



2018 Summer Survey Results

When a single lot rezoning threatened the already designated “people-priority greenway” along sidewalk-free Kings Road, a group of 21 neighbours came together to protect and preserve this unique area and the Oaklands Rise Woonerf was born.

To ensure we are on the right path, the planning group invited public input from those who frequent the area in a 2018 survey. The report was presented to Victoria Council in that year and is available in this document and online at oaklandsrise.ca

Six years on, now some 230 households, its time to update the survey. The Woonerf invented by Dutch traffic engineers to reduce risk of harm in residential neighbourhoods is unfamiliar, but it works wherever it is shaped by neighbourhood input. *That means you.*

Please share your views, hopes and vision for the future.

Paper surveys are at each welcome table, or online at oaklandsrise.ca

Thank you!



Random volunteering activities on the Woonerf.
With head, hands and heart, anything is possible!

Oaklands Rise Living Streets Woonerf (VON-ehrf) Summer Survey (2018)



The survey was launched on August 12, 2018 at a street party update event in both a printed format and through an online format available from August 16.

The ORW Core Planning Group has received 51 completed responses as of September 17, 2018.

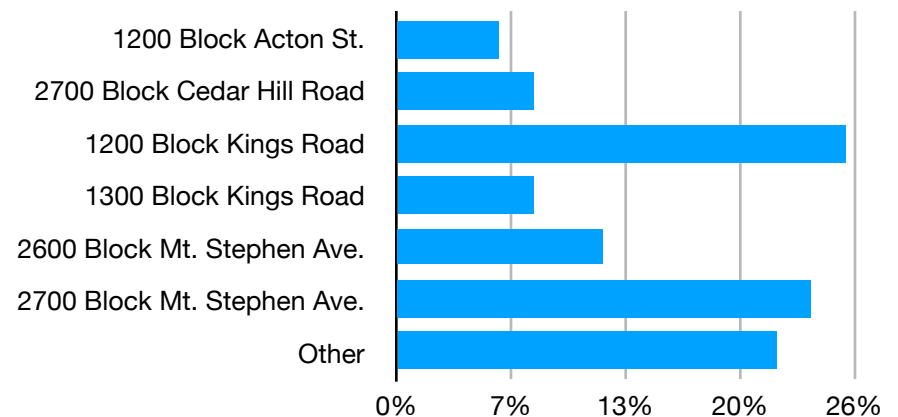
Survey questions are listed below with responses aggregated into bar charts for easy review. Comments provide a brief summary to explain data. Contact us at oaklandsrise@gmail.com.

Question 1 I live on the:

Survey responses to date are from those who reside on, near or who frequent the contiguous set of sidewalk-free streets known locally as Oaklands Rise and that portion of sidewalk-free streets of the Kings Road Greenway.

Additionally, attendees of the August 12 event included residents of Fernwood, Hillside-Quadra, North Park, Oak Bay, Fairfield and Saanich as well as North and South Oaklands.

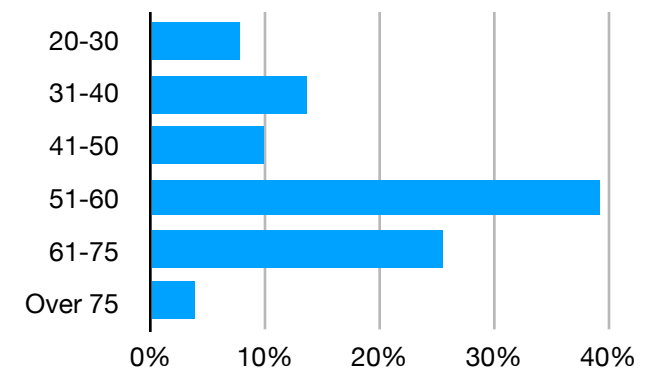
Respondents' "Other" notes location on Fernwood Road, Pearl Street, Shelbourne Street, Tudor Avenue (Saanich) and an owner of a Kings Road property also resident in Saanich.



Question 2 My age range is:

The area is solidly multi-generational with representation of all ages, infant to elders. Four respondents indicated children at home.

Notably, 39% of respondents aged 20-60 intend to volunteer toward a well maintained woonerf (VON-ehrf) indicating commitment from those of workforce age as well as those presumed to be retired.

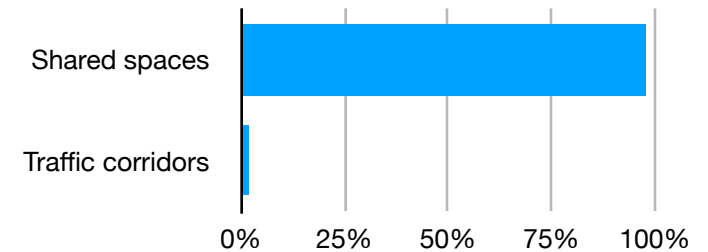


Question 3 These streets should be managed as:

There is overwhelming support for treating the set of contiguous, sidewalk-free streets as shared space for community engagement rather than as transportation routes. This is not to say that the community does not recognise the importance of managing traffic. Rather, it indicates a people-oriented priority in this locale.

One respondent selected *both* shared spaces and traffic corridors, annotating the survey instrument to read “equal priority”. Neighbourhood conversations along these lines clarify that people-first, shared space, does not prohibit vehicles with a local purpose.

Traffic speeds are identified in Question 9.



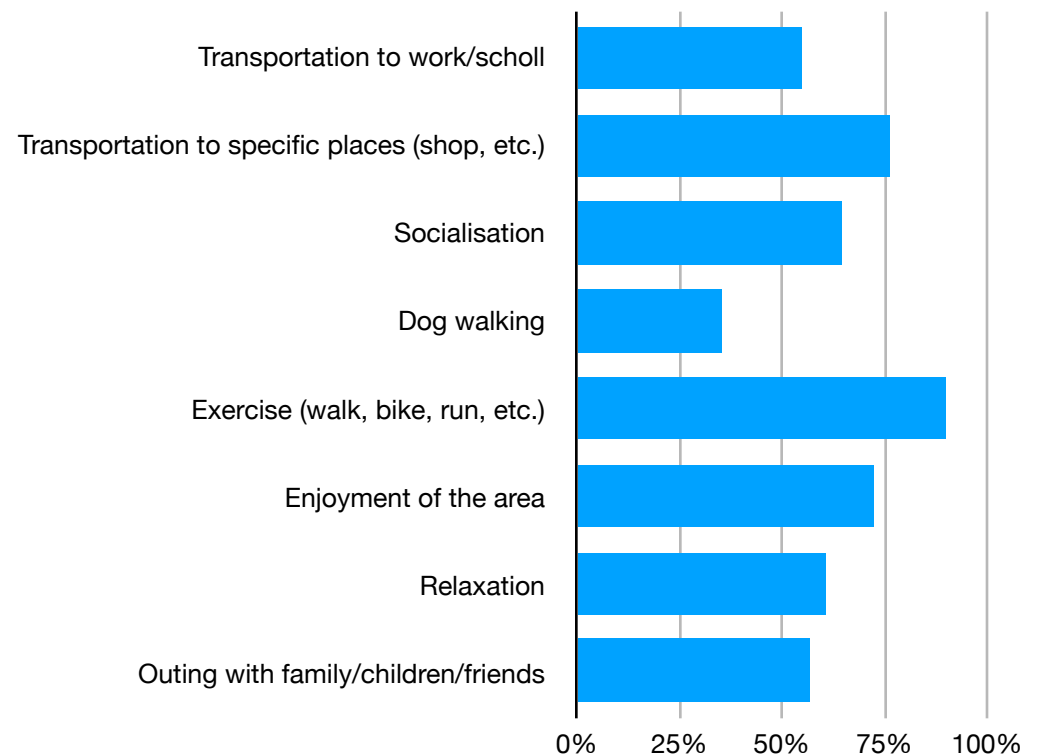
Question 4 I use these sidewalk-free streets for:

Selection of uses associated with community wellness such as placemaking, way-finding, socialisation and health related attributes are significant.

Anecdotal observation in the neighbourhood is now confirmed: the set of contiguous sidewalk-free streets that comprise the Oaklands Rise Living Streets Woonerf area is a destination of choice for surrounding neighbourhood seeking a range of benefits associated with healthy living.

These streets are used incidentally for transportation by locals and are ineffective cut-through routes with the exception of Cedar Hill Road where the woonerf model is projected to have a positive impact on reducing speeds and the attractiveness of that street to cut-through drivers.

We see potential for a place-making parklette at Fernwood and Kings Roads to have a similar effect, improving the quality of life for the 2600 block of Fernwood Rd.



Question 5 When I am on these streets, I am generally:

Responses to this question touch upon a challenging area of research: are we safer when we *feel* safe, or when we are attentive and aware of risk?

Attentiveness is associated with increased safety in the literature and is correlated in survey response, suggesting that awareness of surroundings on the street is relevant to the degree of ease reported by those who frequent the sidewalk-free streets of the topic area.

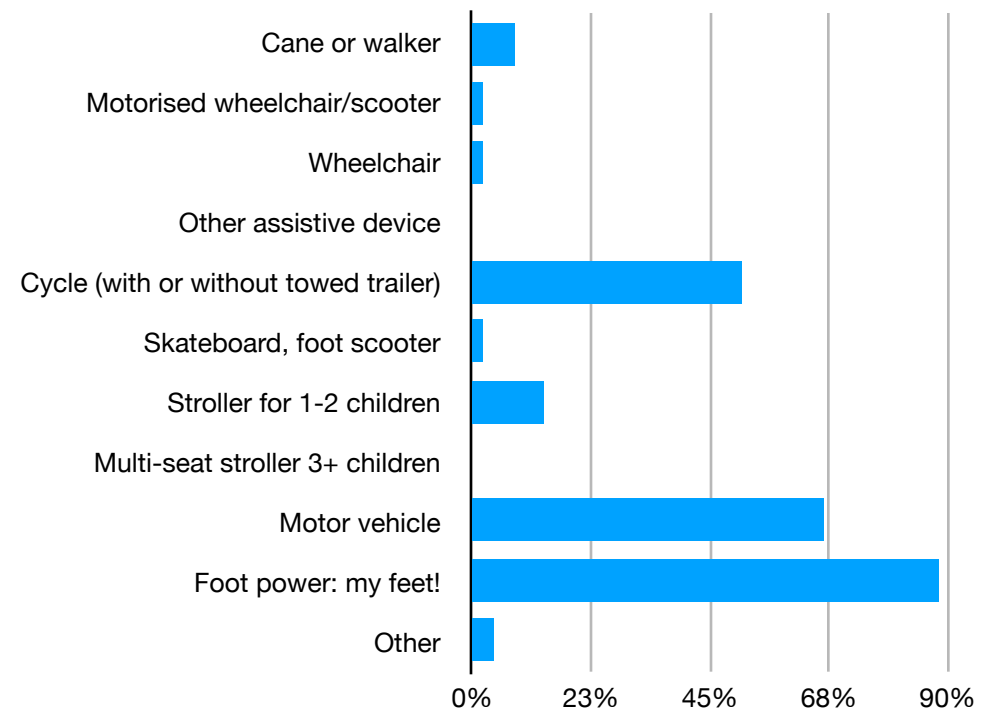
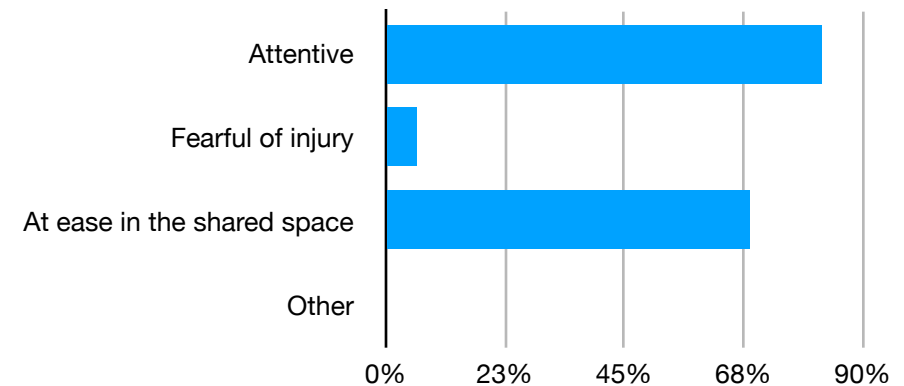
Two of three respondents who selected “fearful of injury” reside on streets outside the topic area. In conversation, one of the three respondents who cited “fearful of injury” described the “road race mentality” observed on his home street in Saanich. A second is resident close to an arterial with high volume, high speed traffic. A third respondent resides within the topic zone and expressed concern in relation to road speeds on a steep hill.

Those who frequent the area overwhelmingly find it to be safe. Attention to alternative design can improve upon an already positive situation.

Question 6 When on these streets, I use a:

10% of responses confirm use of assistive devices: none report feeling unsafe. 14% walk the area with children in strollers. One on a steep hill is fearful for her young child. 51% cycle the area and 88% report walking on the topic streets.

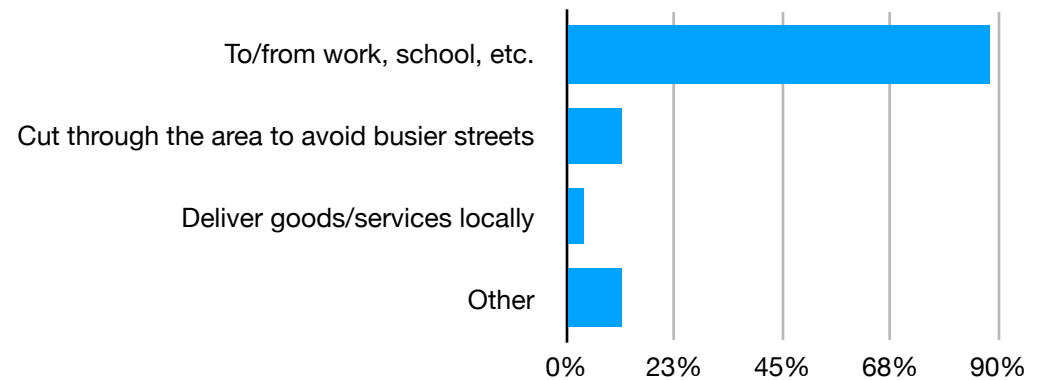
One respondent selected “Other” to identify “electric vehicle”.



Question 7 When driving on these streets, my purpose is:

Respondents selecting “Other” indicate “visit family”, “strolls in nature”, “do not drive through”. Two “Other” responses are not defined.

12% report driving through the area to avoid busier streets. This confirms the advisability of reducing the attractiveness of the area to cut-through drivers. Features of the woonerf concept do exactly that.



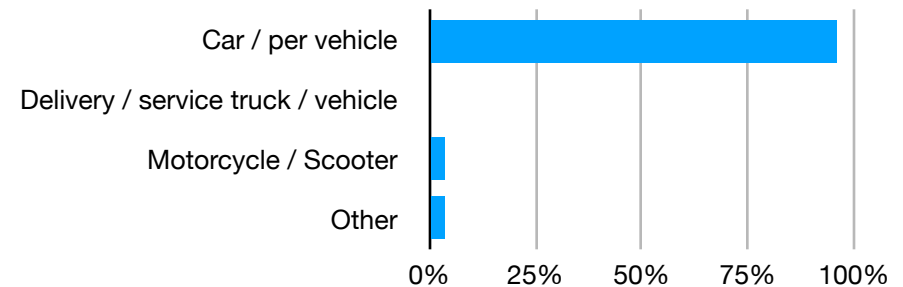
Question 8 My vehicle is a:

Respondents confirm that when using a vehicle on the topic streets, the personal car is the vehicle of choice (96%).

“Other” includes “bicycle” and “my legs”.

A community member has agreed to test the viability of certain vertical elements using delivery service vehicles.

The Planning Group is conscious of need for access by emergency and service vehicles and has requested design standards in this regard.



Question 9 As a driver I agree to:

As the woonerf concept is one of community, not transportation, it is no surprise that 84% of respondents are willing to drive at the pace of people (5-15 kph).

43% indicate satisfaction with a 20 kph speed limit and 66% will petition for a reduced speed limit, if necessary.

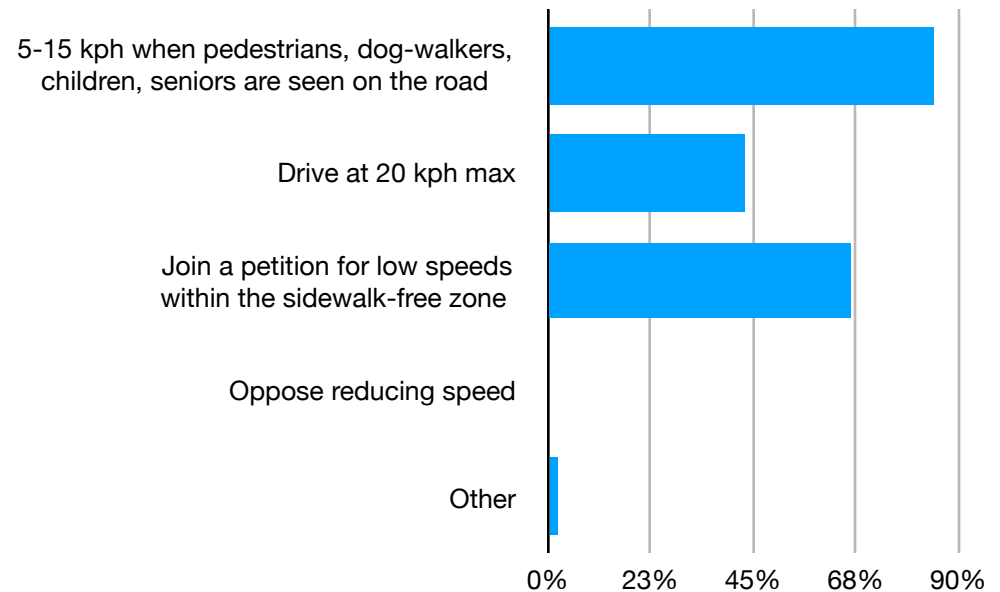
One respondent selected “Other” commenting:

“stop taking Cedar Hill to get to Bay street in the mornings none of these people live in this area, they drive way too fast, and Cedar Hill is looking like a bloody freeway in the morning, I have lived in this area for 20 years and it was never like this, this needs to stop, we love our living streets and our safety as well, and our peace of mind and our peacefulness in the morning”

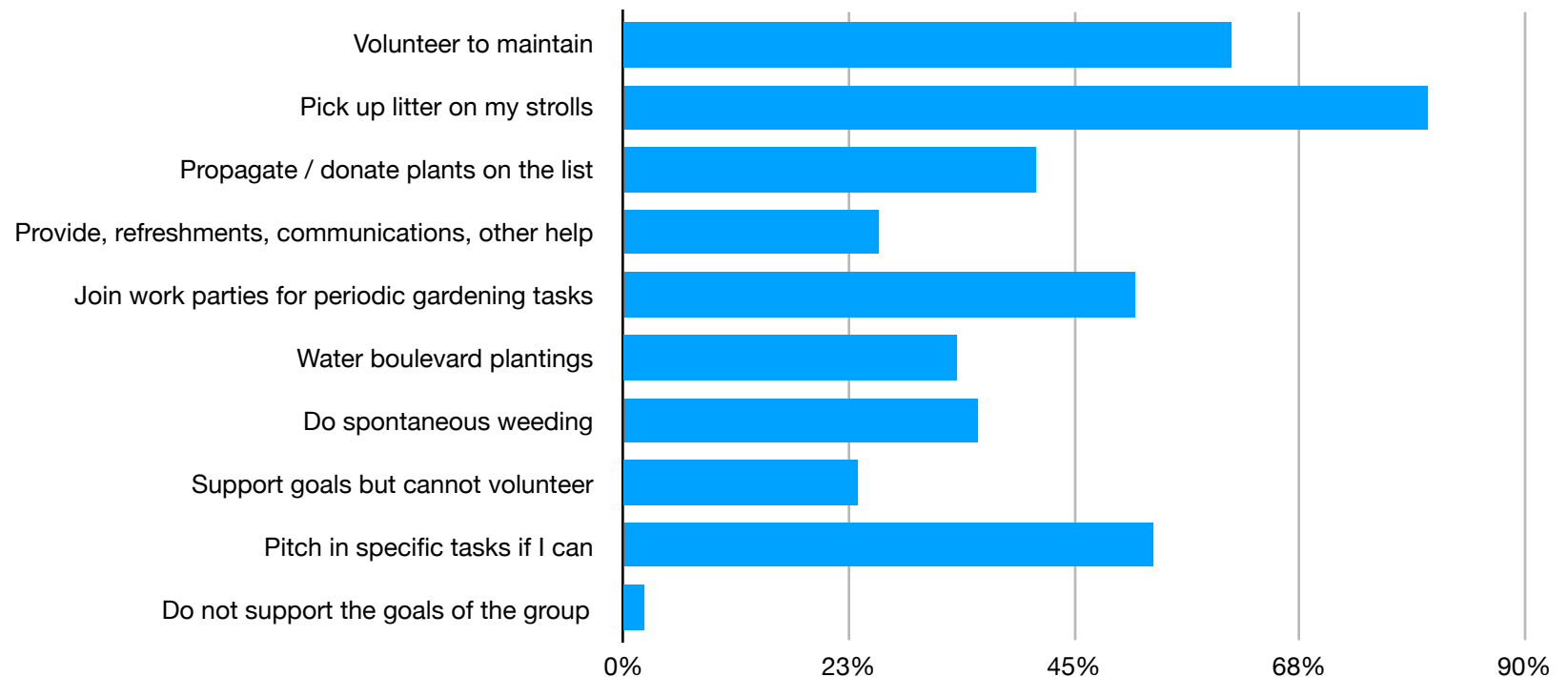
The Planning Group holds the view that an officially designated “living street” woonerf that will traverse these streets can augment efforts the City has made on Fernwood Road in an (so far unsuccessful) attempt to influence driver behaviour.

The relationship between speed and injury is well established.

The literature indicates that a reduction of 20-40% to risk of harm is associated with characteristics of the woonerf.



Question 10 As someone who enjoys these streets, I will:



The conceptual design of the Oaklands Rise Living Streets Woonerf incorporates repeated plantings to establish a visual identity within the area. Recognising that ongoing maintenance is required, and that the many who want to participate lack the physical capacity or time, outreach to volunteers has been an aspect of the pilot from the outset. In a neighbourly spirit, “calls to action” have brought volunteer teams to assist others.

96% of respondents identify specific volunteer interests with strong overall support from both residents as well as those who frequent the area as a destination of choice. Volunteers have selected ways to be involved that fit the demands of life, work and physical capacity.

Donations of plants, contributions to expenses and preparation of nourishment for participants characterise the effort.

One respondent’s selection of “Do not support the goals of the group” correlates with this respondent’s concern for their child’s safety. Nonetheless, this individual is willing to propagate plants for the woonerf and volunteer for gardening tasks.

Question 11 I want sidewalks because they:

This question drew considerable annotation of selections as well as comments under “Other”, primarily against sidewalks for the area as provided below.

“Do not want sidewalks”

“People who don’t live in the neighbourhood understand where pedestrians will be on a sidewalk lined street”

“Not sure”

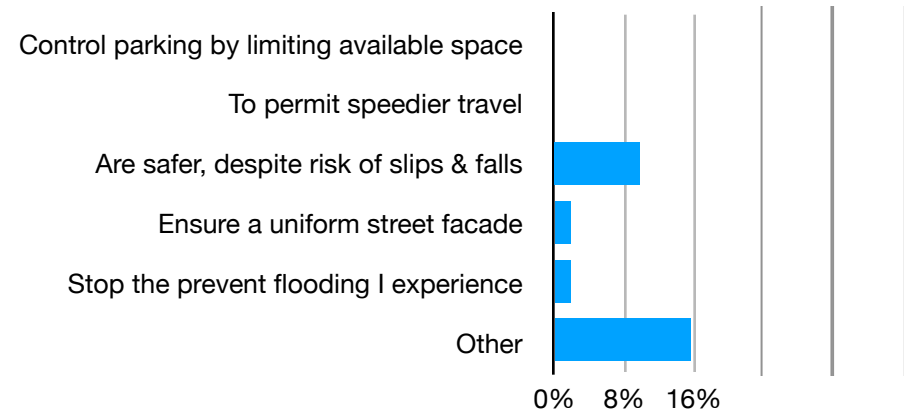
“I am somewhat sceptical that all drivers will obey new slower speeds...so sidewalks may be safer for my kids.

For example many drivers do not use the current calming circles (eg along Scott st) correctly (they don’t yield, and/or drive clockwise). Just want safest option for kids.”

“NO SIDEWALKS”

“Don’t want sidewalks”

Additionally, one respondent annotated the form to state “NOT TRUE” against “safer” and “RELEVANT??” against “street facade”. Another crossed out the entire section to indicate “no sidewalks”.



Question 12 I do not want sidewalks because:

96% of respondents are against imposition of sidewalks in the specific, topic area.

Two annotations are:

“Safer for wheelchair and walkers.”

“NO SIDEWALKS”



Question 13 I support installation of street art elements:

90% of respondents support the incorporation of art elements as part of the woonerf design. Ideas range from surface treatments such as the street painting approved for Collinson Street at Cook Street to vertical elements envisioned to celebrate the history and character of the area. The planning group anticipates that community support in principle necessarily calls for a process to bring forward designs to satisfy a range of opinion.

Comments include:

Yes: “Beautify the streets/enjoyment for all.”

“Art adds beauty”

“Only if tasteful, not amateur”

“Street art shows the pride people/neighbours can express”

“Because they’re beautiful and we’re an ‘artsy’ community :-)”

“Not sure”

“To beautify to [sic] neighbourhood”

“Add character to the area”

“Because EARTH without ART is just.....EH.”

“Fantastic idea! This will add to the beauty of our neighbourhood.”

No: “Our natural ambience is out of this world!”

(Responses # 22 & 43 are undefined.)

Why: “Adds character and may slow moving vehicles.”

“Because I know they will be well designed and implemented!”

“European-like feeling”

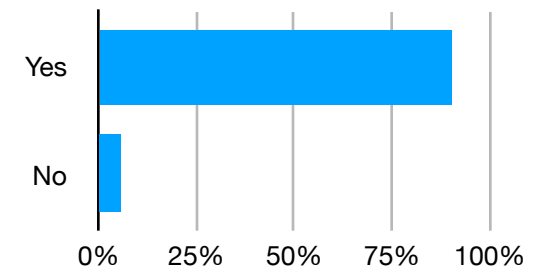
“But I would need to have more info on what these street art elements would include.”

“Makes the area look brighter, and it shows that people who live here love this area, it is also fun, puts smile on your face. Also believe if you are having a bad day coming home and seeing the art is cheery, also shows the talent of others”

“Don’t see the need”

“I am an artist. I would like to help improve the look and purpose of such art elements.”

“Enhance the natural beauty of the area, traffic calming features”

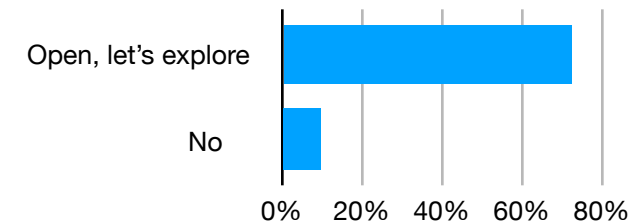


Question 14 Can you and/or volunteers include the boulevard frontage of your place?

Not everyone has the time, interest or physical capacity to develop and maintain boulevards. So, in the spirit of neighbour helping neighbour, periodic “calls to action” have garnered 4 - 14 volunteers at a time to turn sod, reclaim soil, plant and mulch on boulevard frontage of willing neighbours.

It is amazing what 4 people can do in two hours, or 14 in 45 minutes.

Commentary includes: “already do this”; “don’t really have much, though”; “mostly planted”.



Question 15 Please identify yourself.

Respondents are assigned sequential identifiers to respect privacy.

Question 16 Provide a brief sentence to illustrate your view.

“These streets are made for walking!”

“This is the most exciting concept of any neighbourhood I have ever lived in.”

“The woonerf concept is likely to make streets safer, friendlier, and more beautiful as well as supporting ‘green’ values - gardening, sharing & community.”

“Installing sidewalks will reduce the safety of the streets.”

“Acton and upper Mount Stephen are heavily used by pedestrians, including groups of small children, elderly from the Cridge. Sidewalks would lead to increased traffic speed and less safety.”

“This is a unique neighbourhood and community that is worth enhancing with a woonerf.”

“I enjoy a pedestrian friendly neighbourhood and hope to see the woonerf concept implemented with plantings and infrastructure. My 10 year old will bike or walk to school + to have this concept supported will be good for her + community at large”

“I support these progressive ideas which will help create community”

“Sidewalks would destroy the street ambience.”

“I love this idea and can’t wait for it to become a reality.”

Will make this community even more vibrant and friendly.”

“I love my neighbourhood and want to maintain the ‘quaintness’.”

“Anything that helps to meet your neighbours & make streets safer sounds like a good idea to me.”

“Let’s take back our neighbourhood for neighbouring.”

“Love the ideas and effort put forth by ‘The Rise’.”

“While not physically able to volunteer with group projects, I fully support the no-sidewalk concept wherever it's suitable.”

“I like the way the neighbourhood is and don't want to change over to sidewalks. I believe parking could be very compromised with the addition of sidewalks. I also think cars would drive faster and that overall vehicle traffic may increase with the addition of sidewalks.”

"I am convinced that the current concept of "progress" is a misnomer. Victoria progress, to me, is achieved by limiting the density of development, and cherishing the existing neighbourhood environments. The constant rush to "modernize" and replace the old with the new is often misguided and profit-driven. Not always a mistake, but more often than not - it is.

"I am strongly against sidewalks, These are living streets and has been this way for over 20 years, I lived here this long, that is why I live here, I know my neighbours, have watched their children grow up, play ball on the street, ride bikes, and the church up the street closes Cedar Hill once a year to have a barbecue, for everyone in this area, we enjoy this warm way, and we get to meet people, This area needs to stay as living streets, it provides safety to all animals in are area, birds, racoons (the little havocs they are, but have the right to be safe). Deer, which also have the right to be here, they were here before we were, we seem to forget this, our dogs and cats need to be safe also. and our children, need to be around all this nature, I want no part of sidewalks, that money can be put to better use, like keeping are living streets. THIS IS NOT VANCOUVER. It is Victoria, we want to keep it this way as Victoria.....Thank you."

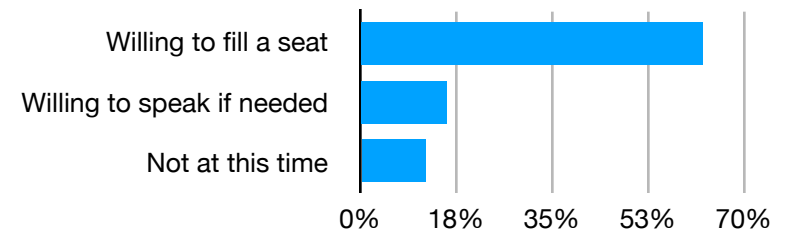
"I think this is all a good idea. I don't have the time or inclination to help out but I support those of you who do. I love this area, have been in the co-op for 20 years."

"I really appreciate all the volunteers who are taking the time to pursue this amazing initiative."

Question 17 Strength in numbers: City Hall Public Hearings

63% of survey respondents will attend meetings if available and 16% are willing to speak in support of the Oaklands Rise Living Streets Woonerf.

Community members will not be able to attend all relevant meetings due to various work-life commitments. To date, attendance at Public Hearings and Land Use Committee meetings to which notification was given has numbered 12-30+ at a time. Attendee represent a significant number of citizens with 96% of respondents against conventional sidewalk installation in favour of a people-oriented shared space.



Question 18 Additional comments / ideas / insights below:

"It's time our "Greenway" was visible to those passing through the neighbourhood."

"Encouraging people to walk and/or bike by providing the space in which to do so is not only healthier for our neighbourhoods and bodies but also for our planet. Less cars can only help bring about a positive environmental change. Well done!"

"My niece & family will be living at ___ from Sept '18 on. ___ They will support your initiatives."

"Thanks to all behind this initiative!"

"The semi-rural nature of the streets is attractive to the residents & encourages neighbour interaction."

"I will fight, to keep this area as living Streets."