

2010 CBRA Traffic Questionnaire Results

The Cadboro Bay Resident's Association (CBRA) asked its residents in January and February 2010 to give their opinion about traffic issues in their neighbourhood and which potential solutions they would support. The questionnaire was based on issues and potential solutions that area residents had raised at the AGM of 2009.

We received 195 responses to the questionnaire. In addition, we received 17 petitions from residents on Hobbs street, who are concerned about the number and speed of cars using their road, and about the lack of adequate sidewalks on their street, which is heavily used by school children.

Note that while many respondents checked one or more of the suggested solutions, many also pointed to the need for more data and to not rely on anecdotal evidence, especially around speeding.

Below, you will find the results for each question in the questionnaire plus a short overview of the petition. Each question offered possible solutions. There was also room for comments, which are summarized below each question.

1 – Four-way stops on Cadboro Bay Road at Sinclair and Penrhyn are often not observed

- Better lighting in the area

Blank	Yes	No	Maybe
162	28	3	

- More Signage

Blank	Yes	No	Maybe/Other
165	25	1	1

- Use different pavement on this section of Cadboro Bay Road to make it stand out.

Blank	Yes	No	Maybe
134	59	1	

Comments about these intersections varied from:

No problem, most people observe the signs most of the time (53). Yes it is a problem for pedestrians, they would like to see a pedestrian controlled light, or white stripes or raised area indicating the cross walk, or rumble strips to slow down traffic (or a 30km zone) well before the intersections to make the intersections safer (27).

Other residents argue for proper traffic lights, especially at the intersection of Cadboro Bay and Sinclair, and a flashing red light or traffic light at the intersection with Cadboro Bay and Penrhyn(20).

Some like to just have some more policing (13), especially of bicyclists that don't observe the stop (4).

A few point to the need for making the village in general safer for pedestrians by adding proper sidewalks (especially on the Peppers side), which would make the intersections safer as well.

2 – No space for pedestrians on East side of Cadboro Bay road between Sinclair and Penrhyn.

- Install sidewalk on East side of Cadboro Bay road (the Peppers side) between Sinclair and Penrhyn.

Blank	Yes	No	Maybe
65	128	29	1

Opponents of a walkway on the Peppers side of Cadboro Bay Road point to the existence of a walkway on the West side of the road and Pepper’s parking lot as current routes that are adequate. (26)

Proponents of a sidewalk on the East side comment that the sidewalk on the West side is not adequate as the gate is locked at the restaurant, which forces pedestrians to wander between parked cars. They also mention that it is difficult to get to and from the bus stop, forcing people to jaywalk or walk the Peppers parking lot, which is awkward for some due to the stairs. (17)

Both proponents and opponents point out that they’d like to preserve the trees and green space on the East side of the road. (4) A few people mention that a traffic plan for the entire village area is needed. (4)

3 – Traffic on Cadboro Bay Road too fast, from village until 4 way stop at Arbutus.

- Lower posted speed limit to 40 km/hr

Blank	Yes	No	Maybe
119	72	3	

- Lower posted speed limit to 30 km/hr

Blank	Yes	No	Maybe
180	10	4	

- Install speed bumps near corners at 3 and 4 on the map

Blank	Yes	No	Maybe
154	32	7	1: At 3 only

- Install medians near corners at 3 and 4 on the map that cars have to go around

Blank	Yes	No	Maybe
160	29	3	1: at 3 only 1: at 4 only

- Paint bike lanes on both sides

Blank	Yes	No	Maybe
127	64	3	

Comments are evenly divided by those who don’t see a need to reduce speed and who want to leave the road as is (23), and those who note that people don’t observe speed limits and that enforcement is the answer, either in the way of setting up speed reader boards or in the form of police handing out tickets (22). A few comment that all of Cadboro Bay should be a 40km zone, similar to Oak Bay.

4 – Difficult pedestrian crossing to the beach access, no safe walkway along Cadboro Bay Road on the water side.

- Install a median at 4 on the map to slow down traffic and help pedestrians crossing the road.

Blank	Yes	No	Maybe
157	34	3	

- Install a small roundabout at 4 on the map to slow down traffic and help pedestrians crossing the road.

Blank	Yes	No	Maybe
176	13	5	

- Install a crosswalk with flashing light at 4 on the map.

Blank	Yes	No	Maybe
105	84	4	1

- Install sidewalk from the bus stop on the water side to the beach access at 4 on the map.

Blank	Yes	No	Maybe
108	84	2	

Additional comments:

Some see no need for a crosswalk at all, either near the beach access or the bus stop, and mention that pedestrians should use common sense (12). Others are strongly in favour of making the road safer to cross, especially for school children as this is a safe walk to school route for TMP (12) but that the crossing should be at Dawe, away from the corner (6), which also means there is a need for a sidewalk between the beach access at Telegraph Bay and the bus stop at Dawe. A few residents are strongly opposed to a median or roundabout at this location, but favour a crosswalk. A few (2) also would like a crosswalk where the walkway from Gyro Park meets Cadboro Bay.

5 Speeding cars make it difficult to cross Telegraph Bay Road at the intersection with Tudor/Seaview.

- Lower speed limit at intersection to 40 km/hr

Blank	Yes	No	Maybe
135	56	3	

- Lower speed limit at intersection to 30 km/hr.

Blank	Yes	No	Maybe
170	20	3	1?

- Install pedestrian crossing with flashing light at 5 on the map.

Blank	Yes	No	Maybe
115	76	3	

Additional comments:

As expected, some residents comment that they don't see this intersection as an issue at all and that no reduction of speed or a safe crossing is needed (15) and some residents point out that lowering the speed limit will not help, it is enforcement that is needed when it comes to speed (8). With regards to a pedestrian crossing, a few (10) suggest to create a real walkway between Tudor and Arbutus and use the existing four-way stop to cross, or to do something similar between Tudor and the beach access at Telegraph Bay road and use any crossing that might be installed there. A few indicate that just a marked crossing is probably sufficient, and that if shrubs are trimmed back and cars prohibited from parking close to the intersection, visibility will be improved. Again, a few residents point out that this is a route that children use to get to school and that it should be made safer. On a different note, one respondent asks for a bike rack near the bus stop for Ten Mile Point residents to stall their bike when taking the bus.

6 – Tudor is a busy road, cars drive too fast, there is no room for pedestrians and cyclists, and visibility on the hills is limited.

- Lower speed limit to 40 km/hr

Blank	Yes	No	Maybe
133	58	3	1

- Lower speed limit to 30 km/hr

Blank	Yes	No	Maybe
173	18	2	1

- Install three-way stops at the intersections between Seaview and Tudor (6A and 6B on map) to slow down traffic.

Blank	Yes	No	Maybe
155	27	11	1

- Add a walkway on one side of the road to give pedestrians a safe space. To maintain the look and feel of Tudor Ave, the path should be level with the road (but have a curb to separate it from traffic). The path surface could be gravel or wood-chip to tie in with the current trail system.

Blank	Yes	No	Maybe
83	106	6	1

- Add double yellow lines on the hills (6D and 6E on the map) so cars don't veer into oncoming traffic.

Blank	Yes	No	Maybe
152	40	1	1

- Widen road at hills (6D and 6E) to allow room for bicycles.

Blank	Yes	No	Maybe
155	34	3	2

- Open fire lane between Phyllis and Arbutus (6C on map) to alleviate some of the traffic on Tudor.

Blank	Yes	No	Maybe
129	41	24 strong NO	

Comments

Speed reduction comments are similar to other areas: more enforcement is needed, some suggest traffic slowing measures such as speed bumps, and a few point to speeding cars on Arbutus road – they would like to see a 40 km zone.

With regards to putting a three-way stop at the intersection of Seaview and Tudor, opponents point out that this is a bad idea if there is snow or ice (traffic would never make it up the hill!) and that idling leads to pollution.

A suggested walkway on Tudor gets many positive reactions (106) and only a few (6) opponents who find the number of pedestrians doesn't warrant a walkway.

A few proponents of a walkway prefer a proper sidewalk with hard surface as opposed to the suggested soft-surface gravel or woodchip path (woodchip is also not great for dogs, as some point out), and some prefer no curb as it is dangerous for cyclists. Other comments point to the desire to maintain the character of the neighbourhood and consider the landscape if installing a walkway. Proponents of a walkway point to feeling unsafe and having near-accidents due to speeding cars and not having anywhere to go other than the road.

Another issue that comes up is limited visibility due to vegetation at intersections, cars parked on hills, and rocks on the road allowance which forces parking onto the road. The suggestion to open the fire land between Phyllis and Arbutus to alleviate some of the traffic on Tudor draws very strong opposition from residents who fear the whole of Ten Mile Point will become less safe and more busy (tourist traffic). As one writes: There Will Be Protests! On the other side, some proponents propose a trial period and one asks for a bus service on Ten Mile Point with a remote controlled gate at Phyllis and Arbutus, so only the bus can circle Ten Mile Point. A final point mentioned by some is the deer that roam the area and pose a danger to traffic.

7 – Traffic too fast on all of Queenswood Drive

- Lower speed limit to 30 km/hr

Blank	Yes	No	Maybe
120	72		2 want 40km/hr

- Install speed bumps

Blank	Yes	No	Maybe
144	40	10 (strong no)	

Additional comments:

Speed is considered an issue by some residents, others point out that the road is winding and that in itself is enough to slow down traffic. Some ask for more enforcement of speed limits, and they point to bicyclists going too fast, which, combined with limited visibility and no shoulder for pedestrians to walk on, makes the road feel unsafe for pedestrians, but also for drivers afraid to hit a cyclist coming “out of nowhere” as one resident commented.

8 – Traffic is too fast on Arbutus Road, especially at the intersection with Haro Road, and the road is used heavily by construction traffic.

- Lower speed limit to 40 km/hr

Blank	Yes	No	Maybe
143	49	2	

- Install traffic lights at the intersection with Haro Road

Blank	Yes	No	Maybe
183	9	2	

- Install a four way stop at the intersection with Haro Road

Blank	Yes	No	Maybe
159	33	1	1

- Install a roundabout at the intersection with Haro Road

Blank	Yes	No	Maybe
152	38	4	

- Install a bike path on both sides of the road on Arbutus and Finnerty to tie in with the bike path on McKenzie.

Blank	Yes	No	Maybe
122	72		

Additional comments:

Some residents don't see a need to reduce the speed limit to 40km as there is already a school zone where cars should slow down to 30 km. However, as other residents point out, just reducing the speed limit doesn't mean that the speed limit is observed – traffic slowing measures and enforcement are needed.

Quite a few residents mention their irritation about cars being parked on the shoulder (or sometimes on the road) between Haro and Finnerty. This is especially an issue for bicyclists, who feel the cars are often parked too close to the road and push them into traffic.

Some parents of Frank Hobbs school kids also mention that the existing sidewalk on that stretch of road is too narrow and that there should be more separation from the road than just a curb, as cars (and buses) come barrelling down the hill and pedestrians feel unsafe. A few residents also note the deer being hit on this stretch of road.

Heavy construction traffic is only raised as an issue by a few residents.

9 - No safe crossing for children from Arbutus Grove to the walkway on the north side of Haro Road. Too many cars parked on the south side of Haro Road during pickup and drop off at the school.

- Install a crosswalk from Arbutus Grove daycare to the walkway on the north side of Haro Road.

Blank	Yes	No	Maybe
	68		

- Extend sidewalk on the south side of the road from the current crosswalk at Sutton to the entrance with Arbutus Grove.

Blank	Yes	No	Maybe
	47		

This is an area that is only visited by a smaller group of residents and parents and did not generate many comments, other than asking parents to walk to school rather than drive.

10 – Traffic congestion at the intersection of Finnerty and Sinclair, not enough room for bicycles.

- Install left turn lanes on Sinclair (both sides) to allow for faster traffic flow.

Blank	Yes	No	Maybe
75	117	3	2

Add bike lanes on Sinclair.

Blank	Yes	No	Maybe
107	84	2	1

Additional comments:

This intersection is used by many, and support for left turn lanes (or, as a few suggest, a roundabout) to improve traffic flow at peak hours is strong. Only a few residents don't see the need for change and want to preserve the road and trees as is.

Comments point to the need for sidewalks and bicycle lanes in the area surrounding Uvic, including bike lanes along Sinclair all the way to Tuscany Village, and bike lanes on Finnerty.

11 Sinclair hill is dangerous for cyclists going uphill

- Install a walkway on the east side of Sinclair

Blank	Yes	No	Maybe
100	92	2	

Additional comments:

Not many cyclists cycle uphill, but many cyclists have to somehow get uphill to Uvic, and to do so they want a safe walkway, either on the West or East side of Sinclair. Many comment that one path on the West side of Sinclair may be sufficient, but that the current path is too narrow, that it needs better pavement, and that it needs cleaning in the fall when the leaves make it slippery near the crest of the hill. Many area residents also would like to see a walkway on the East side of Sinclair, to access their homes on that side of Sinclair and its side streets.

12 General work trucks/vans parked along shoulder of narrow roads, blocking traffic and reducing visibility.

- Designate no-parking areas

Blank	Yes	No	Maybe
113	81		

Additional comments:

Where many residents find the parked work trucks and vans a nuisance, they also see that often they're needed and that they are generally a temporary issue. Suggestions include using common sense and slowing down, allowing parking on one side of the road only, no parking near corners or crests of hills, asking the city for a parking permit on a case by case basis, and widening the road in some areas for designated parking. Some point out that parked trucks help slow down traffic, and a few residents strongly oppose "visual litter" in the form of no parking signs.

13 Comments

Residents of Hobbs street added their own petition to the questionnaire, asking for help in resolving the issue of "highway style driving" in the park/school zone. Below are suggested solutions and how many Hobbs street residents agreed/disagreed with these suggested solutions:

- Installing speed bumps near playground/school zone. (14 yes, 3 no)
- Installing 3 way stop at the corner of Maynard and Hobbs. (13 yes, 4 no)
- Install a roundabout at the intersection of Hobbs/Arbutus/Queenswood (8 yes, 9 no)
- 30 km speed on Hobbs (12 yes, 5 no) Note: police enforcement of school zone is needed
- Upgrade poor sidewalk conditions to provide a safe walkway for all pedestrians. (11 yes, 6 no)

The comment section was also used to raise additional issues and suggestions including:

- We need more data to find out if there is speeding and how big an issue this is, rather than relying on anecdotal evidence (note that Saanich has been posting speed reader boards in various areas).
- Need a stop sign at Mt Bakerview and Phyllis
- Need a sidewalk on Penrhyn between Hobbs and Cadboro Bay road
- Make Hobbs a one-way street from Sinclair to Arbutus
- Address parking around the Queen Alexandra hospital
- Make Hobbs street "resident parking only" between Sinclair and Penrhyn
- Get bus service on Tudor to reduce traffic
- Allow village work staff to park in Gyro Park parking lot
- Install speed bumps to slow down traffic
- Who will pay for changes to roads/signage etc?
- Saanich to maintain shoulders of roads, trim shrubs, remove boulders on edge.
- Address the deer population issue – deer do get hit by cars.
- More police presence and enforcement of speed limit is needed.