



## FERNIE SKATEPARK REDEVELOPMENT INITIAL FEEDBACK REPORT



SUMMER 2022 - PHASE 1 OF ENGAGEMENT

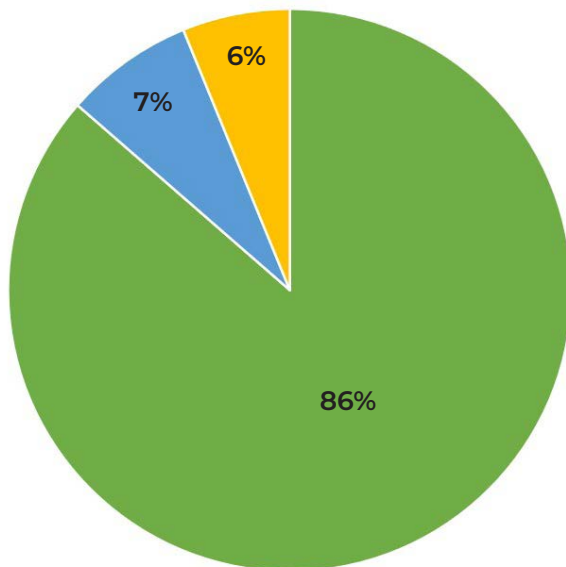
## Local Workshop & Online Survey

The following is a summary of the feedback gathered from the in-person workshop and online survey in June, 2022 for the Fernie Skatepark Redevelopment. The purpose of this engagement is to gather community input which will be used to finalize the conceptual design of the skatepark. The following data and feedback must also be considered alongside site conditions, project scope and budget, and engineering factors in preparing the new skatepark for construction.

## Workshop & Survey Participants

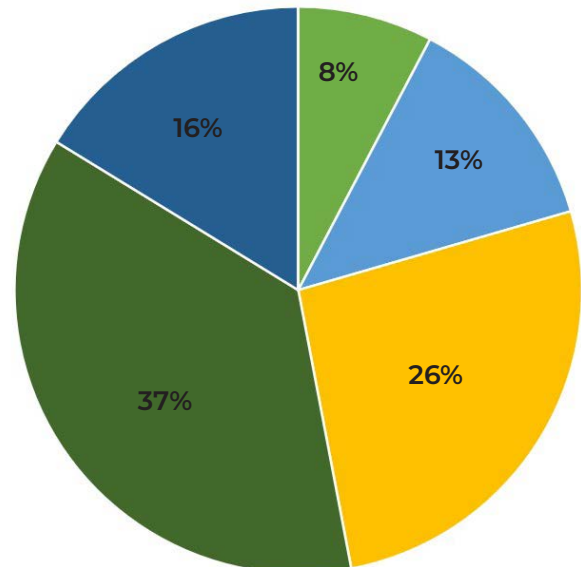
A total of 36 workshop participants completed in-person feedback forms, along with 81 participants completing the online skatepark redevelopment survey. All of the workshop participants were either local to Fernie or close enough to travel for the meeting, while online respondents included 11 participants outside of Fernie. The majority of participants were in the 21-40 age range.

Where do you live?



■ Within City of Fernie ■ Within greater East Kootenay region ■ Outside of region

How old are you?

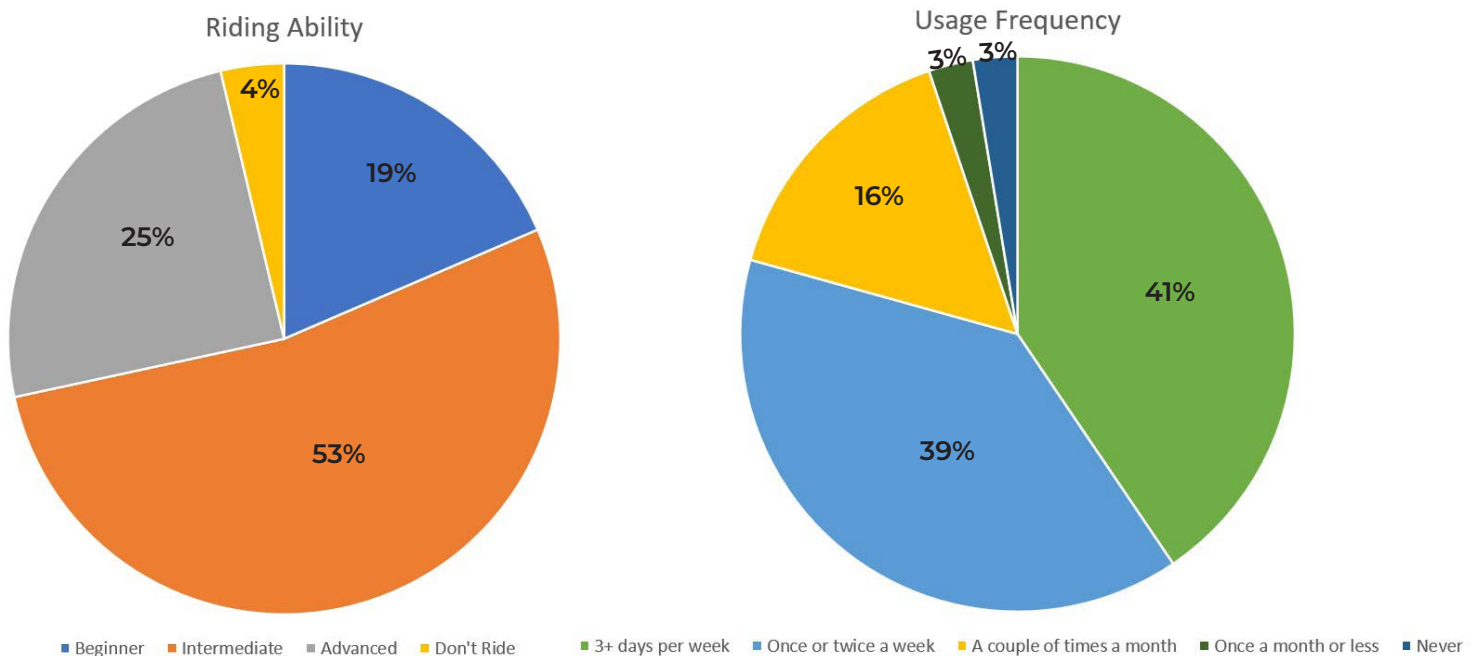


■ 0-10 ■ 11-20 ■ 21-30 ■ 31-40 ■ 41-50 ■ 50+

## Participant Demographics

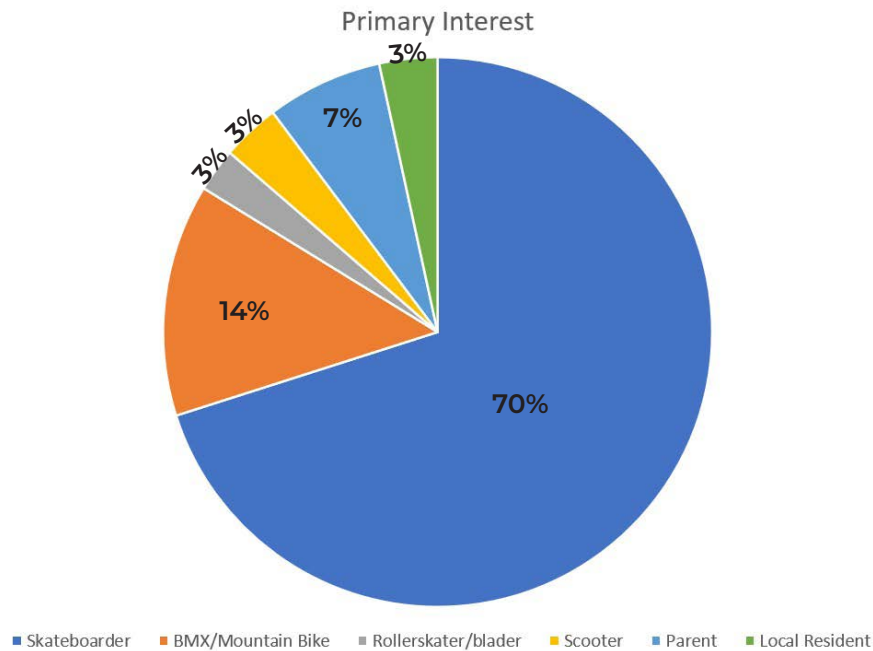
In both the online survey and in-person workshop, the majority of respondents identified as intermediate level riders, with an even balance of beginner and advanced riders. This information is useful to designers and city staff when determining terrain priorities, taking into consideration that beginner terrain can be used by advanced riders as well, but opportunities for progression from beginner through advanced also need to be offered by the new park for lifelong riding enjoyment.

Skateparks act not only as a place to participate in wheeled sports but also as a social hub and community space, so it is common to see that participants visit them frequently. In Fernie the majority of respondents would visit the skatepark at least once per week, often upwards of 3+ times per week if not more.



## Riding Styles

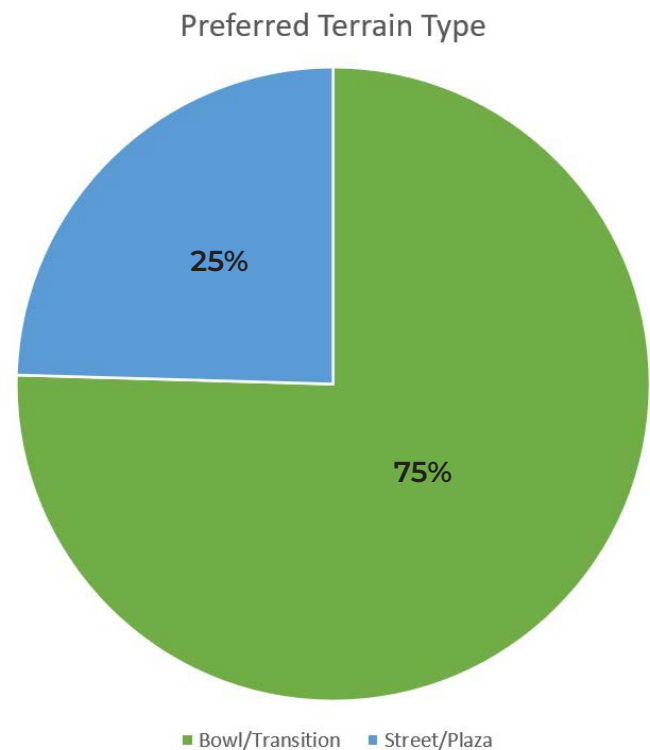
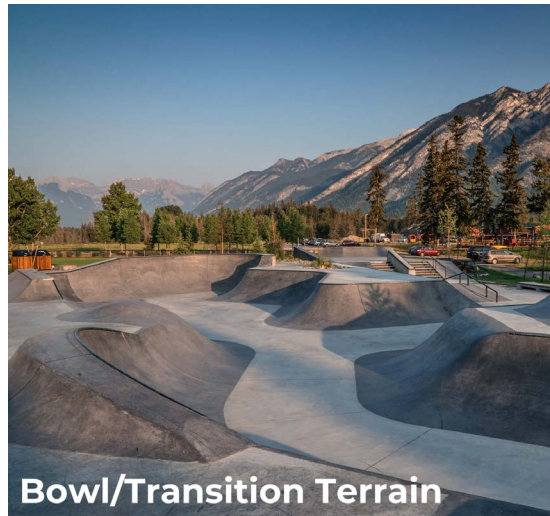
The new Fernie skatepark will cater to all non-motorized riding styles including skateboards, BMX and mountain bikes, rollerskates and blades, scooters and more. These different user groups can share space and terrain but do have slightly different needs, so understanding the proportions of group sizes is important to distributing skatepark features. The largest user group was skateboarders, followed by bicycle riders, but also included several other active user groups as well as parents and local residents interested in the project.



## Terrain Styles

Skatepark terrain can come in all shapes and sizes, but is generally divided into two overall styles of riding called street and transition. Street/Plaza style includes elements like ledges, rails, stairs and other features naturally found in the urban landscape, while Transition or Bowl terrain is based off of the classic backyard pool or half-pipe style riding experience. Determining user's overall preferred style is a key starting point for designers, and in Fernie about 3/4 of riders prefer transition and 1/4 street style terrain.

Participants should note that proportions in the final design may differ as transition terrain requires less surface area per rider but costs more to construct, while street terrain requires more functional space at a lower cost. Site engineering such as drainage and grading integration will also affect the distribution of terrain types.

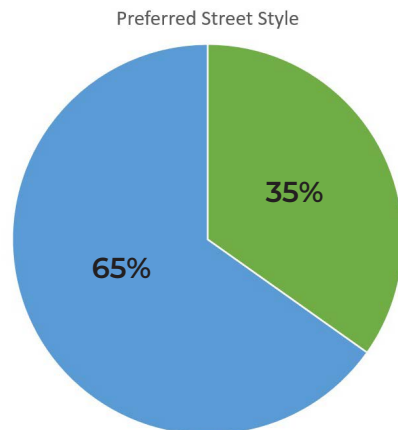


## Specific Terrain Options

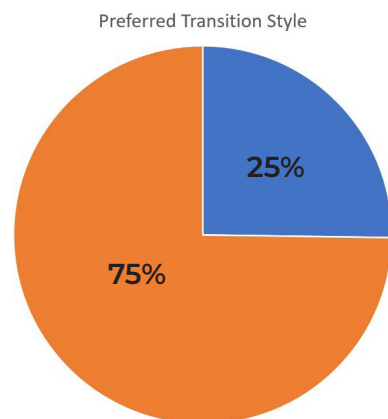
While skatepark terrain is generally divided into Street and Transition styles, each type offers a variety of options within the general typology.

Street terrain can be divided into two styles, features which are technical and lower speed, and features which are flowing and higher speed. Flatground or tech riding tends to favour features that are low to the ground, require pushing or pedaling and jumping up onto things like ledges, pads and flat rails. Flowing street terrain, however, generates more speed through features like bank ramps, hips, funboxes, stair drops and more.

Transition terrain can also be more technical or flowing - a half pipe, mini ramp, or hip quarter pipe offer opportunities for back to back complex tricks in the air or on the edge of the ramp, while an organic flow zone generates speed and carving opportunities with more bumps, rollers, pockets and jumps.



■ Technical ■ Flowing



■ Organic Flow ■ Mini Ramp / Bowl

Overall, users preferred flowing street style terrain and a technical mini ramp or flow bowl style transition area.



## Workshop Activity - 'Dotmocracy'

In addition to the in-person feedback forms, workshop attendees were asked to participate in a 'dotmocracy' exercise to provide a graphic representation of desired feature trends in the skatepark. Below are the results and some takeaways from the activity:



For street terrain, dotmocracy was consistent with survey results in that participants favoured high-flow options like the funbox feature. The community also preferred the quarter pipe street feature over the stair set, and expressed interest in a shelter over part of the park. For transition terrain, organic flow was more popular than in the surveys, specifically bumps and pump track pockets, but the classic flow bowl and mini ramp options were still most popular.

## Additional Survey Feedback

The final section of the survey allowed participants to provide any additional thoughts on the skatepark terrain, as well as their ideas on the look and feel of the park as well as desired site amenities. While the park will include unique details, colour, landscaping and site amenities, these aspects will need to be balanced with the scope and budget of the project.



The participants have been asked their thoughts regarding how to make the future skatepark **unique to Fernie**.

The suggestions that emerged were:

- Include nature into the skatepark, such as having greenery, native landscaping, edible plants and/or a garden incorporated into the skatepark design.
- Inclusivity and recognition for the communities were an important component highlighted by the participants. Communities such as the indigenous and the LGBTQIA2S+ were highlighted, but this desired was essentially toward general inclusivity, it's important that everyone feels safe and welcomed. Such things can be achieved by establishing a culture for the space through activation and stewardship. Such initiatives have been emphasized by the participants to be a strong desired, from the organization of contests, to lessons, skate camp and more.
- Opportunity for progression was a recurrent comment in the feedback. The participants want to have access to a range of features designed with this aspect or progress in mind. For the participants, having a simple layout where the features would allow for a wide range of maneuvers intended for all levels of riders is more appealing than strictly beginner or advanced features.

- Having art integrated and foster the skater/rider culture as part of the redevelopment of the skatepark has been expressed by a majority of participants. Creative ideas such as having the skatepark included in the Fernie Mural Festival or allow for permitted graffiti walls were stated. Other participants have suggested the integration of a stage into the skatepark design where music bands could perform.
- Winter usage was something discussed, some users were interested by being able to use the skatepark for winter sports purposes, such as snowboarding or skiing. Urban snowboard competition was a programming idea communicated.
- Integration of different textures/materiality was a subject brought out to our attention. Some participants were interested to see different rideable material beyond concrete in the skatepark. Some unique detailing in reference of the City of Fernie or the valley was an item of interest. Creative ideas such as railroad and mining elements were raised. A participant even stated that the integration of a coal cart as a rideable feature would make the skatepark memorable.



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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.*