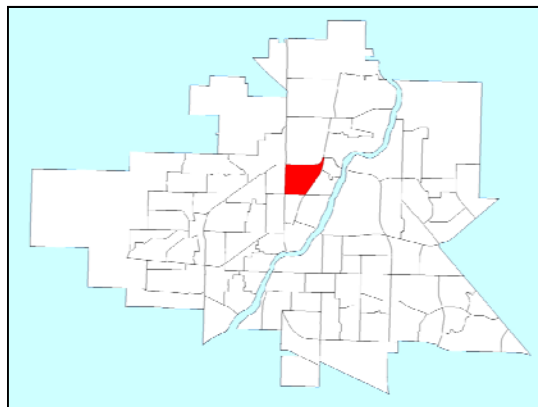


# Kelsey-Woodlawn



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).



*Kelsey-Woodlawn in Saskatoon*



*NALP Route Map*

The NALP tool is more subjective in nature and 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 Kelsey-Woodlawn 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**

Contact: Tracy Ridalls  
306-966-2237  
tracy.ridalls@usask.ca  
www.smartcitieshealthykids.com

# Kelsey-Woodlawn Overview

Kelsey Woodlawn is bordered by 40th Street, Idylwyld Drive, 33rd Street, and Memorial Avenue along the Woodlawn Cemetery. Kelsey-Woodlawn 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, Kelsey-Woodlawn has primarily grid-pattern streets with five culs-de-sac off of Idylwyld Drive.



*Kelsey-Woodlawn street view*

## 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.



*Pedestrian crosswalk*

- Out of a possible highest rating of 10, Kelsey-Woodlawn rated **3.88** for Safety from Traffic, below Saskatoon's average rating of **6.06**. (IMI)
- Out of a possible highest rating of 10, Kelsey-Woodlawn rated **7.16** for Safety from Crime, below Saskatoon's average rating of **8.46**. (IMI)
- Out of a possible highest rating of 6, Kelsey-Woodlawn rated **1.75** for Safety, below Saskatoon's average rating of **3.81**. (NALP)

Kelsey-Woodlawn's safety ratings suggest that pedestrian and vehicular travel areas are not well defined or safe to navigate and that there are some elements that reduce feelings of personal security. For example, several observed intersections were uncontrolled and few were marked for pedestrian crossing, though traffic levels were quite low in some areas. Other areas, such as along 33rd Street and Idylwyld Drive, had very high traffic levels and require further consideration for the safety of pedestrians. In terms of safety from crime, a low amount of graffiti, well maintained homes and the presence of people contribute to the perception of personal security. However, we observed a high number of spaces concealed by bushes, in alleyways, or on deserted streets that could be used for lurking.



*Sidewalk separated from road by grass buffer*



## 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.



*Playground in Dr. J. Valens Park*

- Out of a possible highest rating of 10, Kelsey-Woodlawn rated **10.00** for Diversity of Destinations, well above Saskatoon's average rating of **6.26**. (IMI)
- Out of a possible highest rating of 6, Kelsey-Woodlawn rated **4.44** for Density of Destinations, above Saskatoon's average rating of **3.92**. (NALP)

Kelsey-Woodlawn's destination ratings suggest that there are some destinations of a wide variety. For example, observed destinations in Kelsey-Woodlawn include an elementary school, Kelsey Campus, a church, a gas station, a pharmacy, bars and restaurants, a gym, some light and heavy industrial, office work places, some retail stores, and several 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.



*No sidewalk, road paving, or defined pedestrian area*

- Out of a possible highest rating of 10, Kelsey-Woodlawn rated **4.57** for Pedestrian Access, below Saskatoon's average rating of **5.08**. (IMI)
- Out of a possible highest rating of 6, Kelsey-Woodlawn rated **1.00** for Activity Friendliness, below Saskatoon's average rating of **3.67**. (NALP)



*No sidewalk, road paving, or defined pedestrian area*

These activity friendliness ratings suggest that Kelsey-Woodlawn has both supports and obstructions for pedestrians. For example, several streets did not have sidewalks; although, when present, sidewalks were in good condition. The grid-pattern street design is easy to navigate and provides route choice and access for pedestrians and cyclists; however, some streets in Kelsey-Woodlawn are not continuous. Wide streets provide adequate room for cyclists, though many of the streets were not paved. Indeed, many areas did not account for the needs of pedestrians at all.

## 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, Kelsey-Woodlawn rated **3.84** for Attractiveness, below Saskatoon's average rating of **4.80**. (IMI)



*Dr. J. Valens Park*

Kelsey-Woodlawn'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. Further, industrial noise was commonly heard and many roads were not paved. However, 2nd Avenue had some well maintained homes, pleasant landscaping, and a park, which considerably increased the attractiveness of the neighbourhood.

## 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, Kelsey-Woodlawn rated **1.17** for Universal Accessibility, below Saskatoon's average rating of **2.19**. (NALP)



*A curb cut, widened sidewalk and hand rail accommodates people with reduced mobility*

This universal accessibility rating indicates that Kelsey-Woodlawn has few elements that enable safe movement for those with reduced mobility. For example, there is a lack of sidewalks in many areas of Kelsey-Woodlawn. Where sidewalks are present, curb cuts were frequently absent. Further, 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](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.**



University  
of Regina



UNIVERSITY OF  
SASKATCHEWAN



CIHR IRSC  
Canadian Institutes of Health Research  
Instituts de recherche  
en santé du Canada



HEART &  
STROKE  
FOUNDATION

Health Research Foundation  
H R F R & D F R S  
Fondation pour la recherche en santé