



KINDERSLEY SKATEPARK

SURVEY #1

TERRAIN PRIORITIES SUMMARY



SUMMER 2023 - PHASE 1 OF ENGAGEMENT



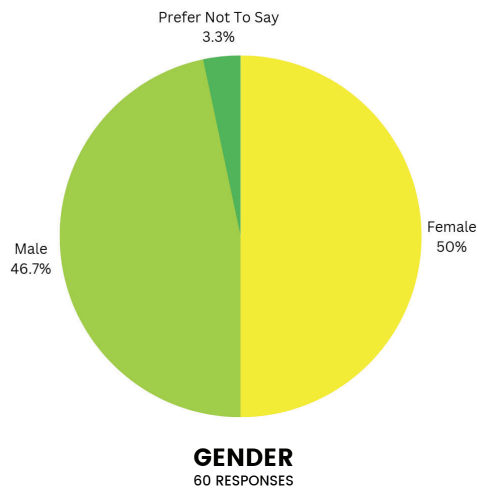
KINDERSLEY SKATEPARK WORKSHOP 1 FEEDBACK SUMMARY

Workshop Survey #1

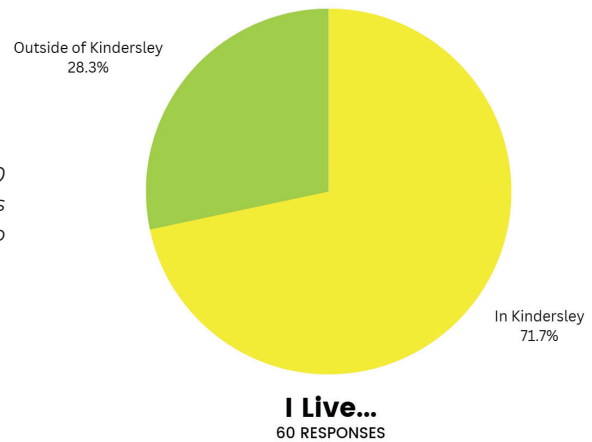
The following is a summary of the feedback gathered from the terrain priorities survey to gain input regarding potential skatepark terrain and comments on the sample terrain provided. Please review and contact New Lin Skateparks with any questions or comments.

Part One: Demographics

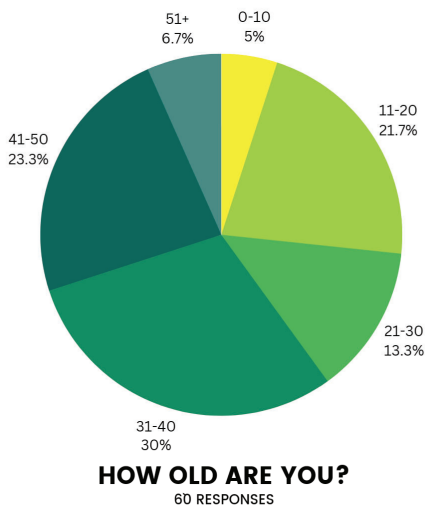
Participation: A total of 60 people completed the terrain priorities survey.



Of the 60 total participants, there was a near-even split between males and females, with 30 females and 28 males. Two participants preferred not to disclose their gender.



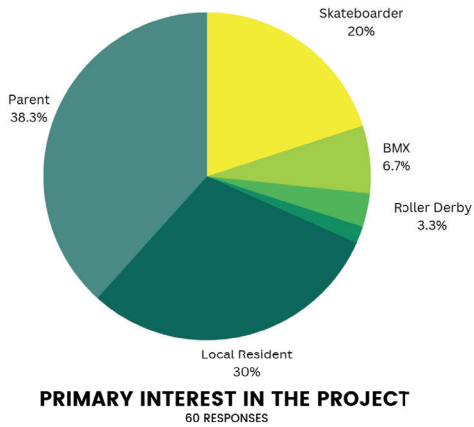
The majority of participants live in Kindersley, with 43 out of 60 indicating they reside in the town. The remaining 17 participants live outside of Kindersley, showing that the skatepark is likely to attract visitors from surrounding areas.



The age distribution of participants was diverse, with a slight concentration in the 31-40 age group (18 participants). The next largest group was 41-50 years old (14 participants), followed by 11-20 years old (13 participants), 21-30 years old (8 participants), 51+ years old (4 participants), and 0-10 years old (3 participants). This suggests that the skatepark appeals to a wide range of age groups, with a particular interest from adults and older youth.

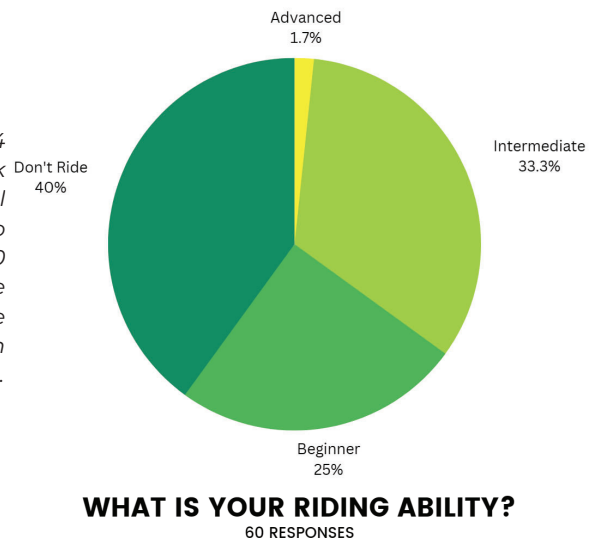


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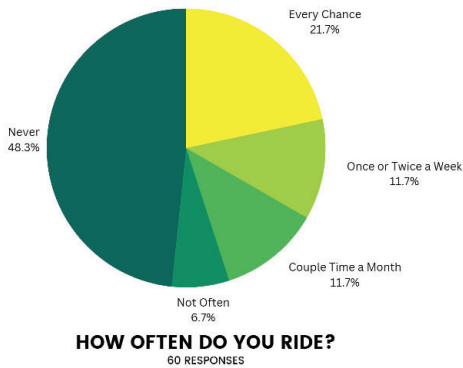


The majority of participants (23) identified as parents or guardians of future users, indicating a strong interest in the project for its potential benefits to the youth of the community. The next largest group was local residents interested in the project (18 participants), followed by skateboarders (12 participants), BMX riders (4 participants) roller derby riders (2 participants), and scooter riders (1 participant).

The majority of participants identified as non-riders (24 participants), indicating that many are interested in the skatepark as a community amenity or as parents/guardians of potential users, rather than being users themselves. Among those who do ride, the largest group identified as intermediate riders (20 participants), followed by beginners (15 participants), and only one participant identified as an advanced rider. This suggests that the skatepark should cater to a variety of skill levels, with a focus on features that can help beginner and intermediate riders progress.



WHAT IS YOUR RIDING ABILITY?



The majority of participants do not ride (29 participants), suggesting that many are interested in the skatepark as a community amenity rather than a personal hobby. Among those who do ride, the most common frequency was “every chance they get” (13 participants), followed by “once or twice per week” (7 participants), “a couple of times per month” (7 participants), and “not very often” (4 participants). This indicates that the skatepark could see regular use by a core group of frequent riders.

The demographic section of the survey revealed a diverse range of perspectives. The majority of participants were local residents, with a near-even gender split and a broad age range, though the largest groups were those aged 31-40 and 41-50. Most participants identified as parents/guardians or as local residents interested in the development. While a range of riding abilities was reported, the majority of participants do not ride, and among those who do, most ride every chance they get or once or twice per week.



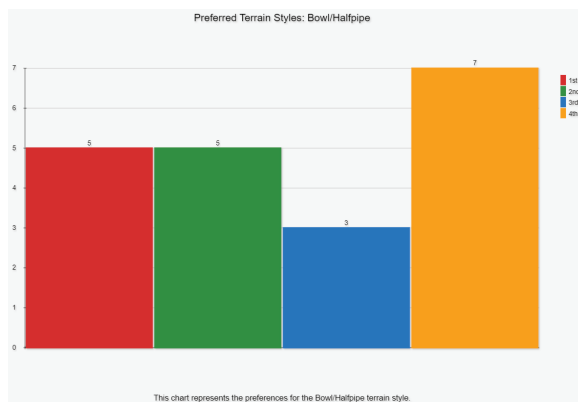
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Part Two: Preferred Skatepark Feature and Terrain Styles

This section focuses on the specific preferences for skatepark features and terrain styles. Notably, only 20 out of the 60 participants completed this part of the survey. This prioritization of input from the future users of the skatepark ensures that the design will align closely with their needs and expectations. Below, we will explore their preferences.

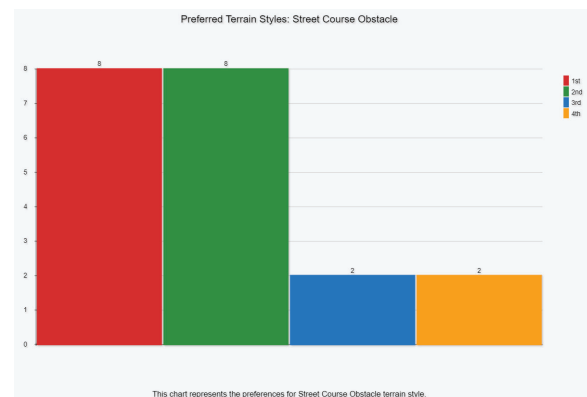
Preferred Terrain: Bowl/Halfpipe

The Bowl/Halfpipe terrain style saw a balanced distribution of preferences among participants. A total of 10 participants expressed a strong preference for this style, with 5 ranking it as their top choice and another 5 as their second. However, an equal number of participants, 10 in total, showed less interest in this style, with 3 ranking it as their third choice and 7 as their least preferred option.



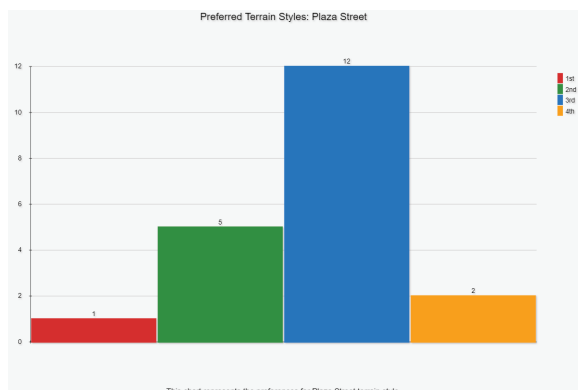
Preferred Terrain: Street Course Obstacle

For the Street Course Obstacle terrain style, the majority of participants ranked it as their first or second preference, with 8 votes each. Only 2 participants ranked it as their third or fourth preference. This indicates a strong preference for Street Course Obstacle terrain among the participants.



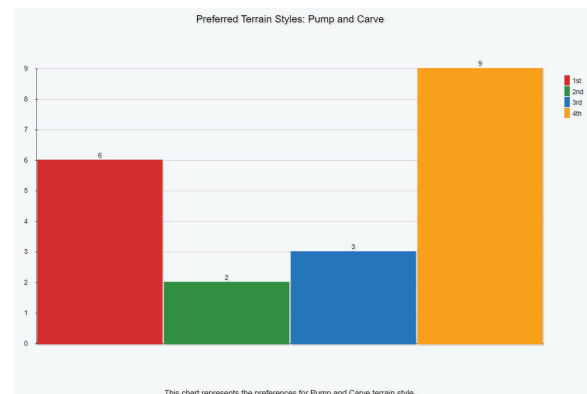
Preferred Terrain: Plaza/Street

The Plaza/Street terrain style received a mixed response from the participants. While 6 participants showed some interest in this style, with 1 ranking it as their top choice and another 5 as their second, a larger number of participants, 12 in total, showed less enthusiasm, ranking it as their third choice. Additionally, 2 participants ranked Plaza/Street as their least preferred option, indicating a lower overall preference for this style.



Preferred Terrain: Pump and Carve

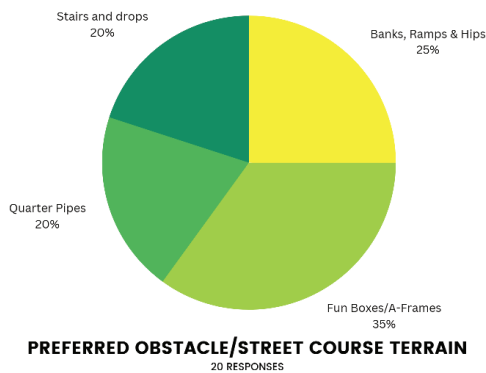
For the Pump and Carve terrain style, the majority of participants ranked it as their fourth preference, with 9 votes. The first preference was chosen by 6 participants, while the second and third preferences were chosen by 2 and 3 participants respectively. This suggests a lower interest in the Pump and Carve terrain style among the participants.





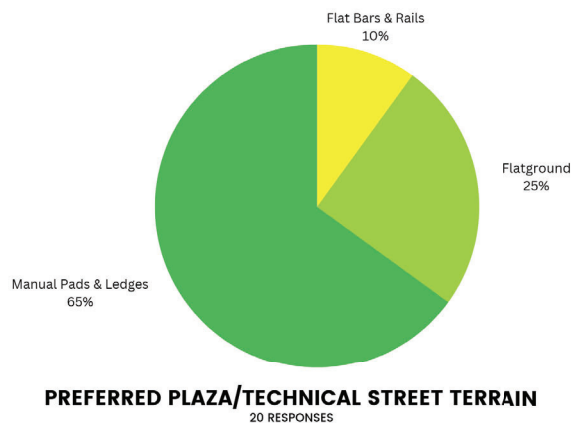
Part Two (Continued): Detailed Terrain Preferences

In the second part of the survey, participants were asked to dive deeper into their preferences for specific styles within each of the four main terrain categories: Bowl/Halfpipe, Plaza/Street, Obstacle/Street Course, and Pump & Carve. This section of the survey was designed to complement the previous questions about overall terrain preferences and provide a more nuanced understanding of the types of features and styles that the future users of the skatepark are most interested in. The responses to these questions help to further refine the design direction and ensure that the final skatepark design will align closely with the preferences and needs of the local community. The following charts provide a summary of the responses to each of these four questions.



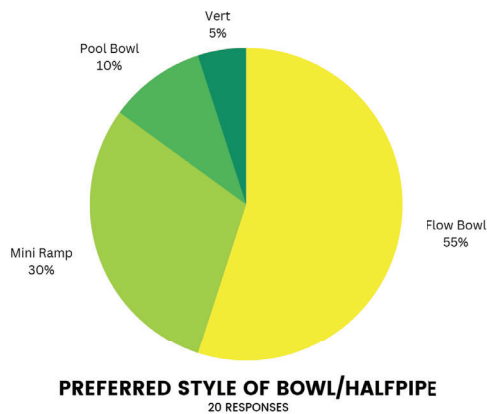
For the question on the preferred style of Obstacle / Street Course Terrain, the “Fun Box and A-Frame” style emerged as the most popular choice, with 7 out of 20 votes. This indicates a preference for versatile, multi-functional features that offer a range of trick possibilities. The “Banks, Ramps, and Hips” style was a close second, with 5 votes, suggesting an interest in flowing, transition-based elements. The “Quarter Pipe” and “Stairs and Drops” styles received 4 votes each, showing a balanced interest in these more challenging features.

When asked about their preferred style of Plaza / Technical Street Terrain, the majority of participants, 13 out of 20, chose “Manual Pads and Ledges”. This suggests a strong interest in technical, street-style features that allow for a variety of tricks. The “Flatbars and Rails” and “Flatground” styles received 2 and 5 votes respectively, indicating a lesser but still significant interest in these types of terrain.



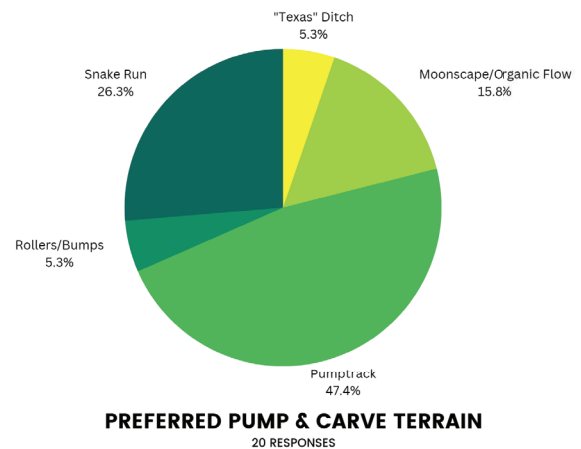


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The participants were asked to choose their preferred style of Bowl / Halfpipe terrain. The majority of the respondents, 11 out of 20, preferred the “Flow” style. This indicates a preference for smooth, continuous paths and transitions that allow for speed and fluidity in movement. The “Mini-ramp” style was the second most popular choice, with 6 votes, suggesting that there is also interest in smaller, more manageable features that are suitable for a range of skill levels. The “Pool” and “Vert” styles received 2 and 1 votes respectively, indicating a lesser interest in these more challenging and specialized forms of terrain.

When asked about their preferred style of Pump and Carve Terrain, the “Pumptrack” style was the clear favorite, with 9 out of 20 votes. This suggests a strong interest in flowing, rhythm-based features that allow for continuous movement and speed generation. The “Snake” style was the second most popular choice, with 5 votes, indicating an interest in winding, serpentine paths. The “Texas Ditch”, “Moonscape”, and “Roller” styles received 1, 3, and 1 votes respectively, showing a lesser interest in these more specialized forms of terrain.



In conclusion, the detailed terrain preferences gathered in Part Two of the survey provide valuable insights into the specific styles and features that the future users of the Kindersley skatepark are most interested in. It’s clear that there is a diverse range of preferences, reflecting the varied interests and skills of the local community. The data and in-person feedback suggests a strong interest in **Street Course Obstacle** and **Pump and Carve** terrains, with specific preferences for **Manual Pads and Ledges** in Plaza/Street terrain, and **Fun Boxes and A-Frames** in Obstacle/Street Course terrain, and with a balance of **Pumptrack** and **Flow style Bowl** in Transition terrain. The feedback from this part of the survey will be instrumental in guiding the design process, ensuring that the final skatepark design is a reflection of the community’s needs and desires. The next steps will involve incorporating these preferences into a design that is not only exciting and challenging



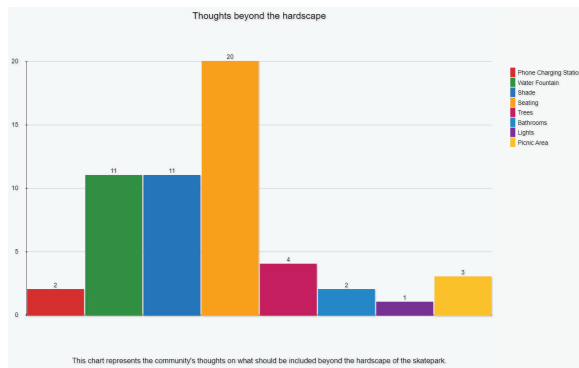
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Part Three: Additional Thoughts and Willingness to Volunteer

In this section, we will explore the additional thoughts and suggestions provided by the participants. This includes their ideas for amenities beyond the concrete hardscape of the skatepark, such as seating, shade, and water fountains. We will also look at the participants' willingness to volunteer at the new park, which can provide insights into the community's level of engagement and ownership over the project.

Beyond the concrete hardscape, is there anything else you would like to see included with this skatepark? (ie. seating/viewing space, landscaping, shade, water fountain etc.)

This chart provides a visual representation of the community's preferences for additional amenities beyond the skatepark's hardscape. The most popular request was for seating, followed by shade and water fountains. Other suggestions included trees, phone charging stations, bathrooms, lights, and picnic areas. This feedback will be invaluable in ensuring the skatepark is not only functional but also comfortable and user-friendly.



Would you be interested in planning or volunteering for any events at the new park such as: contests, lessons, demonstrations etc... Do you have any additional ideas for events that could be hosted at the park?

This chart shows the community's willingness to volunteer at the new skatepark. The majority of respondents indicated a willingness to volunteer, demonstrating a strong sense of community involvement and ownership in the project. This is a positive sign for the future success and programming of the skatepark.



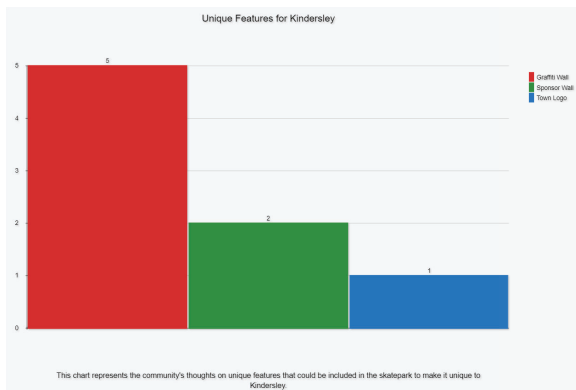
The feedback from the community in this section has provided valuable insights into the additional amenities and features that would enhance the user experience at the skatepark. The willingness of a significant number of participants to volunteer at the new park also demonstrates a strong sense of community ownership and engagement in the project. This information will be instrumental in ensuring that the skatepark is not only a fun and challenging space for riders but also a comfortable and welcoming environment for all community members.



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Part Four: Unique Features for Kindersley

This section will delve into the participants' ideas for making the skatepark unique to Kindersley. This could include suggestions for incorporating local art and heritage, special color and materials, or any other features that could make this public space one-of-a-kind. The feedback in this section will be crucial in ensuring that the skatepark reflects the local community's identity and values.



This chart represents the community's suggestions for unique features that could make the skatepark distinctively Kindersley. The most popular suggestion was for a graffiti wall painted by local kids and artists, followed by a sponsor wall and incorporation of the town logo. These suggestions highlight the community's desire for a skatepark that reflects local culture and identity.

The suggestions for unique features for the Kindersley skatepark have highlighted the community's desire for a space that reflects their local identity and values. From incorporating local art and heritage to using special colors and materials, these ideas will help to ensure that the skatepark is a one-of-a-kind public space that the Kindersley community can be proud of. This feedback will be invaluable in guiding the design process to create a skatepark that truly belongs to Kindersley.

Part Five: Questions from the Community

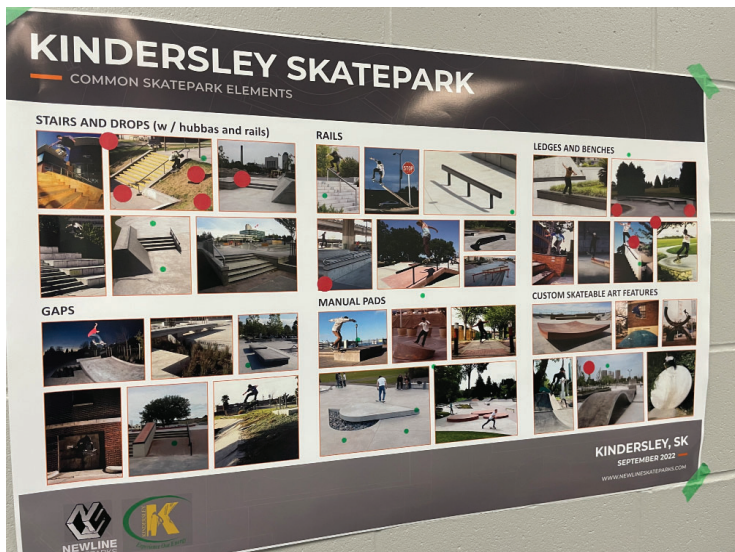
In the final section of the survey, community members posed three unique questions: "how to teach lessons?", "when does the construction start?", and "where will the skatepark be?" These inquiries reflect the community's eagerness and anticipation for the new skatepark, as well as their interest in its development. Addressing these questions will not only help clarify any misconceptions but also demonstrate our commitment to transparency and community engagement. The feedback from this section will be instrumental in guiding the next steps of the project, ensuring that the skatepark aligns with the community's needs and expectations.

Part Six: Conclusion

The feedback gathered for the Kindersley Skatepark project has been instrumental in understanding the community's needs and preferences. The majority of participants are local residents or parents, emphasizing the importance of an inclusive design. The community has shown a clear preference for Plaza/Street and Street Course/Obstacle terrains, and their willingness to volunteer and contribute unique ideas underscores their commitment to the project. The project team is dedicated to creating a skatepark that reflects the community's needs and becomes a source of pride for Kindersley. We look forward to the next steps in this exciting project.



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Dotmocracy boards from the in-person Workshop #1



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The preceding report is a summary of public commentary as interpreted by New Line Skateparks. For further data, demographic information, comments or clarification please contact us.