

LIVING STREETS

SOME BACKGROUND & EXAMPLES

This not-so-new paradigm allows pedestrians, cars, bicycles and parking to cooperate seamlessly...people, bicyclists, cars all retain access, but the physical design of the streets necessitates slower speeds for cars and increases safety, comfort and walkability for all modes.¹



Living Streets (our version of the Dutch *woonerf*) are “in the Netherlands, Germany and the United Kingdom [and] through Europe as well as Japan, Australia, Israel [and beyond]. While each country has implemented the woonerf scheme, there is no cookie-cutter design...this means that each country—and place—has transferred the core concepts...and created their own safe areas according to their needs and local culture.”²

Some quick links ahead!

Click on A-E links below!

- A. [What in the World is a Woonerf?](#)
- B. [Why making streets risky improves road safety](#)
- C. [Butterflyway: a greenway opportunity](#)
- D. [City of Victoria Greenway Plan](#)
- E. [4 main principles](#)

"Shared streets rely on social rather than regulatory controls to govern how all users behave.

There is a growing body of data to show that in situations where there is a mix of different types of users, this design approach can be the most effective for safety and efficient traffic movement.^{3"}

Collaboration with City planners and engineers is not only a requirement, its a benefit to ensure accuracy in layout of any features so that emergency vehicles retain full access. Fire departments must move large trucks, on average, 10 feet wide mirror-to-mirror.

Design for streetscape features, speed limits, plantings and more is ahead. Some neighbours will want to dive in, others to review and give input, it's up to us!

"Studies in Europe have shown that woonerfs are significantly safer than traditional streets."



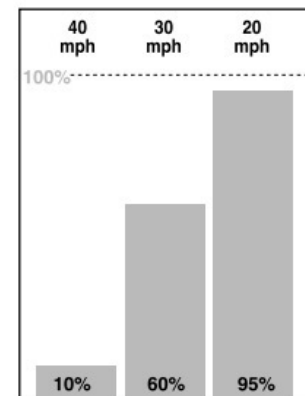
There are many types, let's create our Oaklands Rise - Living Streets for us!



Spielstrasse - in Germany ↑ and Italy ↓



Chances of a Pedestrian Surviving a Traffic Collision



Survival Rates
Graphic adapted from "Best Management Practices," Reid Ewing, 1996; data from "Traffic Management and Road Safety," Durkin & Pheby, 1992.

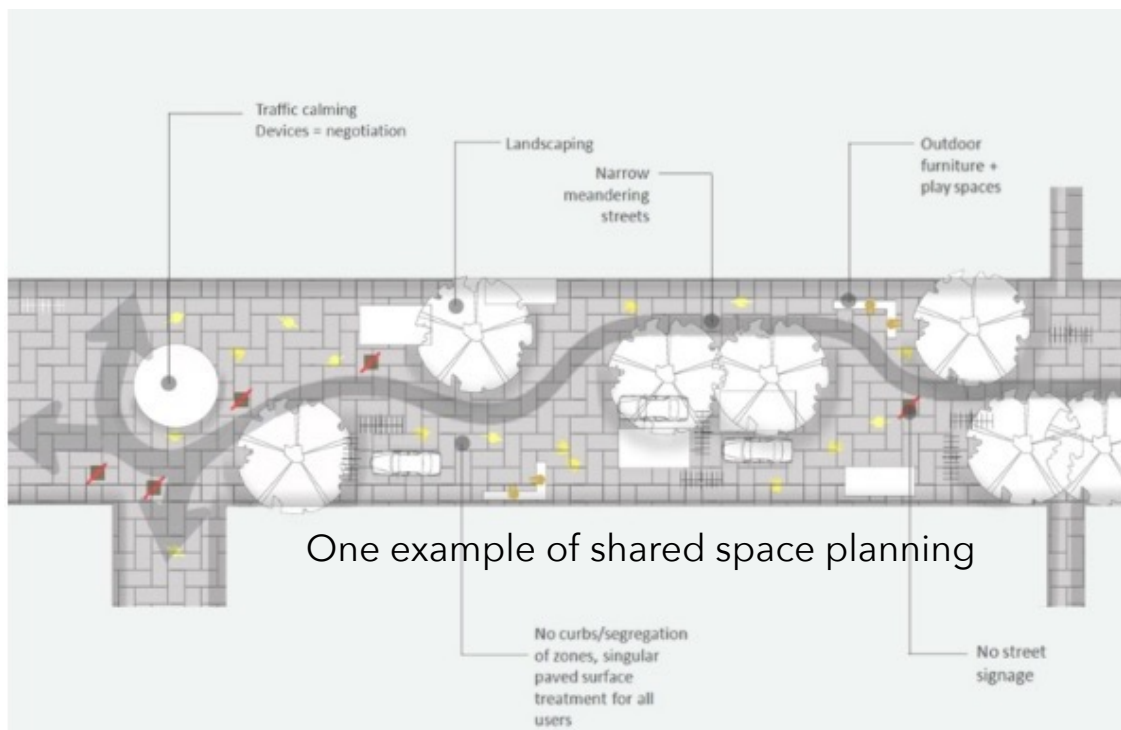
Points to note

A halt to the sidewalk at 2695 Capital Heights was roundly supported on September 26 at the Oaklands Community Association Land Use Committee (CALUC) **but the City must agree.**

City planner Mike Angrove and Engineer Steve Hutchison took notes for their **report to Council at a Public Hearing on the development and sidewalk on October 12.**

Select a date via doodle poll for a **planning session:**

<https://doodle.com/poll/nmg9pva5t5wny3xd>



The CALUC members advised that we **individually email/write City Councillors and attend** the **Public Hearing at City Hall starting at 6:30 on October 12** in Council Chambers.

¹ <http://isthmus.com/downloads/31256/download/UC%202011%20-%20Woonerf.pdf?cb=08f2c5f28b1cad7e62d9a96b287f7ad5>

² <https://nacto.org/references/collarte-natalia/>

³ Garick, N. The Art and Science of Shared Streets, a.k.a. "Naked Streets". Connecticut Transportation Institute, Department of Civil and Environmental Engineering, University of Connecticut <http://www.engr.uconn.edu/~garrick/articles/Congress%20of%20New%20Urbanism%20-%20New%20England%20Chapter.htm>