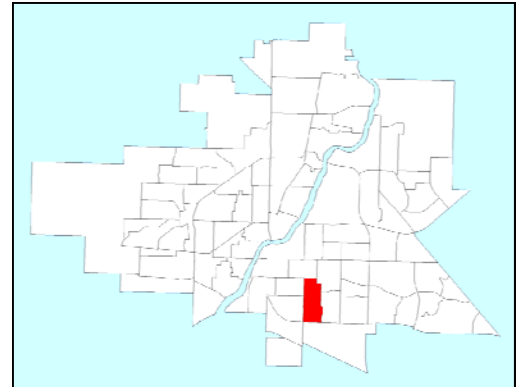


# Adelaide-Churchill



The **Smart Cities, Healthy Kids** research project looks for solutions to childhood obesity by investigating how neighbourhood design affects children's ability to be physically active. Research suggests that safety from traffic and crime, the presence of destinations and built features supporting an active lifestyle (eg. parks, playgrounds, and bike lanes), a neighbourhood's attractiveness, and its accessibility are all very important in determining whether people will be active there. To determine which Saskatoon neighbourhood designs are the most supportive of active living, researchers walked each neighbourhood in Saskatoon in the summer months of 2009/2010, collecting data on these areas using two research surveys: the Neighbourhood Active Living Potential (NALP) and the Irvine-Minnesota Inventory (IMI).



*Adelaide-Churchill in Saskatoon*

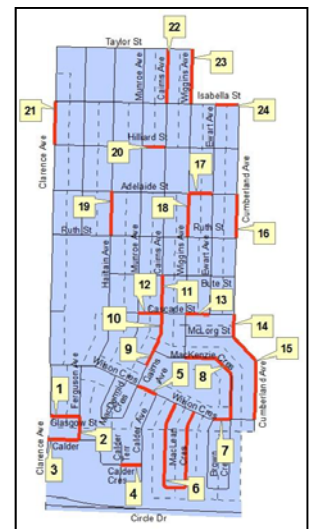


*NALP Route Map*

The NALP tool is more subjective in nature and it takes into account the impression of the entire neighbourhood based on the systematic observations of the researchers. In contrast, the IMI is more objective in nature and is based on observations of each individual segment. The following report will discuss how the characteristics of Adelaide-Churchill compare to Saskatoon neighbourhoods in general.

**NALP** consists of 22 items within four areas: Activity Friendliness, Safety, Density of Destinations, and Universal Accessibility. Using this method, observers rated each item on a 6-point scale after walking a pre-defined route in each neighbourhood that connected 10 randomly-selected street segments. The route, typically 4 to 5 kilometres in length, is shown in red on the map.

**IMI** consists of a 229-item inventory of neighbourhood features within five areas: Attractiveness, Diversity of Destinations, Pedestrian Access, Safety from Traffic, and Safety from Crime. Twenty percent of street segments in each neighbourhood were randomly selected and observed. Each segment is the two facing sides of a street block and is indicated by a numbered flag on the map.



*IMI Segments Map*

Smart Cities Healthy Kids

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# Adelaide-Churchill

## Overview

Adelaide-Churchill is located in the south of Saskatoon and is bordered by Taylor Street, Clarence Avenue, Cumberland Avenue, and Circle Drive.

Adelaide-Churchill was designed under the First Zoning Bylaw, which was in effect from 1930—1966. This Bylaw marked the beginning of a formal land use classification system that separated land use types into more defined categories for the purposes of controlling land uses and protecting property values.

This Bylaw also marked the beginning of a street classification system that separated volumes of traffic into classes (local, collector, and arterial). Neighbourhoods developed under the First Zoning Bylaw include early forms of curvilinear streets, where grid patterns give way to crescents linked by a collector street. Indeed, the streets in Adelaide-Churchill are mainly grid patterned in the north and become crescent-patterned in the south.



*Attractive streetscape*

## Safety

We rated each neighbourhood according to the presence or absence of certain neighbourhood elements that increase or detract from a feeling of personal security. Observing both the physical and social characteristics of the neighbourhood, security was measured both in terms of traffic and crime. These ratings suggest whether safety concerns affect an individual's related active living decisions in their neighbourhood.



*Well marked pedestrian crossing*

- Out of a possible highest rating of 10, Adelaide-Churchill rated **6.36** for Safety from Traffic, above Saskatoon's average rating of **6.06**. (IMI)
- Out of a possible highest rating of 10, Adelaide-Churchill rated **9.06** for Safety from Crime, above Saskatoon's average rating of **8.46**. (IMI)
- Out of a possible highest rating of 6, Adelaide-Churchill rated **3.88** for Safety, above Saskatoon's average rating of **3.81**. (NALP)

Adelaide-Churchill's safety ratings suggest that pedestrian and vehicular travel areas are fairly well defined and safe to navigate and that there are only a few elements that reduce feelings of personal security. For example, although several observed intersections were uncontrolled and few were marked for pedestrian crossing, traffic levels were quite low, so observers felt most streets were safe to cross. Further, a low amount of graffiti, well maintained homes, and plenty of opportunities for casual surveillance of the street by home owners all contribute to the perception of personal security. However, we observed a high number of spaces concealed by bushes or in alleyways that could be used for lurking, as well as large parks with limited opportunity for casual surveillance.



# Destinations

We rated each neighbourhood according to the number, diversity, and density of its destinations. These ratings suggest whether destinations in a neighbourhood can motivate deliberate, localized active living choices by providing a place to go and a means to interact with others.

- Out of a possible highest rating of 10, Adelaide-Churchill rated **2.00** for Diversity of Destinations, below Saskatoon's average rating of **6.26**. (IMI)
- Out of a possible highest rating of 6, Adelaide-Churchill rated **2.56** for Density of Destinations, below Saskatoon's average rating of **3.92**. (NALP)

Adelaide-Churchill's low destination ratings suggest that destinations are few and limited in variety. For example, the only observed destinations in Adelaide-Churchill were a church, and two schools with parks.



*Hugh Cairns School*

# Activity Friendliness

We rated the activity friendliness of each neighbourhood based on specific features that encourage or present barriers to an active lifestyle. These ratings suggest whether a neighbourhood assists or limits the opportunities for physical activities such as walking, cycling, or skateboarding.

- Out of a possible highest rating of 10, Adelaide-Churchill rated **4.96** for Pedestrian Access, below Saskatoon's average rating of **5.08**. (IMI)
- Out of a possible highest rating of 6, Adelaide-Churchill rated **4.25** for Activity Friendliness, above Saskatoon's average rating of **3.67**. (NALP)



*A lack of designated secure parking can discourage cycling*



*Poor sidewalk condition*

These activity friendliness ratings suggest that Adelaide-Churchill has some supports and few obstructions for pedestrians. For example, although most streets have at least one sidewalk, some sidewalks are in poor condition and some are completely absent. However, grid street patterns provide route choice and easy access for pedestrians and cyclists. Further, wide streets provide adequate room for cyclists and bike parking located at the schools increases bike friendliness.

## Attractiveness

We rated each neighbourhood based on specific features that could potentially increase or decrease the attractiveness of the neighbourhood. This rating suggests whether the level of attractiveness for each neighbourhood itself can encourage or discourage individuals to participate in an active lifestyle.

- Out of a possible highest rating of 10, Adelaide-Churchill rated **4.96** for Attractiveness, above Saskatoon's average rating of **4.80**. (IMI)



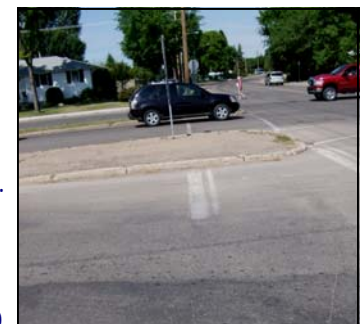
*Attractive landscaping*

Adelaide-Churchill's attractiveness rating suggests that both attractive and unattractive features are present in the neighbourhood. For example, sidewalk amenities, such as benches and well-kept garbage cans, were absent from all observed streets. However, the large street trees observed on most streets provide partial shade for some of the sidewalks. Further, well maintained homes, some architectural variety, and pleasant landscaping increase the attractiveness of the neighbourhood considerably.

## Universal Access

We rated the universal accessibility of each neighbourhood according to the presence or absence of specific features that help or prevent safe movement for those with mobility, visual, or hearing impairments. These ratings suggest whether people with reduced mobility are able to travel in the neighbourhood safely without assistance.

- Out of a possible highest rating of 6, Adelaide-Churchill rated **1.50** for Universal Accessibility, below Saskatoon's average rating of **2.18**. (NALP)



*Median blocks the pedestrian crossing*

This universal accessibility rating indicates that Adelaide-Churchill has few elements that enable safe movement for those with reduced mobility. For example, none of the observed pedestrian crossings are adapted for individuals with visual or hearing impairments. Although few sidewalks in Adelaide-Churchill are mountable, graded curb cuts are present at some intersections. However, the poor condition of some sidewalks and lack of curb cuts at all intersections greatly reduce the ability for safe movement across the neighbourhood.

**The principal investigator for this project is Nazeem Muhajarine, PhD. For a complete list of contributing researchers, partner organizations, project staff, and more information, please visit our website: [www.smartcitieshealthykids.com](http://www.smartcitieshealthykids.com)**

**If you have any further questions about the project, please contact our research co-ordinator [tracy.ridalls@usask.ca](mailto:tracy.ridalls@usask.ca) or call 966-2237.**