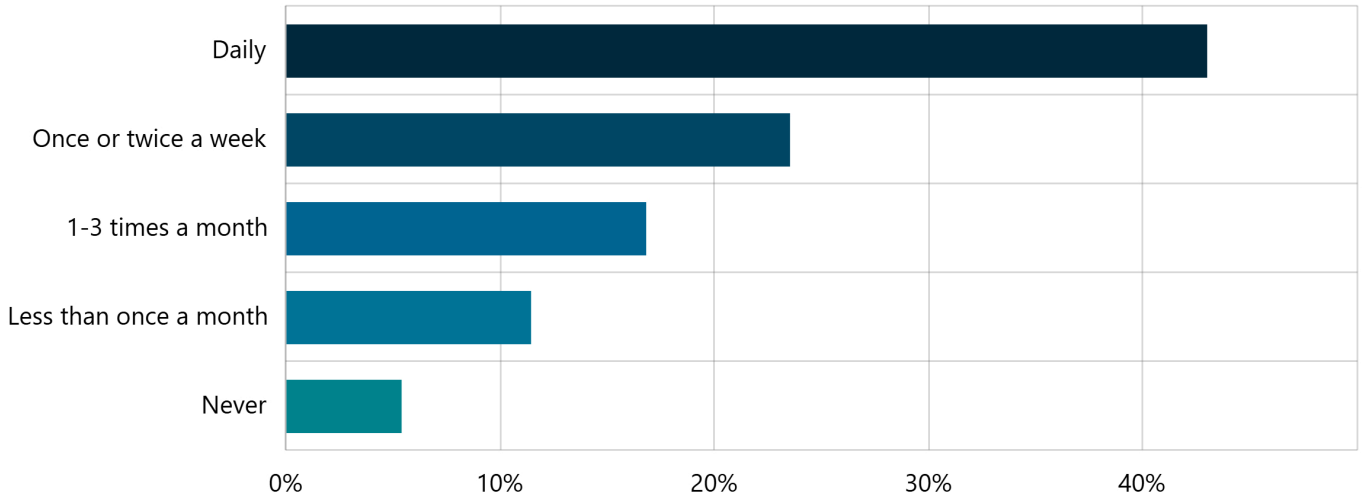
9. How often do you use transit, on average?

Multi Choice | Skipped: 0 | Answered: 149 (100%)



Answer choices	Percent	Count
Daily	5.37%	8
1-4 times per week	12.08%	18
1-3 times per month	11.41%	17
Less than once a month	27.52%	41
I don't take transit	43.62%	65
Total	**100.00%**	**149**

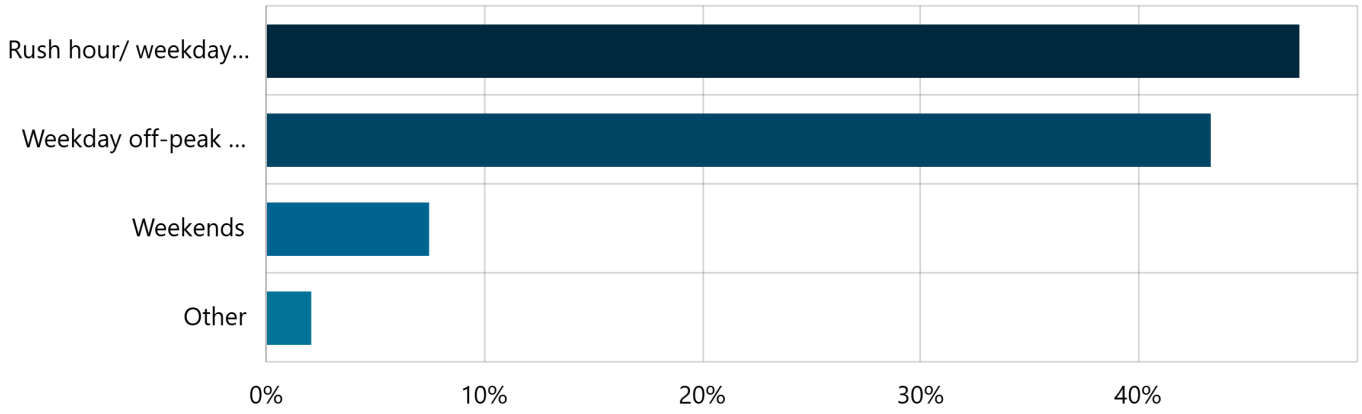
10. How often do you get trapped in vehicular traffic in View Royal (less than 10km/hour on a main road)?
Multi Choice | Skipped: 0 | Answered: 149 (100%)



Answer choices	Percent	Count
Daily	42.95%	64
Once or twice a week	23.49%	35
1-3 times a month	16.78%	25
Less than once a month	11.41%	17
Never	5.37%	8
Total	**100.00%**	**149**

11. When do predominantly travel in View Royal?

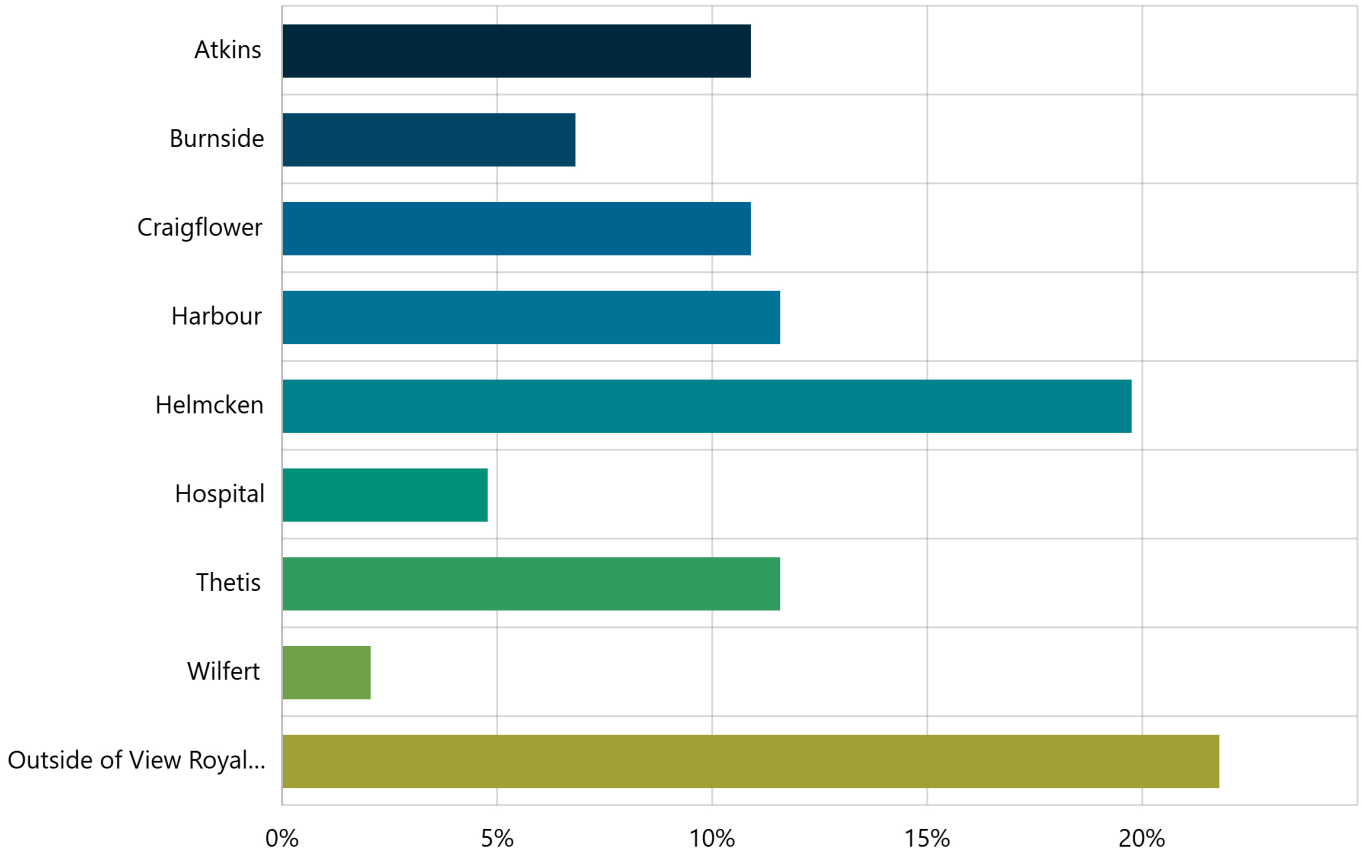
Multi Choice | Skipped: 1 | Answered: 148 (99.3%)



Answer choices	Percent	Count
Rush hour/ weekday AM and PM peak periods	47.30%	70
Weekday off-peak periods/ before or after peak periods	43.24%	64
Weekends	7.43%	11
Other	2.03%	3
Total	**100.00%**	**148**

12. What neighbourhood to do you live in?

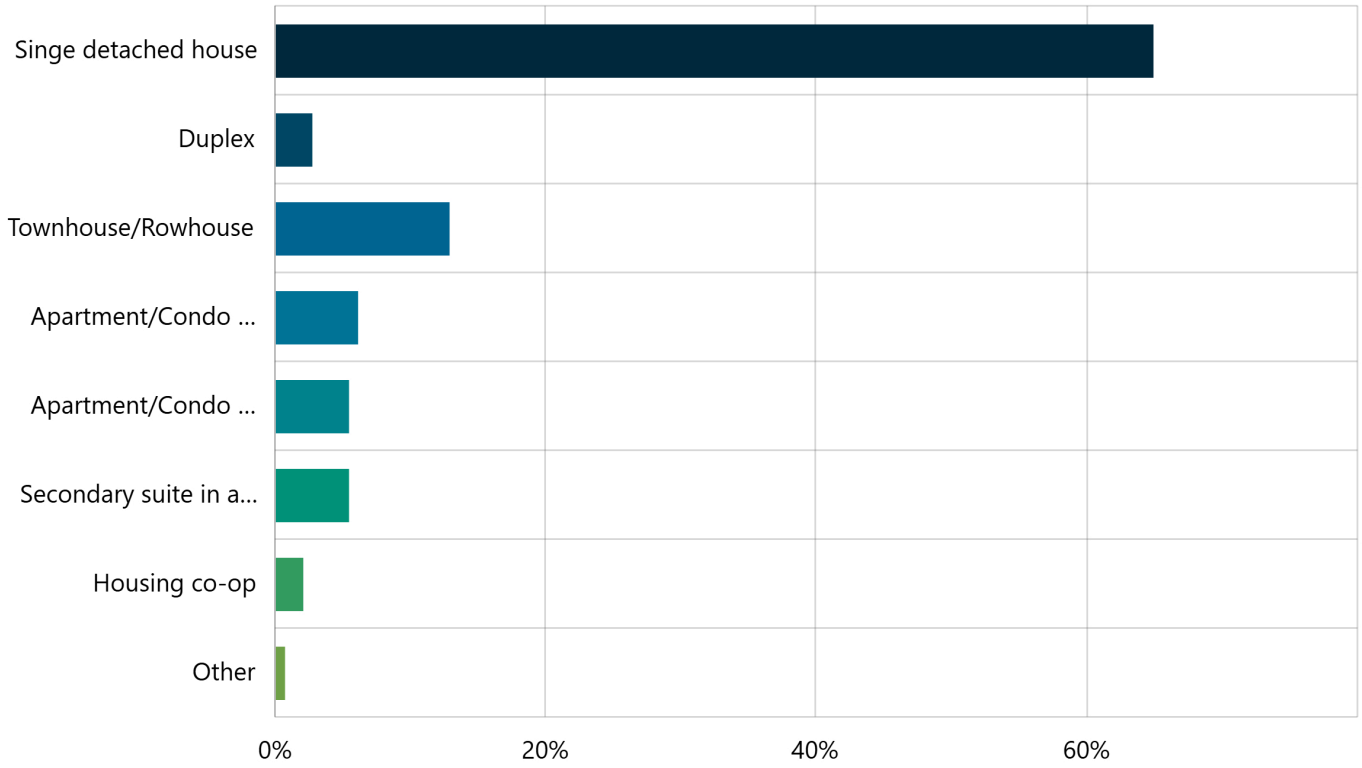
Multi Choice | Skipped: 2 | Answered: 147 (98.7%)



Answer choices	Percent	Count
Atkins	10.88%	16
Burnside	6.80%	10
Craigflower	10.88%	16
Harbour	11.56%	17
Helmcken	19.73%	29
Hospital	4.76%	7
Thetis	11.56%	17
Wilfert	2.04%	3
Outside of View Royal including First Nations	21.77%	32
Total	**100.00%**	**147**

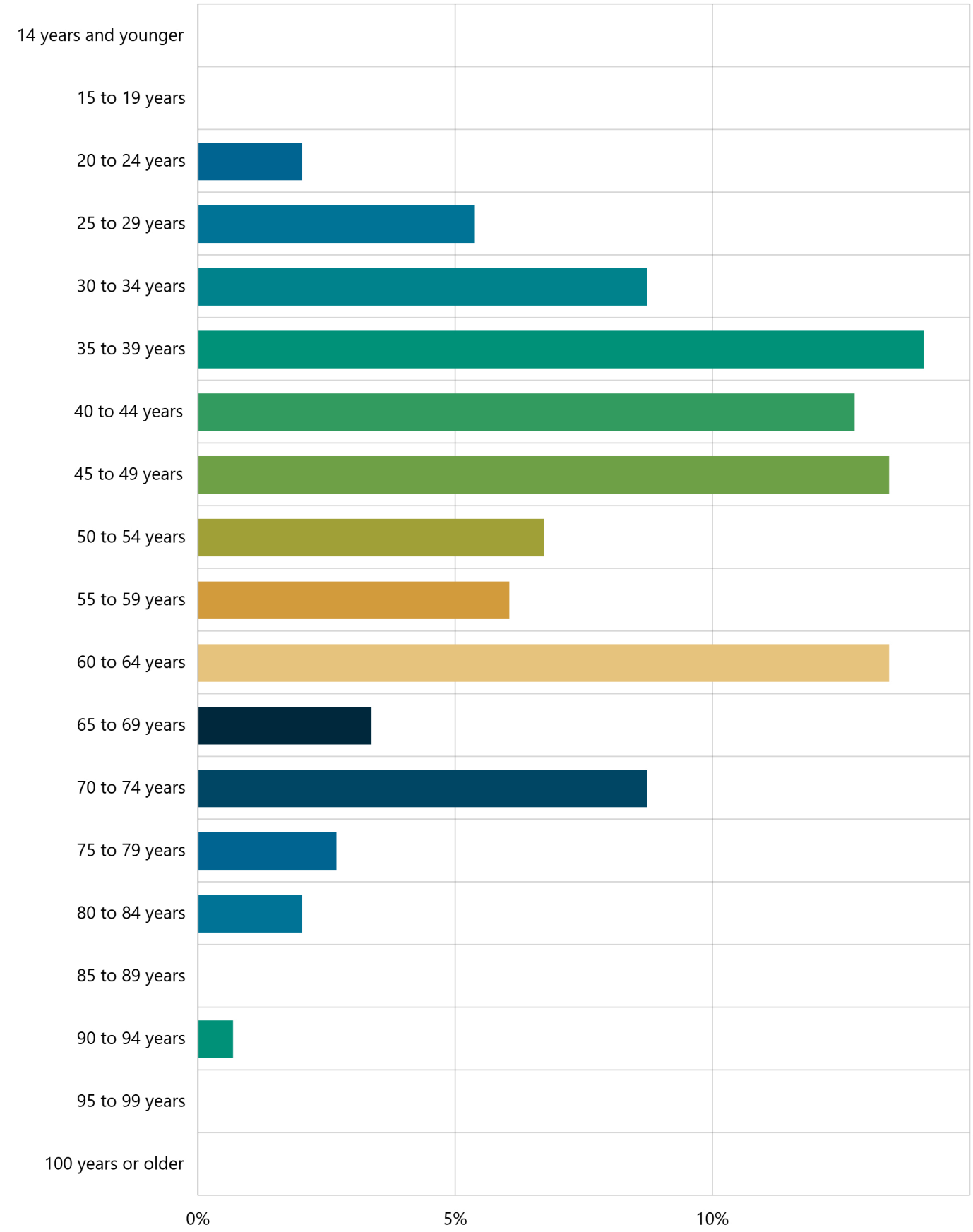
13. What type of housing do you live in?

Multi Choice | Skipped: 1 | Answered: 148 (99.3%)



Answer choices	Percent	Count
Singe detached house	64.86%	96
Duplex	2.70%	4
Townhouse/Rowhouse	12.84%	19
Apartment/Condo (fewer than 5 storeys)	6.08%	9
Apartment/Condo (more than 5 storeys)	5.41%	8
Secondary suite in a house	5.41%	8
Housing co-op	2.03%	3
Other	0.68%	1
Total	**100.00%**	**148**

14. Please indicate your age group:
Multi Choice | Skipped: 0 | Answered: 149 (100%)



Answer choices	Percent	Count
14 years and younger	0%	0
15 to 19 years	0%	0
20 to 24 years	2.01%	3
25 to 29 years	5.37%	8
30 to 34 years	8.72%	13
35 to 39 years	14.09%	21
40 to 44 years	12.75%	19
45 to 49 years	13.42%	20
50 to 54 years	6.71%	10
55 to 59 years	6.04%	9
60 to 64 years	13.42%	20
65 to 69 years	3.36%	5
70 to 74 years	8.72%	13
75 to 79 years	2.68%	4
80 to 84 years	2.01%	3
85 to 89 years	0%	0
90 to 94 years	0.67%	1
95 to 99 years	0%	0
100 years or older	0%	0
Total	**100.00%**	**149**

APPENDIX B:

Qualitative Survey Responses

Note, some comments have been blacked out to protect identifying information.

TVR Master Transportation Plan: Open-ended Responses

How aligned do you feel with the draft Mission Statement?

Please let us know why you feel this way.

Does not incorporate the existing rail system
Statements like this feel generic. Often leaders in the community are out of touch with real needs of younger families. In many cases with childcare locations it’s not feasible for parents to use shared transportation and make pick up times.
What is view royal’s “character”?
I strongly approve of many of the goals that are listed for the plan; however, there are a number of issues related to increasing congestion levels on roads which undermine safety and alternative mobility as frustration causes risk-taking by all.
"Preserving character" is often used as a weapon to prevent progressive, affordable, and equitable transportation network that promotes safe, enjoyable multi-modal travel for people of all ages and abilities.
No room for regional growth
Arterial roads are substandard and inefficient.
New to VR and still absorbing and understanding the issues around transportation
The plan doesn't align with the amount of traffic that commutes daily
Traffic needs to flow
Because it is vauge and I cant understand what safe modal travel actually means
View Royal is not recognizing the majority of transportation needs in the municipality. Bottlenecks on roads in view Royal impede traffic from all feeding municipalities, including Saan, Esquimalt and Colwood. These bottlenecks have been created by artifi
Because bike lanes only serve a minority and everywhere they go in - recently Esquimalt - they create driving bottlenecks and disasters.
Roads are being reduced while population increases. There is no way to move traffic through View Royal on single lane roads.
Your focus has been on alternative ways of transportation, especially when traditional vehicles are the primary mode of transport and traffic times have increased regardless of what you might say.

Strengthen all ages and abilities, remove character as it point to car dominated history which does not prioritize moving all ages in a safe, accessible, and comfortable way.

Traffic is horrendous especially when there's construction going on and when it goes down to single lane traffic. It's only getting worst when the population is getting larger

I don't understand what progressive means?

Currently View Royal's transportation network is very car-centric. So I feel that the language of this statement tries to ignore that, rather than striving for improving in the future.

View Royal doesn't have character. It is a suburb with a highway interchange.

Rhere is bo mention of reducing traffic jams and keeping traffic flowing.

I'm not sure how realistic progressive, affordable and equitable are able to be simultaneously achieved

View Royal is at the traffic bottleneck of CRD - this should be relieved in priority to achieve network resilience

You are the middle of the region. EXPAND YOUR ROADS.

Car traffic is the main problem and is only getting worse. This mission statement is very bland and doesn't really address any of the issues.

View royalis a transportation pad through. That must be recognized in order to support transportation through the Town, not just for its residents

It's obvious but the downsized roadways for vehicle traffic impacts the safety of others. This creates more opportunities for injury and major accidents due to the congestion in all roads and connections ,

I think it's a little bit too broad. It might be better. To include transportation.?…

The west shore is growing and View Royal has not planned for the increased through trafic that is being generated.

We are at the mercy of all other roads. When there is an accident on the hwy they divert down burnside and hemlchken and locals cant move. It's taken me 3 hours to go from royal oakto burnside

Transportation does not look holisitically at what is around and how best to make traffic flow while providing safe options for pedestrians.

I feel neutral because the statement does not match the words

Preserving character is less important than having a functional transportation network. This mission statement does not address existing congestion issues.

Idk how a transport. system can "preserve View Royal character"? Does this signal opposition to solutions for transit, active transportation, and yes addressing "Colwood Crawl" congestion that makes both car and bus traffic near-impossible in afternoon?

Do you have any questions or additional comments about the future of transportation in View Royal?

Will there be a new stop placed at the new bus lane on Burnside Rd. W.? A bus stop has been needed there for many years. The neighbourhood off of Highland Rd. is only serviced by the Fleury Loop (#22), and doesn't run all day. Not everyone from the neighbourhood is travelling to Victoria; many people are travelling to the Westshore. The closest bus stop is at the new lights before Six Mile Rd.

Why hasn't bc transit taken over ownership and operation of the rail system?

The park ride on Helmcken at the highway is too small. Caton Place & the View Royal Park parking lot has become a park n ride for non resident commuters vehicles who park here all day. It is now becoming congested & a bottle neck at the entrance to the street. There is no public turn around spot on Caton & off street parking is already over capacity.
Thank you.
"Residential parking only" signs for these areas would be great.

What are we doing about the 1500 block of Admirals? Both sidewalks are nearly unusable with children, pets, bikes and anything that isn't a 1/4 tone pickup traveling at 62km/h.

I have lived on Atkins Rd for 20 years. The through traffic and speeding particularly the 100 block has really increased and is very concerning. I have personally witnessed many close calls between cyclists and cars at the Galloping Goose crossing. Not to mention the accidents that have happened as well!

Residential parking only on highland road. Let park users pay for parking or use the CRD parking lots in the park. Cyclists do not stop at the 3 way stop signs and limited vehicles observe the 30km/hr speed limit.

I sometimes worry that there is a basic flaw in much of the transportation planning as it seems to assume that all trips are point-to-point and ignores the fact that a single outing for many people includes 3 to 5 destinations as they juggle kids, shopping, errands, etc. Sometimes point-to-point is really smart (e.g., very impressed by BC Transit running many extra buses from UVic to the ferry on Friday evening, matched by extra buses from Swartz Bay to campus on Sunday), or the new bus from downtown to the airport. Those trips are, however the exception.

I appreciate that there is little the city can do to physically aid the traffic congestion as all lanes coming from the West Shore must merge into a single land through View Royal. However, consideration may be given to repatriating land when new developments are approved along major corridors(ie. city reclaims 8 ft of road from new developments) to expand roadways. No amount of active transportation or transit will ever be able to mitigate the impact of thousands of people commuting from Sooke/Colwood/Langford through View Royal. Also, road infrastructure

improvements should precede new developments when our roadways physically cannot handle hundreds of more cars.

Try getting out of Shoreline safely at ANY time of day. I've already had one accident.

Traffic congestion is not a problem that needs to be managed. Rather, it is a symptom of the real problem, which is our car-centric society. If View Royal can provide its citizens with affordable, efficient and reliable transportation solutions, then the congestion problem will resolve itself.

Support for all types of rail is the only responsible long term strategy for our transportation network. Condemning cars as wasteful inefficient and dangerous is the other half of that.

I would like to see any contested intersections install left hand turn arrows that allow for more than 3 cars to go through. There is a need for more, especially areas that more condos, etc.
More of these left arrow signals reduces road rage, reduces congestion and allows for better flow.

Traveling through View Royal has already been made bad enough recently. Please don't make it worse.

Participate in the RCI initiative and to bring rapid transit to the CRD

Change signal timing at watkiss/west burnside. The left turn arrow should be active from 3pm due to oncoming traffic from saanich causing those waiting to turn left having to wait 3 or 4 light changes in order to turn left.

Improve sidewalks, bus stops and road conditions. Do not be silly like Victoria and remove lanes of traffic for bike lanes.

Any motorized mode of transportation and cyclists that are using the road should ve licensed and required to have insurance. Also get rid of the flower gardens in the middle of island highway

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The best incentive to get more people to use transit is to make transit faster than driving. BC transit's frequent transit lines are supposed to have investments in transit priority. What is View Royal planning in this regard? Shifting the DND workers into transit would address congestion in incredible ways.

Free or low cost fares should be targeted to people who most need the financial support.

Hhjj

Please continue the improvements on safe active transport options I would love to get to more places by bike safety

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The traffic along burnside from 3:30 to 6:15 is awful. The road is being treated like an additional lane to the highway and is very difficult for residents.

Improving the efficiency of arterial roads will in it's self solve the traffic through neighborhoods issue. This is a direct result of past poor planning. Start by timing the existing traffic lights. This will lead to a

25% improvement t with minimal costs and interruptions. The "bus only" lanes on the TCH should be made available to all vehicles and not sit empty 90% of the time.

I must use a car because I can't walk any great distance or ride a bicycle. Stop screwing up roads with bike lanes, speed humps, and other barriers.

I commend View Royal for preserving and expanding bike lanes, and am proud of the focus on a sustainable, active transport city plan that will make View Royal more attractive, affordable, and easy to reach for people throughout Vancouver Island. The fact that the Galloping Goose trail that runs through View Royal is usually busy with joggers, cyclists, wheelchair users, and people with strollers, illustrates just how popular active transport can be. View Royal has an opportunity to draw people of many backgrounds and abilities towards our town, keeping it relevant and vibrant in the future.

Reduce the size of fire trucks. European fire trucks are smaller, with the same accessories, and require a smaller radius curve; therefore, smaller intersections and lanes. It might seem a radical idea, but American-style trucks are getting more and more expensive.

Be more supportive and clear on the E&N as a future rail corridor. It has the opportunity to be the biggest catalyst of all.

Increase all traffic flow. It's way worse then it ever has been and is not improving.

What is the definition of active transportation? Unclear. Seems to be just about adding bike lanes. Bicycling is for the privileged

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Old Island Highway and Admirals Rd intersection is very dangerous to all users and its safety needs to be a priority. Please also prioritize cycling lanes on Admirals Rd (before I get hit by an angry driver!)

Preserving and improving the flow through of non-local traffic, especially commercial and private vehicles, takes precedence over the institution of more bicycle lanes or bus corridors. If mass public transit is to be entertained, infrastructure, supporting light rail is probably the best solution with feeder hubs. But the nature of our municipalities is such that many people continue to depend on private automobiles, and a mass public transportation system into those areas is not practical or affordable..

Just don't put "protected" bike lanes in...please. they hurt far more than they help...no matter what the cyclist minority lobbies.

Traffic infrastructure improvements are required, traffic calming measures will only make a bad situation worse.

You cannot expect families youth or the elderly to use busses in our region. They are too unreliable, dangerous, and dirty for vulnerable users. The one time I took the bus in the last year I had to get off early after a mandatory got on seeking of cigarettes and who nows what else. My 8 month old 's health is more important to me than no using our car where we are safe from harmful toxins airborne or residue left on seats from other people's filthy clothes.

Less cars on the road the better. Fix the light rail. Bring brack trams. City was better 100 years ago for transit , and somehow it has gone backwards in infrastructure. Must be a record worldwide for worse infrastructure over time.

Don’t bottleneck main roads so drivers go through neighborhoods, protect our neighborhoods keep Main traffic flow moving

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Stop the construction in the day time that bottle necks the Old Island Hyw by the pub. It’s a parking lot atm. Rip out the center medians (this will also save money to maintain plays/glowers), make the road wider.

Public streets should never be used for storage of private vehicles. Phase out all street parking.

I want to hear more about how we can do this work inter-municipally. We can’t solve transportation problems without being aligned with other municipalities.

The only thing that will improve the congestion in view royal will be advocating for light rail between the Westshore and downtown communities. Public transit is unreliable and not a feasible option. Every major city across Canada has a form of light rail with proven infrastructure and sustainability. Adding bus lanes not going to get people to take the bus and only worsen congestion. Your focus should be securing agreements with all
Municipalities to move forward with light rail.

A balanced transportation strategy is important for our growing region. While alternative transportation options such as cycling, walking, and transit should continue to be improved, regular vehicle access must remain a priority for the many residents who rely on it daily for commuting, work, family responsibilities, and emergency access. Reducing focus on vehicles without first providing reliable rapid transit alternatives could worsen congestion, particularly between the West Shore and the core. If the City wishes to shift transportation priorities, major investments in efficient rapid transit, such as rail, should come first to ensure residents have practical and dependable alternatives before limiting car mobility.

Why not run a small regional electric bus on the Connector trail.

How does this advance the active transportation priorities, let’s get admirals and island highway built to all ages and abilities standards while improving pedestrian and transit infrastructure and experience. Then let’s plan for rail. All this talk about managing regional vehicle traffic… focus on high quality infrastructure to move people to the regional trail network and gorge road today, while planning and supporting rail tomorrow.

We absolutely need to prioritize light rail. Bus rapids transit, white admirable, isn't reducing congestion.

Encouraging mode shift and improving the walking/rolling connections can more distinctly be pursued to address traffic and congestion. This includes physically protected bike lanes and pedestrian walkways, and safer crossings. By prioritizing the main traffic routes through the municipality, you can more safely separate modes from each other.

View and the rest of the region needs an LRT system to ease pressure on the Malahat and Pat Bay highway

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Please make transit free for youth to age 18 and reduce fares for age 65

I don't know if there even *are* viable methods of reducing the bottleneck at Island Highway and Admirals — but I hope View Royal and the adjoining municipalities are working on solutions. As I understand it, this isn't the only bottleneck where multiple municipalities need to come together to address traffic planning and infrastructure to support greater mitigation and throughput.

Transit is improved by reliable and frequent service, not fancy bus stops. No one wants to bike on a road where they could be run over by a negligent driver because you chose to cheap out on safety infrastructure.

Over the past twenty years the Island Highway was designed to frustrate drivers from using the section from Admirals Rd and past the new firehall. This was successful but no viable alternative was made for thousands of daily users.

School bus service should be free for students , driving one kid to school there and back every day for 209s of households us in insane , Atkins Rd and six mile circle is a mess at 8am, lengthen the light cycle at six mile and island highway from 7:30 am to 8:30 am to get more traffic to clear six mile left turn , discourage daily individual drives to school

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A continuous network of protected bike lanes that reaches crucial destinations, such as schools, community places and local businesses is very important to ensuring road safety for people of all ages and abilities.

Some of my suggestions include ensuring Active Transportation data is separated to prevent pedestrian displacement; designate corridors as high-canopy Shadeways and Linear Parks to support biodiversity and human health; utilizing Bill 16 for street trees and shade parklets, and continuous bioswales to manage stormwater and tree health; encouraging density via Conversion rather than Demolition; and adopting HUB cycling standards for physical separation to address the 39% safety gap for walkers.

- always apply a 'Nature First' design perspective for all projects
- enact policies to insure a 40% tree canopy in all transportation decisions
- apply overt encouragement for building conversion instead of demolition
- prioritize pedestrian considerations in all transportation decisions
- enact a Natural Asset Inventory to be used as guidance for all View Royal policies, including transportation

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Please help to reduce the wait times during morning rush hour (7:45 AM-8:00 AM) at the six mile road / island highway intersection, if we could have a slightly longer light that would help to reduce the back up all the way to the four way stop

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For a resilient and healthy View Royal, the TMP should:
Prevent pedestrian displacement by ensuring Active Transportation data is separated.
Designate corridors as high-canopy Shadeways and Linear Parks to support biodiversity and human health.

Utilize Bill 16 for street trees, shade parklets, and continuous bioswales to manage stormwater and tree health

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include light rail as soon as possible, improve intersections that are known to cause congestion, do not remove lanes for bus lanes, do not remove lanes for traffic calming measures

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Regional public and active transport networks will get people out of cars. Traffic calming and other infrastructure will reduce opportunities for irresponsible driving. Developing walkable neighborhoods with local shops is key.

It is important that the TMP considers the safety of its residents first and foremost and builds a climate resilient TMP. To that end we need:
- a 40% tree canopy especially to shade areas of active transportation
- we need to better protect the 47% of residents who walk, use physical separations from rolling modes
- use Bill 16 to allow room for soil cells, shade parklets and bioswales to control stormwater and protect our roads
- protect our natural assets that in turn protect our air, water and biodiversity that makes active transportation a more pleasant and viable option
- we need to protect our mature trees by prioritizing conversions of homes rather than demolishing our homes and trees that are protecting us from the heat

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Focus should be on ensuring commuter arterials are supporting traffic movement and reducing congestion and traffic jams. It is unrealistic to think the by reducing car lanes and adding bike lanes and calming measures will get people out of their cars. It would be interesting to poll residents to find out how many are using cars versus bikes versus buses. Without this data, how ever do you understand and justify where your transportation priorities should be.

Make better connections between galloping goose and places people need to go such as grocery stores and recreation centres.

We should be including bike and alternative modes of transport along with vehicle movement in all road upgrades. We can't keep using traffic calming and reduction of traffic lanes, especially on main arterial routes. Vehicle traffic is not going to go down until we get a light rail alternative.

Pedestrian safety in crosswalks at many intersections needs to be addressed.

Better management of speeds required on the E&N trail, too many ebikes & escooters with little to no respect for other users. Speed limits including school zones should be in place

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You can't will the regional traffic away, it is a fact of life. Yes improvements in bus network will help for people who work downtown or in major centres, but adding rules about traffic or restricting routes just increases the problem, more vehicles through a smaller channel.

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prioritize the 47% of residents who walk by preventing Mode Creep. Separate pedestrian data from rolling modes and adopt HUB standards for physical separation to address the 39% safety gap. To ensure thermal safety, we need a 40% Street Canopy Target and Shadeway corridors. Utilize Bill 16 for soil cells, shade parklets, and continuous bioswales to manage stormwater. We need Density via Conversion over demolition, to maintain the mature canopy and embodied carbon required to keep

active travel viable in a warming climate. Use a Nature-First design rule & a Natural Asset Audit to protect View Royal's air, water, and biodiversity -treating our natural assets as essential infrastructure that enables vital human-powered transportation.

Improved transit to allow View Royal and connecting municipalities to quickly get to the airport/ferry

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Would like to see some prioritizies for safe transportation for seniors that do not ride bikes and taking transit is somewhat difficult.

Have small public transportation connect to the major transportation routes.

View Royal has a geographic and geometric bottleneck of all kinds of transportation modes. Commuter rail, if reusing the existing rail corridor, helps in capacity increase but it would likely still pass through the bottleneck. That 150m wide bottleneck limits network resilience and needs a new mode with routing distant from the bottleneck. If this is something that needs to be beyond the municipality boundary to achieve the best outcome, liaison with CRD, the province and even the federal governments would be appreciated.

Improving public transit:
- During rush hour
- Bus route should be aligned with amount of people taking transit
- Bus stop Shelter (The Westbound Uptown, Route 26, 72, 75- shelter is gone. Also Westbound on TransCanada Highway @ Helmcken Rd, where's the Bus Shelter?

Better public transic connections such as direct bus to esquimalt beyond the weekday bus would be significantly impactful

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It is absolutely disgusting what you did to Island Hwy. We all love sitting in traffic for hours so we can look at plants in the middle of the road. However came up with that should be in prison. You owe every driver money for the wasted time and gas.

I am excited to see view royal taking steps to prioritize active transport options!

Cars make up about 84% of transport but government is still trying to make it harder and harder to get around. Stop doing this.

Please improve Active transport safety with protected bike lanes and increase Transit frequency.

What is the plan for enabling greater access to Thetis neighborhood. There is one way in and out. There have been several incidents that have restricted entry into the neighborhood resulting in major detours.
As well, traffic congestion particularly in the morning due to one way flow from Thetis and Atkins neighborhoods onto Six Mile Road. The longest part of my 22 minute commute is sitting on Six Mlle road to turn onto Island Hwy. Other access points need to be developed such as the old entrance to Thetis lake and connecting to Watkins, and also the CRD right of way off Chilco.
Better traffic plan for this neighborhood would be appreciated.

Add support for car and bike share programs. Evo bikes and cars, modo.

- Quality cycling infrastructure with adequate physical or signal protection at intersections should be a core part of the plan.
- Neither View Royal nor MoTT have demonstrated that they can design safe, quality infrastructure that is pleasant for those outside of cars. For example, the Six Mile roundabout for example was a massive failure - it is excessively large, encouraging high vehicle speeds, and is missing a bicycle crossing on one of four legs, not that the "we give up, use the sidewalk" method was ever an adequate way of handling cycling at roundabouts.
- The term 'light rail' is dangerous to aspire to - we don't need rail for the sake of rail, we need an automated metro and nothing less. This will follow a Douglas alignment.

I'm an avid commuter cyclist and I see that the Galloping Goose and E&N trails are still nowhere near capacity and access to the trail is regular and sufficient for residents of View Royal.
I didn't see anything obvious about bike lane installation in our town, and I hope that View Royal is not planning on adding more.
I am, however, somewhat concerned by the number of e-bikes that clearly have regulators removed (several pass me at speeds at or exceeding 50km/h) and pedestrians that do not share the path (walking two or three abreast, on the left and/ or with pets on leashes crossing the path). I can appreciate that the path is shared use, however there is some risk being assumed here that needs addressing.

Bring back rail
Stop with the fancy meridians dividing roads that should be made or put back to multi lane roads
Get rid of bike lanes on small roads and connect with major routes connecting galloping goose for bikes

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1. Would it be possible to make the new bus lane(s) (especially the section near 6 Mile rd by the Shell Gas station) an HOV lane(s)? similar to what is in Vancouver?
2. With the new Galloping Goose overpass now functional over the Old Island Highway, we have noticed a significant increase of (very fast) cyclists on the Galloping Goose trail between Wale Rd and Atkins Rd (near the Six mile Rd crossing). Would it be possible to either widen and/or divide section of the trail for folks that walk the trail (some with their dogs) can continue to enjoy the trail in a safe manner?

Traffic on Island Hwy between Admiral's and Helmcken should not be disrupted at peak traffic times. This is a busy throughway that needs to be kept clear to keep traffic flowing. Work needs to be coordinated to happen off peak times.

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three main arteries (Admirals coming from the naval base, Admirals coming over the bridge from McKenzie and Craigflower) are all trying to get onto the single lane road of Island Highway. It creates gridlock. Yet, new condo buildings are going up along Island Highway which will only increase traffic on that road. I foresee things getting worse than now unless Island Highway is 2-laned.

We need a fast and reliable non-road transportation alternative to connect to Victoria - like a light rail - THAT HAS enough capacity for VR riders in addition to the hoards from Langford and Colwood…

Fix the bottleneck at Craig flower and admiral Street

I'm not sure what is meant by "progressive" in terms of the mission statement. I'd like this to be more clearly defined.

There needs to be a sound barrier along the Thetis vale neighborhood up on the highway to reduce noise as traffic is getting worse every day, trucks use engine brakes early in morning and late. They need to start and do this barrier maybe bit by bit each year. Wondering if the bus lane will be coming through there also? They have put sound barriers in saanich for that, should be done for us as well.

Flower planters are nice but maintenance work on them causes delays and congestion due to the fact that traffic must slow down and back up due to men working on them. View Royal needs to concentrate more on keeping traffic moving through the area and not causing slowdowns.

We need more roundabouts not lights. We don’t need more bike lanes. Use the galloping goose or e&n trail. Bus lanes should be for people with 2+ passengers and also electric. Not only buses. We need a sea bus from the west shore to downtown. Most of all we don’t want our taxes to go up because of all this. It’s unnecessary.

View royal should be a leader in sustainable and effective public transit. Private car dependency cannot continue to expand at this rate

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Burnside road decrease the volume cutting through. Have the traffic lights have advance turning lights and allow the flow of traffic to move.stop adding more lights.make apartment have enough parking for their suites.

Forward thinking and collaboration with neighbouring municipalities (for example the intersection at burnside and Helmcken)

Change configuration at Burnside/watkiss so straight and left turn lanes are not the same

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It MUST be acknowledged that cars are necessary to live a busy multi faceted life and pretending they aren't is a step back. All these bike lines making the roads more dangerous when we have the gorgeous trails like the galloping goose makes ZERO sense. As someone who lives on Island Highway I can say THEY ARE EMPTY 95% of the time. They are so rarely used its embarrassing. Also the pedestrian lights at View Royal and Stormant are ridiculous. You have to push the button 80 times to get it to turn. With traffic the way it is these NEED to be ACTUAL traffic lights so everyone who lives, works & plays on Island Highway can get around. There is more and more construction so more people who will be living here & need to leave their homes

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Please don’t discount private vehicle traffic. Public transit will not solve the current issues. Traffic congestion has dramatically increased in View Royal over the last ten years and, even though many working adults enjoy hybrid work arrangements, commuter traffic is greater than pre-pandemic volumes. Also, the large number of condos and apartment buildings under construction will eventually add a large volume of additional private vehicles in traffic, especially during normal commuter hours.

How can peak hour congestion be mitigated?

Construction needs to be managed in collaboration with other regions. Multiple main arteries with construction at the same time causes worse congestion.
Please bring back light rail to get rid of terrible traffic congestion
Plan seems limited in vision. Nice to consider rail but no level of government is willing to provide the $.
Admirals bike lane to connect the E+N with gorge road, when? Light rail when?
Lane closures could be restricted to overnight hours to reduce the impact on traffic.
Ameliorating the "Colwood Crawl" that shuts down Admirals, Craigflower/Old Isl Hwy, and Helmcken for 3 hrs each afternoon needs to be multi-pronged. Busses need a way to get thru, otherwise transit is meaningless (when I can walk as fast as the bus and it takes 1hr to get home from downtown Vic, time robbed from family). Improving transit means considering an added westbound lane, improving intersections & signal timing to reduce congestion. I bus, drive and bike (fair weather), and do not advocate "induced demand" for cars, but when 3 streets (Admirals N & S bound, and Craigflower) combine into one westbound, capacity is needed for buses and the times we need to get to school and after-school activities on westshore. And yes connect bikes.

What type of housing do you live in?
Other

Single Detached Strata