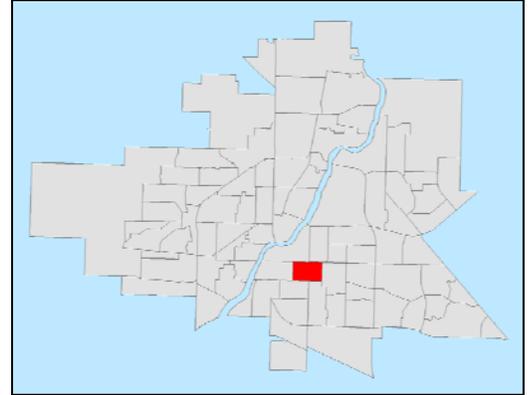


Haultain

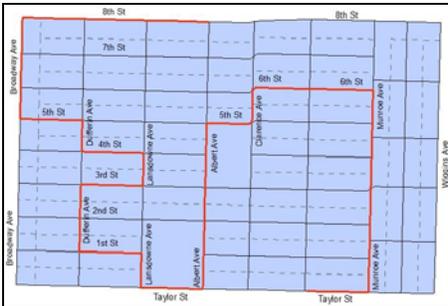


The **Smart Cities, Healthy Kids** research project looks for solutions to childhood obesity by investigating how neighbourhood design affects children's ability to be physically active. Research suggests that safety from traffic and crime, the presence of destinations and built features supporting an 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).



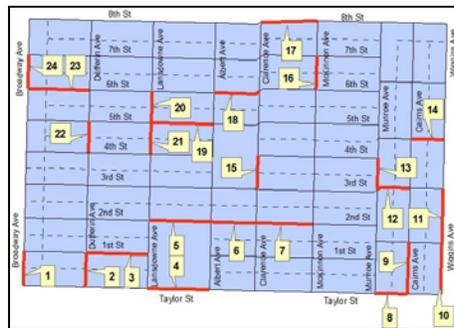
Haultain in Saskatoon

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NALP Route Map

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 Segments 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.

The NALP tool is more subjective in nature 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 Haultain compare to Saskatoon neighbourhoods in general.

Smart Cities Healthy Kids

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Haultain street view

Haultain Overview

Haultain is centrally located in Saskatoon on the east side of the river and is bordered by 8th Street, Wiggins Avenue, Taylor Street, and Broadway Avenue.

Haultain 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 often included early forms of curvilinear streets, where grid patterns give way to crescents linked by a collector street. Haultain, however, is composed entirely of grid patterned streets.

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, Haultain rated **6.05** for Safety from Traffic, below Saskatoon's average rating of **6.06**. (IMI)
- Out of a possible highest rating of 10, Haultain rated **8.98** for Safety from Crime, above Saskatoon's average rating of **8.46**. (IMI)
- Out of a possible highest rating of 6, Haultain rated **3.63** for Safety, below Saskatoon's average rating of **3.81**. (NALP)

Haultain's safety ratings suggest that pedestrian and vehicular travel areas are fairly well defined and safe to navigate and that there are 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 many streets were safe to cross. Observers did note that the neighbourhood could benefit from better consideration for the safety of pedestrians. In terms of safety from crime, well maintained homes, plenty of opportunities for casual surveillance of the street by home owners, and minimal graffiti all contributed to the perception of personal security.



Opportunity for casual surveillance of the street by residents

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.



Commercial strip along Broadway Avenue

- Out of a possible highest rating of 10, Haultain rated **10.00** for Diversity of Destinations, above Saskatoon's average rating of **6.26**. (IMI)
- Out of a possible highest rating of 6, Haultain rated **4.00** for Density of Destinations, above Saskatoon's average rating of **3.92**. (NALP)



Playing field and outdoor pool

Haultain's destination ratings suggest that there are many destinations of a wide variety. For example, observed destinations in Haultain include three schools, several churches, an outdoor pool, a playing field and playground, a library, a service station, and commercial strips along Broadway and 8th Street with a variety of restaurants, retail, professional and medical services.

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, Haultain rated **4.74** for Pedestrian Access, below Saskatoon's average rating of **5.08**. (IMI)
- Out of a possible highest rating of 6, Haultain rated **3.33** for Activity Friendliness, below Saskatoon's average rating of **3.65**. (NALP)



Wide streets provide room for cyclists

These activity friendliness ratings suggest that Haultain has both supports and obstructions for pedestrians. For example, sidewalks were often in good condition and present on both sides of most streets. However, several wide avenues lacked sidewalks or a clearly defined pedestrian area. Wide streets provide adequate room for cyclists, but bike parking was absent from most destinations. The grid street pattern is easy to navigate and provides a wide range of route choices pedestrians and cyclists.

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.



Neighbourhood park and playground

- Out of a possible highest rating of 10, Haultain rated **4.98** for Attractiveness, above Saskatoon's average rating of **4.80**. (IMI)



Benches

Haultain's attractiveness rating suggests that both attractive and unattractive features are present in the neighbourhood. For example, large street trees are present on several streets and provide shade for pedestrians on the sidewalk. Sidewalk amenities, such as benches and well-kept garbage cans, are present in a couple areas throughout the neighbourhood. Further, mostly well maintained homes, architectural variety, and pleasant landscaping considerably increase the attractiveness of the neighbourhood. However, overhead electrical wiring was visible on most streets and observers came across a considerable amount of litter.

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.



Curb cut

- Out of a possible highest rating of 6, Haultain rated **2.33** for Universal Accessibility, above Saskatoon's average rating of **2.19**. (NALP)

This universal accessibility rating indicates that Haultain has some elements that enable safe movement for those with reduced mobility. For example, few sidewalks in Haultain are mountable, though curb cuts are present at some intersections. However, none of the observed pedestrian crossings are adapted for individuals with visual or hearing impairments.

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

If you have any further questions about the project, please contact our research co-ordinator tracy.ridalls@usask.ca or call 966-2237.