



City Views:

An Analysis of the Looking West 2007 Survey

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In addition to this report, Looking West 2007 Survey results were released in five segments between March and June 2007:

Segment 1 – Urban Environment

Segment 2 – Urban Policy Priorities and Assessing Governments

Segment 3 – Urban Transportation

Segment 4 – Urban Social Challenges

Segment 5 – Urban Quality of Life and Urban Growth

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Executive Summary

The survey demonstrates that urbanites see a lot of positive elements to their cities, including welcoming societies and high quality of life. The challenge for policy-makers is to ensure that Canada's big city residents continue to enjoy these features of urban life in the years ahead.

Canada's highly urbanized nature creates a number of governance and public policy strains. The governance strains are seen in growing arguments among some opinion and community leaders that the current political realities—including municipal powers and municipal finances—do not correspond to current and future urban needs. The public policy strains are found in the need to properly manage urban growth and population change, and the associated implications for infrastructure, housing, the environment, finance, poverty, and social fragmentation, among other issues.

Since 2000, the Canada West Foundation's Western Cities Project has explored a wide range of public policy and governance issues facing six of western Canada's large urban areas: Vancouver, Calgary, Edmonton, Regina, Saskatoon and Winnipeg. The Looking West 2007 Survey measures public opinion in these six cities on a variety of urban policy issues. Topics include urban policy priorities; public safety; street level social problems; transportation; quality of life; the environment and urban green spaces; and urban growth and diversity. The results provide baseline information on public opinion in western cities on a number of policy issues. For comparative purposes, the survey also measures public opinion in the Greater Toronto Area. A total of 3,500 urban residents were interviewed, with 500 from each city.

City Views presents a number of topical discussions of the survey results. Questions explored include:

- In what ways does public opinion on urban issues vary across the western cities?
- To what extent is Toronto reflective of larger urban concerns in Canada, and to what extent is Toronto unique?
- Do immigrant, visible minority and Aboriginal sub-populations differ in their attitudes about urban issues and perceptions of their cities?
- What do the survey results reveal about issues of urban finance?
- In what ways do urban policy concerns correspond with areas of federal urban engagement?

The Looking West 2007 Survey reveals that residents of western cities and Toronto share a number of public policy concerns. The survey also finds that, despite arguments by mayors and community leaders that big cities need new fiscal and political arrangements, the public is yet to be convinced that municipal governments need additional revenue, although there is agreement that big cities should be treated differently by the provincial governments. Finally, and most importantly, the survey demonstrates that urbanites see a lot of positive elements to their cities, including welcoming societies and high quality of life. The challenge for policy-makers is to ensure that Canada's big city residents continue to enjoy these features of urban life in the years ahead.



City Views: An Analysis of the Looking West 2007 Survey

I. Introduction

Canada's cities have enjoyed considerable attention in recent years. One reason is demographic change: urbanization, rapid population growth in some cities, and growing population diversity have all resulted in an increased focus on the well-being of our cities. Another factor has been growing arguments that cities are key economic centres in the global economy, that national economic competitiveness requires urban competitiveness, and that cities must focus on livability, urban amenities, and quality of life to attract and retain skilled labour. And still a third factor contributing to the increased focus on cities in recent years has been the growing political efforts—such as those by a number of big city mayors—to rethink the funding and legal status of large cities.

Since 2000, the Canada West Foundation's Western Cities Project has explored a wide range of public policy and governance issues facing six of western Canada's large urban areas: Vancouver, Calgary, Edmonton, Regina, Saskatoon and Winnipeg. The Looking West 2007 Survey measures public opinion in these six cities on a variety of urban policy issues. The results are intended to provide baseline information on public opinion in western cities on a number of policy options. For comparative purposes, the survey also measures public opinion in the Greater Toronto Area.

Looking West 2007 Survey results were released in five segments between March and June 2007:

- Segment 1 – Urban Environment
- Segment 2 – Urban Policy Priorities and Assessing Governments
- Segment 3 – Urban Transportation
- Segment 4 – Urban Social Challenges
- Segment 5 – Urban Quality of Life and Urban Growth

To supplement these segment releases, **City Views** presents a number of topical discussions of the survey results. Visit the Canada West Foundation website (www.cwf.ca) to download the segment reports at no charge.

2. Methodology

On behalf of the Canada West Foundation, Probe Research administered the survey between January 2 and February 3, 2007 from its Winnipeg call centre. A total of 3,500 urban residents were interviewed, with 500 from each of the following urban areas: Vancouver; Calgary; Edmonton; Regina; Saskatoon; Winnipeg; and Toronto. One can say with 95 percent certainty that the results are within +/-4.38 percentage points of what they would have been if the entire adult population of each city had been interviewed.



Urbanization, rapid population growth in some cities, and growing population diversity have all resulted in an increased focus on the well-being of our cities.

Urbanites are split when it comes to their expectations regarding how quality of life in their city will change in the next five years; Regina and Saskatoon residents are the most likely to be optimistic, while Calgary residents are the most likely to be pessimistic.

3. The Western Cities

Although they vary greatly in population size, growth rates, economic strengths, climate and demography, public opinion is generally an area of common ground for the six western cities included in the survey. In all six cities, urbanites share similar attitudes about parks and other green space in their cities (they think it is necessary for quality of life, and make use of it regularly), and about land use around the city (they want to protect natural areas and farmlands from development). In all six cities, residents consider their cities to be welcoming to a diversity of people, prefer to fund infrastructure projects through federal and provincial grants rather than through user fees or new local taxes, and feel governments could be doing a better job addressing urban social issues. Yet while public opinion is often consistent across the six western cities, there are a number of nuances and variations that are worth observing.

Vancouver has an image as being an environmentally conscious city, an image that is reinforced by the survey findings. Compared to residents of the other western cities, Vancouver residents are more likely to say that improving air quality and protecting the environment are top priorities for their city, and Vancouver is the only western city in which a majority states that protecting agricultural land around the city is a very good idea.

Vancouver also somewhat stands apart on issues related to drug use: Vancouverites are somewhat more supportive of safe injection sites and of treating drug addiction as a health issue rather than a criminal issue.

Many of Calgary's unique attitudes likely stem from the city's rapid growth in recent years. Calgary is the only city among the six in which a majority feels that there are too many people living in the city. As well, Calgary has the highest number of residents stating that quality of life has deteriorated over the past five years, and the highest number stating that sprawl is a problem for the city.

Calgary also stands out on attitudes about crime: compared to other western urbanites, a smaller percentage of Calgarians rate crime as a high or very high priority, and Calgarians are less likely to say that there are parts of the city in which they are afraid to set foot.

Calgary shares a number of similarities with Vancouver. Compared to the other western cities, higher proportions of Calgary and Vancouver residents say that governments are doing a poor or very poor job on public transit and higher proportions rate reducing traffic congestion and improving public transit as high or very high priorities. Calgarians and Vancouverites are also more open than other western urbanites to the idea of a downtown access fee to reduce traffic congestion.



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Edmonton residents are distinct in terms of their attitudes toward governments: compared to the other western cities, Edmonton has the highest percentage of residents stating that the provincial government is the most wasteful level of government, and it is the only western city in which less than a majority identifies the federal government as the most wasteful. Edmontonians are also somewhat more likely than other western urbanites to state that the municipal government has enough or too much revenue for its needs.

Despite some in-province rivalries, Regina and Saskatoon are remarkably similar when it comes to public attitudes. Reflective of their smaller sizes and less aggressive growth rates, the issues of air quality, homelessness and public transit do not rate as highly in Saskatoon and Regina. Residents of these two cities are also less likely to feel that farmland and natural areas around the city need protecting, that sprawl is a problem for their city, and that there are too many people living in their city. Larger numbers of Regina and Saskatoon residents say that their city is doing a good job at managing population growth and that quality of life has improved over the past five years. Finally, compared to the other western cities, Regina and Saskatoon residents are more likely to rate providing services for urban Aboriginal people as a high or very high priority.

Compared to their western counterparts, Regina residents are the most likely to say that governments are doing a good job addressing social issues and that the municipal government is the least wasteful level of government. They are also the least likely to consider traffic congestion a high or very high priority.

Saskatoon is the only western city in which the majority rates quality of life as very good, and a smaller percentage of Saskatoon residents say that big cities should be treated differently and that the municipal government does not have enough revenue.

Of the six western cities, Winnipeg has the highest percentage of residents who say that the municipal government has too little revenue. The issues of roads and property taxes stand out in Winnipeg, with high percentages rating each of these issues as a high or very high priority. Compared to the other western cities, Winnipeg residents are the least likely to rate their quality of life as very good, and are the most likely to express fears of parts of the city and to rate the attractiveness of the downtown area poorly.

Interestingly, Vancouverites and Winnipeggers share a number of similar attitudes: residents of both cities are more likely to say that governments are doing a poor or very poor job on social issues and on roads, that police should crack down on panhandling, and that increasing property taxes is not the solution to urban infrastructure financing. Residents of the two cities are also less likely to say that the federal government has the least impact on their lives. (This echoes past Looking West Surveys, which found that dissatisfaction with the federal government is somewhat higher in Saskatchewan and Manitoba than in BC and Manitoba.)



Vancouver, Toronto and Saskatoon residents are the most likely to describe their downtowns as attractive, while Winnipeg and Edmonton residents are the least likely to rate the attractiveness of their downtowns highly.

Toronto residents are no more likely than western urbanites to state that they are afraid of certain parts of the city—in fact, Toronto residents are the second least likely (following Calgary) to express such concerns.

4. Toronto and the Western Cities

Canadian urban debates tend to start with, and focus on, Toronto. This is not surprising, given that the Greater Toronto Area is home to over 5 million people, with 2.5 million in the City of Toronto alone. Known for both its multicultural diversity and business leadership, Toronto has been at the forefront of Canada's urban debate, with municipal, business and community leaders actively calling for increased fiscal resources and legislative authority for Toronto.

To what extent is Toronto reflective of larger urban concerns in Canada, and to what extent is Toronto unique? The Looking West 2007 Survey findings suggest that, at least in terms of public opinion, Toronto residents share a lot in common with urbanites in western Canada.

Despite its much larger size, Toronto does not stand apart from the western cities when it comes to questions of crime and public safety. Toronto residents are no more likely than western urbanites to state that they are afraid of certain parts of the city—in fact, Toronto residents are the second least likely (following Calgary) to express such concerns. Toronto residents, like the residents of the western cities, feel quite safe walking in their own neighbourhoods, both day and night. Like residents of western cities, Torontonians see crackdowns on drug dealers as the key to addressing drug activity in their city. And Torontonians' concerns about crime in their city are by no means unique: crime is a top priority across all seven cities in the survey.

In addition, Toronto attitudes on diversity and immigration are mirrored in the western cities: strong numbers in each of the cities feel that their city is welcoming to a diversity of cultures, and that immigration is good for the city. Toronto residents are, however, more likely than residents of the western cities to rate services for new immigrants as a high or very high priority.

On a number of other issues, Toronto falls in the middle of the pack of the seven cities. Compared to Toronto, larger numbers of Vancouver, Calgary and Edmonton residents consider homelessness and affordable housing to be priorities for their cities, and a larger number of Calgary, Edmonton and Winnipeg residents consider roads to be a priority.

There are areas, however, where Toronto does stand apart. Toronto residents are more likely than western urbanites to express dissatisfaction with how governments are protecting the environment in their city, and are more likely to state that improving air quality, protecting the environment and maintaining green spaces are high or very high priorities for the city.



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Torontonians also stand out on the issues of municipal finance and municipal powers—a reflection of the public debate surrounding the Toronto Charter Movement and similar efforts. Toronto residents (along with those in Winnipeg) are more likely to feel that their municipal government does not have enough revenue, and (again along with Winnipeg) are more likely to state that lowering property taxes is a top priority for their city. Toronto residents are somewhat less likely than western urbanites to feel that federal and provincial grants are a good way to fund infrastructure needs, and are more likely than western urbanites to feel that a new city tax is a good idea. Toronto residents are also much more likely than their western neighbours to say that using a downtown access fee to combat traffic congestion is a good idea.

In terms of municipal powers, Toronto residents are the most likely to feel that the provincial government should treat big cities differently.

Toronto residents are also somewhat less negative about the federal government: Toronto is one of only two cities surveyed (the other being Edmonton) in which less than half of the respondents selected the federal government as the “most wasteful” government. (Given the long history of western discontent in Canada, these findings are not surprising.)

Finally, it must be noted that Toronto residents, like Winnipeg residents, are less likely to rate the current quality of life in their city as very good and, like Calgary and Vancouver residents, are more likely to say that quality of life in their city has deteriorated over the past five years.

Overall, while Toronto is distinct from the western cities in many ways, public attitudes in Toronto are generally quite similar to those in western Canada’s six largest cities.

5. Immigrant, Visible Minority and Aboriginal Populations

Canada is a wonderfully diverse country, and this diversity is most prevalent in its big cities. While Canadians are well aware of the population diversity that characterizes Toronto, it is important to recognize that western Canada’s big cities are also very diverse places.

According to the 2001 Census, visible minorities account for over a third of the population in Vancouver, making it as visibly diverse as Toronto. In rapidly growing Calgary and Edmonton, visible minorities account for 18% and 15% of their respective populations.



In terms of municipal powers, Toronto residents are the most likely to feel that the provincial government should treat big cities differently.

Aboriginal, visible minority, and immigrant residents are more likely to state that providing services for urban Aboriginal people is a high or very high priority.

Big cities also have large numbers of foreign-born residents. Toronto leads the way in this regard with 44% of its population in this category and Vancouver is not far behind at 38%.

In addition, Regina, Saskatoon and Winnipeg all have large Aboriginal populations; indeed, Winnipeg has the largest number of Aboriginal people of any of Canada's large urban areas (over 55,000 people, representing over 8% of the city's population).

The great cities of the world are cosmopolitan places where multiple cultural groups intersect. Given the growing diversity of Canada's cities, it is useful to consider if Aboriginal, immigrant and visible minority residents differ from non-Aboriginal, non-immigrant and non-visible minority residents in their attitudes about urban issues and their perceptions of their cities. The Looking West 2007 Survey sample included 666 immigrant, 557 visible minority, and 201 Aboriginal respondents. The survey was conducted in English only. Although the sample sizes for individual cities preclude detailed analyses, it is possible to observe broad patterns when the cities are grouped together.

The Looking West 2007 Survey reveals a number of notable variations. When it comes to policy priorities, Aboriginal, visible minority, and immigrant residents are more likely to state that providing services for urban Aboriginal people is a high or very high priority. Visible minority and immigrant residents are more likely to state that helping new immigrants to Canada integrate into the city is a high or very high priority, while Aboriginal residents are more likely to rate this as not a priority or a low priority. In addition, Aboriginal and visible minority residents are more likely to rate increasing the supply of affordable housing as a high or very high priority, while visible minority residents are more likely to rate reducing property taxes as a high or very high priority.

Figure 1: Policy Priority Variation Among Sub-Populations

	Aboriginal	Non-Aboriginal	Visible Minority	Non-Visible Minority	Immigrant	Non-Immigrant
Providing services for urban Aboriginal people	52.7% high+very high priority	33.3% high+very high priority	43.9% high+very high priority	31.7% high+very high priority	39.6% high+very high priority	31.7% high+very high priority
Helping new immigrants to Canada integrate into the city	29.8% not a priority+low priority	19.9% not a priority+low priority	49.1% high+very high priority	39.0% high+very high priority	54.0% high+very high priority	35.9% high+very high priority
Increasing supply of affordable housing	65.8% high+very high priority	58.8% high+very high priority	69.7% high+very high priority	56.5% high+very high priority	N/S	N/S
Reducing property tax	N/S	N/S	53.3% high+very high priority	39.6% high+very high priority	50.3% high+very high priority	39.6% high+very high priority

Notes: data presented are weighted for city size; only statistically significant variations are presented. N/S=no significant variation



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There were also a number of differences with respect to questions about governments. Aboriginal residents are more likely to say that municipal governments have more revenue than they need, and visible minority residents are more likely than non-visible minority residents to state that “treating big cities differently” is a poor or very poor idea. Aboriginal, visible minority and immigrant residents may also be more supportive of the federal government: compared to non-Aboriginal, non-visible minority and non-immigrant residents, lower numbers of Aboriginal, visible minority and immigrant residents select the federal government as the government that has the least impact on their daily lives, and lower numbers of immigrant and visible minority residents select the federal government as the most wasteful government.

Figure 2: Significant Government Attitude Variations Among Sub-Populations

	Aboriginal	Non-Aboriginal	Visible Minority	Non-Visible Minority	Immigrant	Non-Immigrant
Municipal government revenue	21.2% too much, 29.8% enough, 35.8% too little	9.3% too much, 40.6% enough, 41.2% too little	N/S	N/S	N/S	N/S
Treat big cities differently	N/S	N/S	61.9% good+very good idea	70.9% good+very good idea	N/S	N/S
Government with least impact	Federal – 37.7%	Federal – 48.2%	Federal – 41.5%	Federal – 49.1%	Federal – 39.5%	Federal – 50.6%
Government that is most wasteful	N/S	N/S	Federal – 43.2%	Federal – 52.3%	Federal – 45.0%	Federal – 52.7%

Notes: data presented are weighted for city size; only statistically significant variations are presented. N/S=no significant variation

While residents share many views on urban policy issues, visible minority and Aboriginal residents in the western cities—but not in Toronto—differ in their perception of the overall quality of life in the cities. Across the western cities, visible minority residents rate quality of life in their city somewhat less highly than do non-visible minority residents, and for all western cities except Winnipeg, Aboriginal residents rate quality of life in their city less highly than do non-Aboriginal residents.

Figure 3: City-Specific Variations in Perceptions of Current Quality of Life Among Sub-Populations

	Good+Very Good Quality of Life			
	Aboriginal	Non-Aboriginal	Visible Minority	Non-Visible Minority
Vancouver	76.2%	87.1%	80.4%	89.0%
Calgary	70.8	82.3	77.2	82.9
Edmonton	80.0	85.2	77.3	86.8
Regina	80.0	86.7	83.1	86.8
Saskatoon	75.6	90.7	77.8	91.5
Winnipeg	84.4	84.3	79.7	85.0
Toronto	82.4	81.8	82.1	81.8

Note: Unweighted data



*In many cities,
visible minority
residents rate quality
of life in their city
somewhat less highly
than do non-visible
minority residents
and Aboriginal
residents rate quality
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highly than do non-
Aboriginal residents.*

In all seven cities, 9 in 10 visible minority residents and 9 in 10 immigrant residents agree that their city is welcoming to a diversity of people.

This raises the question: why does the difference exist in the western cities but not Toronto? One potential answer is that Toronto is a more welcoming or tolerant city, but the Looking West Survey results suggest that this is not the case.

Survey respondents were asked to rate their agreement with the statement “my city is very welcoming to people of different cultures and backgrounds.” The results show that the most residents—be they Aboriginal, non-Aboriginal, visible minority, non-visible minority, immigrant or non-immigrant residents—describe their cities as welcoming. In all seven cities, 9 in 10 visible minority residents and 9 in 10 immigrant residents agree that their city is welcoming to a diversity of people. In addition, Aboriginal people are as likely as non-Aboriginal people to agree that their city is welcoming, with just under 9 in 10 Aboriginal respondents stating that this is the case.

Strong immigration, combined with the ongoing movement of Aboriginal people from reserves and rural areas to the big cities, continues to alter and enrich the population mix of western Canada’s large urban areas. The facts that, in the western cities, Aboriginal and visible minority residents have lower assessments of overall quality of life in their cities is troubling, and worthy of further exploration.

6. The Challenge of Urban Finances

Since the turn of the century, a wide range of groups and interests have argued that municipal governments—and, in particular, big cities—lack the revenue and diversity of fiscal tools that they need to ensure a strong quality of life and competitive global position. In 2001, Canada West Foundation research demonstrated that cities are under-funded, contributing to infrastructure shortfalls and other challenges. Work by TD Bank, the Conference Board of Canada, the Institute for Research on Public Policy, and a number of other groups and individual researchers draws similar conclusions.

Yet despite the efforts of these groups to document municipal fiscal strain, and despite the efforts of big city mayors and municipal associations to raise the profile of urban finance issues, the fact remains that urban residents themselves generally do not feel that cities need more money. The Looking West 2007 Survey demonstrates that many urbanites feel that their municipal governments already have enough money to spend.

At the same time, many urbanites feel that their local government has the greatest impact on their daily lives relative to the federal government and their provincial government. The survey also shows that a large number of urbanites feel that their local government is the least wasteful with its money, and the majority in each of the seven cities feels that the provincial government should treat big cities differently from small towns and rural areas.



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This does not, however, translate into widespread support for more money for cities. More than half of the residents of Vancouver, Calgary, Edmonton, Saskatoon and Regina think that their local government has either enough or too much money. Residents of Winnipeg and Toronto are a little more likely to say that their local government needs more cash, but those who feel this way are still a minority.

Overall, this suggests that the big city mayors have some marketing to do among their own residents—a challenging task given the skepticism that characterizes the Canadian taxpayer. It will be a tough haul to get more than a few provincial and federal funding scraps, much less new fiscal tools, if the big city mayors can't call on the full support of their own residents. This does not mean that the fiscal stress that cities are under is not real, but it does point to the need to convince taxpayers that this is the case.

The issue of transportation infrastructure provides a good example of the challenge facing policy-makers. Transportation systems—both roads and public transit—are critical to the successful functioning of cities. Unfortunately, these systems are under considerable strain. As numerous researchers have documented, Canada faces a growing urban infrastructure debt, including very expensive updates and additions to its urban transportation systems. This backlog of construction, maintenance and replacement has negative long-term consequences for the environment, economy, public health and safety, and future tax rates. In regard to the latter, ignoring the problem does not make solving it any cheaper and delaying action only increases the burden that will be borne by tomorrow's taxpayers.

Not surprisingly, many urban residents consider transportation to be a key issue for their city. The Looking West 2007 Survey finds that most of the residents in the seven cities consider building and maintaining the road system to be a high or very high priority. Improving the public transit system is also seen as a high or very high priority by strong majorities in Vancouver, Calgary, Edmonton, and Toronto.

At the same time, the percentage of people who think that their local government is doing a good job of ensuring an efficient road system ranges from a mere 17.6% in Winnipeg to only 34.1% in Calgary. The numbers are a little better for public transit, but not much. Residents of Saskatoon are the most likely to say that their local government is doing a good job when it comes to public transit, but the figure is still well below half at 41.9%.

Clearly, urbanites want more to be done and they want it done better. Here comes the catch: they don't feel they should have to pay for it. When presented with a range of potential ways to find the money to pay for transportation projects, the public rejects almost all of them. In the survey, increasing federal and provincial infrastructure grants is the only option that receives majority support across the seven cities. Economists and municipal politicians alike raise a number of concerns about grant funding, including its short-term nature and the limits it places on local autonomy, but urban residents are very comfortable with this approach.



The percentage of people who think that their local government is doing a good job of ensuring an efficient road system ranges from a mere 17.6% in Winnipeg to only 34.1% in Calgary.

The idea of a new city fuel or sales tax is particularly loathsome to many urbanites: at least 7 out of 10 residents in each city oppose this idea.

The survey reveals that there is some public support, particularly in Calgary, Vancouver, Saskatoon and Winnipeg, for allowing the private sector to build and operate transportation projects and administer user charges. However, all of the other funding options examined—including increased user fees such as fuel taxes, transit fares, toll roads, and parking taxes; increased property taxes; increased municipal debt; and new city taxes—are very unpopular. The idea of a new city fuel or sales tax is particularly loathsome to many urbanites: at least 7 out of 10 residents in each city oppose this idea.

The lessons of these survey results are clear. The public does not see an urban finance problem. Even in a policy area (transportation) that the public rates both as important and in need of improvement, the public is generally opposed to many of the financing options that are available.

Taken together, these findings place municipal politicians in a tough spot. On the one hand, if municipal governments ever hope to increase their revenues and their fiscal tools, they are going to need to create a sense of urgency and crisis around the urban finance issue by better informing the public about both fiscal pressures (including the growing infrastructure debt) and the need to either do without or ante up in terms of user fees or tax increases.

On the other hand, elected officials may be reluctant to point out the city's shortfalls and problems to the public, lest the municipal government or individual politicians be blamed.

If this issue is to be resolved, it will take considerable political leadership and will. Mayors and city councilors will need to publicly articulate how urban finance issues are jeopardizing the future wellbeing of their cities and create a sense of urgency about the urban finance issue amongst their constituents. And the provincial and federal governments will need to recognize the national importance of strong, competitive cities with high quality of life, and work with municipal governments to find long-term solutions that meet local needs.

Should such political leadership emerge, Canada's cities can only stand to benefit.



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7. A Federal Urban Agenda?

When it comes to Canadian urban policy discussions, few topics are more politically charged than that of the federal government's role in cities. On one side are those who argue strongly that federal urban engagement is a violation of Canada's division of powers, as the Constitution assigns responsibility for municipal governments to the provinces. On the other side are those who argue that Canada's big cities have significant fiscal and policy needs that can (and should) be addressed by the federal government.

There is no doubt that the Canada of 2007 differs greatly from the Canada of 1867. When the Constitution was drafted, less than 20% of the population lived in urban areas. As the 2006 Census reveals, Canada now has over 80% of its population living in urban areas, almost 7 in 10 living in cities of 100,000 or more, and 45% living in six city-regions alone. If Canada's Constitution were to be drafted from scratch today, it is hard to imagine that municipal governments would still be found lodged between asylums and taverns in a list of provincial responsibilities.

But regardless of the disjuncture between past and present demographic realities, the fact remains that the federal government must respect the constitutional restrictions on its involvement with municipal governments. This is not simply a legal reality, but a strong political restraint: provincial governments look warily at federal encroachment, and the nature of federal-provincial relations requires the federal government to respect these provincial concerns.

So, how can the federal government take policy steps to benefit Canada's cities while respecting these constitutional and political limitations? One option is to simply increase federal engagement in current areas of federal activity.

The Looking West 2007 Survey identifies a number of areas of urban priority in which the federal government is already engaged. One example of this is reducing crime: in all seven cities included in the survey, residents rated reducing crime as a top priority. Reducing crime is the highest priority for the residents of Winnipeg, Edmonton, Regina and Saskatoon, and the second highest priority for the residents of Vancouver and Toronto.

The perennial urban issue of roads is another common thread, with many urbanites rating building and maintaining the road system to be a high or very high priority. Infrastructure funding has been a dominant area of federal urban engagement in recent years, and for good reason: transportation infrastructure projects are costly, and municipal governments lack the resources necessary to fund the



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By working together with provincial and city governments, and by working in policy areas that mesh with federal areas of jurisdiction and activity, the federal government may have an increasing role to play in the future of Canada's big cities.

ever-expanding inventory of urban transportation needs. As mentioned earlier, when presented with a variety of possible funding options for transportation infrastructure projects, survey respondents clearly preferred the option of increased federal and provincial grants to cities.

Public transit is another common urban theme with a potential federal dimension. Transit is particularly important to the residents of the larger cities: in Toronto and Vancouver, the number of residents who rate improving public transit systems as a high priority is nearly equal to the number who rate roads as a high priority. Efforts to improve public transit and encourage transit usage in the large cities fit nicely with the federal government's commitment to reducing greenhouse gases and represent an area where local input and control could be successfully married with a thoughtful and aggressive national transit strategy. Better transit systems, moreover, will go along way to alleviating the traffic congestion that is heavy on the minds of so many urbanites.

To be certain, crime reduction and transportation infrastructure funding are not terribly exciting or new ideas, but they are two urban issue areas where the federal government is already engaged; these efforts could be built upon in the years ahead.

Reducing homelessness and increasing the supply of affordable housing also emerge as high priorities across the seven cities, and are examples of issues that municipal governments are particularly poorly equipped to finance through traditional revenue sources such as the property tax. The federal government has been engaged in homelessness and affordable housing issues (in varying degrees) for many years, and if the federal government is seeking to assist Canada's cities, it could expand its efforts to work with provincial and municipal governments to address these growing challenges.

Overall, rather than endlessly debating governmental roles and responsibilities, the federal government could build its engagement in urban issues by expanding on a number of areas of current federal engagement, and working together with provincial and municipal governments to address urban needs and priorities.

None of this is to suggest that the federal government is better at addressing local issues than local governments or that the role of provincial governments in urban issues should be crowded out by a federal urban agenda. Rather, it is a recognition of the fact that the wellbeing of Canada's cities is of importance to all levels of government. By working together with provincial and city governments, and by working in policy areas that mesh with federal areas of jurisdiction and activity, the federal government may have an increasing role to play in the future of Canada's big cities.



City Views: An Analysis of the Looking West 2007 Survey

8. Conclusion

Canada's highly urbanized nature creates a number of governance and public policy strains. The governance strains are seen in growing arguments among some opinion and community leaders that the current political realities—including municipal powers and municipal finances—do not correspond to current and future urban needs. The public policy strains are found in the need to properly manage urban growth and population change, and the associated implications for infrastructure, housing, the environment, finance, poverty, and social fragmentation, among other issues.

The Looking West 2007 Survey reveals that residents of western cities and Toronto have a number of public policy concerns, and that these concerns are shared across the cities. The survey also finds that, despite arguments by mayors and community leaders that big cities need new fiscal and political arrangements, the public is yet to be convinced that municipal governments need more revenue, although there is general agreement that big cities should be treated differently by the provincial governments. Finally, and most importantly, the survey demonstrates that urbanites see a lot of positive elements to their cities, including welcoming societies and high quality of life. The challenge for policy-makers is to ensure that Canada's big city residents continue to enjoy these features of urban life in the years ahead.



The Looking West 2007 Survey reveals that residents of western cities and Toronto have a number of public policy concerns, and that these concerns are shared across the cities.

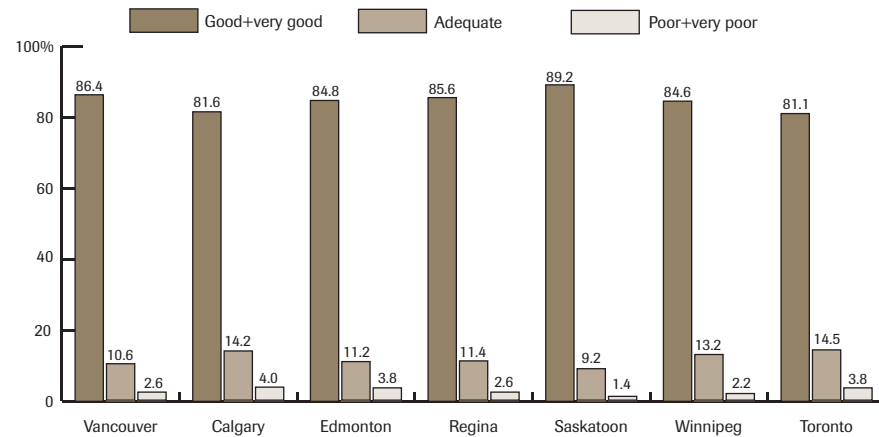
Appendix: Policy Priorities

Question: I am going to read you a list of issues that may be facing [city]. Please tell me if you think each issue is not a priority, a low priority, a medium priority, a high priority or a very high priority. Reducing traffic congestion; building and maintaining the road system; reducing homelessness; increasing the supply of affordable housing; improving public transit systems; reducing crime in [city]; maintaining public parks, pathways and green spaces; reducing property taxes; providing funding support for local arts and culture organizations; improving air quality in [city]; protecting the environment in [city]; helping new immigrants to Canada integrate into the city; providing services for urban Aboriginal people. Note: list order was randomized.

Vancouver	Calgary	Edmonton	Regina	Saskatoon	Winnipeg	Toronto
1. Traffic 78.4% (29.4% very high)	1. Traffic 79.2% (25.1% very high)	1. Crime 80.8% (27.0% very high)	1. Crime 79.7% (23.3% very high)	1. Crime 77.7% (23.1% very high)	1. Crime 85.0% (32.4% very high)	1. Environment 80.1% (28.2% v. high)
2. Crime 77.2% (25.6% very high)	2. Roads 75.9% (20.2% very high)	2. Roads 71.8% (18.6% very high)	2. Roads 67.9% (16.3% very high)	2. Roads 66.9% (12.7% very high)	2. Roads 81.6% (21.6% very high)	2. Crime 77.1% (30.6% very high)
3. Environment 76.2% (24.0% very high)	3. Affordable housing 70.6% (25.5% very high)	3. Affordable housing 69.6% (21.8% very high)	3. Environment 60.2% (12.0% very high)	3. Environment 59.7% (12.7% very high)	3. Environment 66.2% (15.0% very high)	3. Air quality 76.6% (23.7% very high)
4. Homeless 69.4% (24.0% very high)	4. Transit 69.7% (21.8% very high)	4. Homeless 68.8% (18.8% very high)	4. Parks 54.6% (8.4% very high)	4. Homeless 54.4% (11.8% very high)	4. Homeless 61.6% (13.8% very high)	4. Traffic 73.7% (26.4% very high)
5. Roads 68.4% (17.8% very high)	5. Crime 68.1% (18.6% very high)	5. Environment 64.2% (16.0% very high)	5. Homeless 53.4% (10.6% very high)	5 Affordable housing 54.4% (9.8% very high)	5. Parks 59.6% (13.6% very high)	5. Transit 69.8% (23.3% very high)
6. Transit 67.8% (23.4% very high)	6. Homeless 66.9% (22.0% very high)	6. Traffic 63.6% (18.4% very high)	6. Affordable housing 48.2% (6.8% very high)	6. Parks 53.6% (8.8% very high)	6. Affordable housing 50.6% (10.4% very high)	6. Roads 69.4% (19.1% very high)
7. Air quality 63.8% (16.8% very high)	7. Environment 66.3% (18.0% very high)	7. Transit 56.2% (17.0% very high)	7. Aboriginal services 41.1% (7.4% very high)	7. Traffic 42.1% (7.4% very high)	7. Property taxes 45.8% (10.0% very high)	7. Parks 67.2% (18.3% very high)
8 Affordable housing 63.0% (20.8% very high)	8 Parks 60.8% (13.2% very high)	8 Parks 53.8% (12.6% very high)	8 Property taxes 37.7% (8.0% very high)	8. Aboriginal services 42.1% (7.0% very high)	8 Transit 41.2% (10.0% very high)	8 Homeless 62.8% (16.3% very high)
9 Parks 61.1% (14.8% very high)	9 Air quality 51.7% (12.2% very high)	9 Air quality 46.2% (9.6% very high)	9 Immigration 30.7% (5.0% very high)	9 Property taxes 39.7% (8.8% very high)	9 Traffic 37.4% (8.2% very high)	9 Affordable Housing 54.5% (16.5% very high)
10 Property taxes 39.8% (9.4% very high)	10. Immigration 35.7% (6.8% very high)	10. Property taxes 35.2% (8.8% very high)	10. Transit 27.3% (5.2% very high)	10. Transit 37.7% (7.2% very high)	10. Air quality 35.2% (8.0% very high)	10. Immigration 48.5% (11.7% very high)
11. Immigration 35.8% (5.4% very high)	11. Property taxes 32.6% (9.8% very high)	11. Aboriginal services 31.8% (7.4% very high)	11. Air quality 26.5% (4.2% very high)	11. Immigration 34.7% (4.6% very high)	11. Immigration 33.0% (4.8% very high)	11. Property taxes 47.5% (16.7% very high)
12. Aboriginal services 27.6% (5.4% very high)	12. Aboriginal services 30.8% (6.0% very high)	12. Immigration 31.2% (7.2% very high)	12. Arts 23.5% (2.8% very high)	12. Air quality 27.3% (4.6% very high)	12. Aboriginal services 32.4% (7.0% very high)	12. Aboriginal services 37.4% (7.0% very high)
13. Arts 20.4% (3.4% very high)	13. Arts 28.0% (6.4% very high)	13. Arts 24.8% (5.2% very high)	13. Traffic 20.3% (2.4% very high)	13. Arts 23.1% (4.0% very high)	13. Arts 21.8% (4.4% very high)	13. Arts 28.5% (5.2% very high)

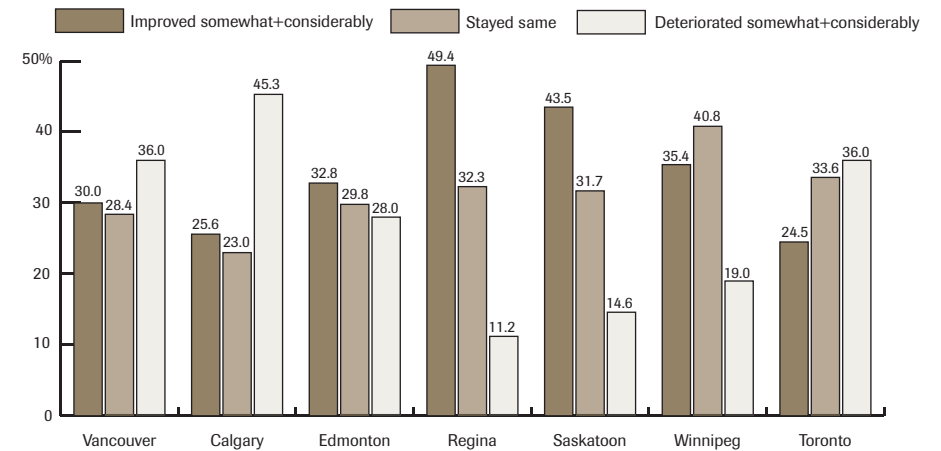
Appendix: Quality of Life

Question: Thinking about [city] as a whole today, would you rate the overall quality of life in [city] as very good, good, adequate, poor, or very poor?



	Very good	Good	Adequate	Poor	Very poor
Vancouver	45.8%	40.6%	10.6%	2.2%	0.4%
Calgary	41.9	39.7	14.2	3.2	0.8
Edmonton	40.2	44.6	11.2	3.6	0.2
Regina	43.4	42.2	11.4	2.2	0.4
Saskatoon	50.2	39.0	9.2	1.2	0.2
Winnipeg	31.4	53.2	13.2	1.6	0.6
Toronto	31.2	49.9	14.5	3.2	0.6

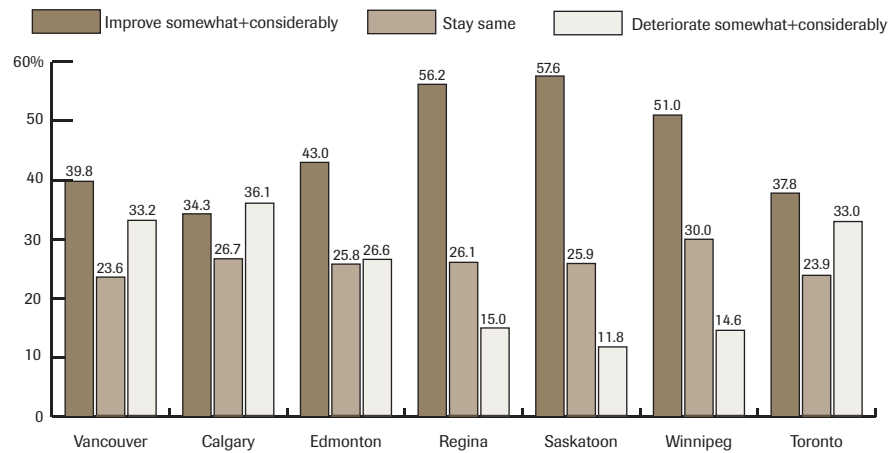
Question: When you compare overall quality of life in [city] as a whole now to five years ago, would you say that quality of life has improved considerably, improved somewhat, stayed the same, deteriorated somewhat, or deteriorated considerably?



	Improved considerably	Improved somewhat	Stayed same	Deteriorated somewhat	Deteriorated considerably
Vancouver	5.6%	24.4%	28.4%	31.0%	5.0%
Calgary	5.2	20.4	23.0	37.1	8.2
Edmonton	8.4	24.4	29.8	23.6	4.4
Regina	11.8	37.6	32.3	9.4	1.8
Saskatoon	9.2	34.3	31.7	11.2	3.4
Winnipeg	6.6	28.8	40.8	17.0	2.0
Toronto	5.6	18.9	33.6	30.4	5.6

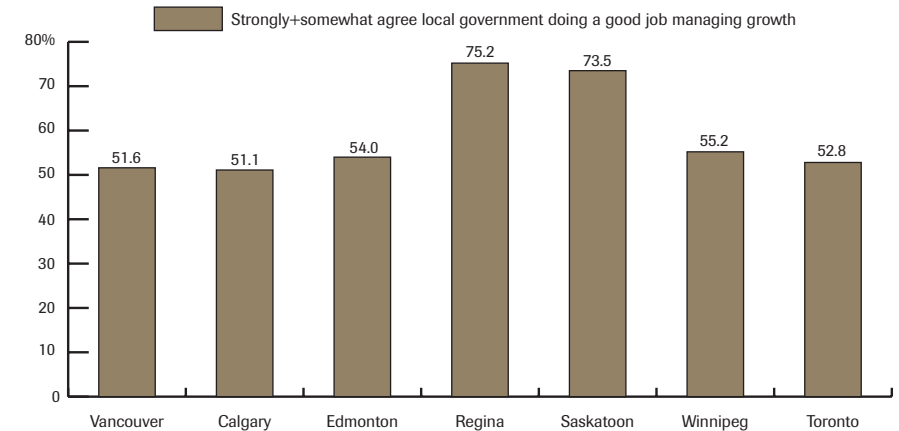
Appendix: Quality of Life & Attitudes Toward Government

Question: Thinking ahead to 5 years from now, how do you expect overall quality of life in [city] as a whole to change? Do you think it will improve considerably, improve somewhat, stay the same, deteriorate somewhat, or deteriorate considerably?



	Improve considerably	Improve somewhat	Stay same	Deteriorate somewhat	Deteriorate considerably
Vancouver	7.0%	32.8%	23.6%	27.4%	5.8%
Calgary	7.6	26.7	26.7	27.9	8.2
Edmonton	9.2	33.8	25.8	22.8	3.8
Regina	12.2	44.0	26.1	11.8	3.2
Saskatoon	10.8	46.8	25.9	9.4	2.4
Winnipeg	6.2	44.8	30.0	13.4	1.2
Toronto	7.2	30.6	23.9	26.2	6.8

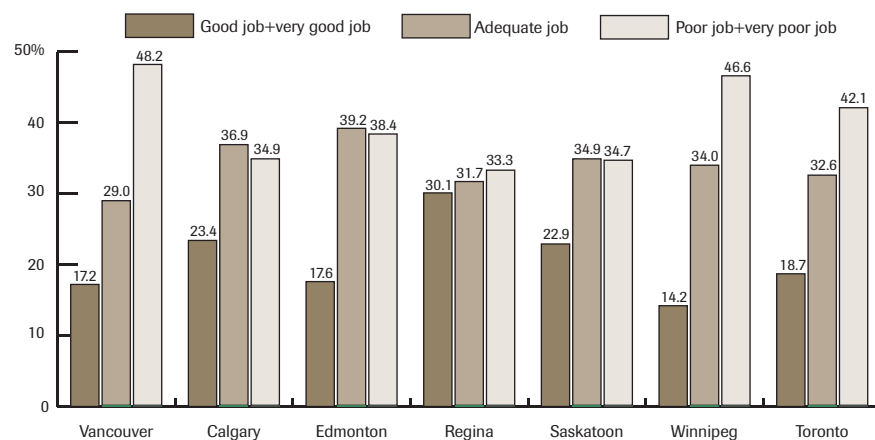
Question: The local government is doing a good job responding to [city]'s population growth. Strongly agree, somewhat agree, somewhat disagree, strongly disagree.



	Local government doing good job to manage growth	
	Strongly agree	Somewhat agree
Vancouver	6.6%	45.0%
Calgary	7.4	43.7
Edmonton	8.6	45.4
Regina	21.3	53.9
Saskatoon	15.1	58.4
Winnipeg	8.2	47.0
Toronto	8.7	44.1

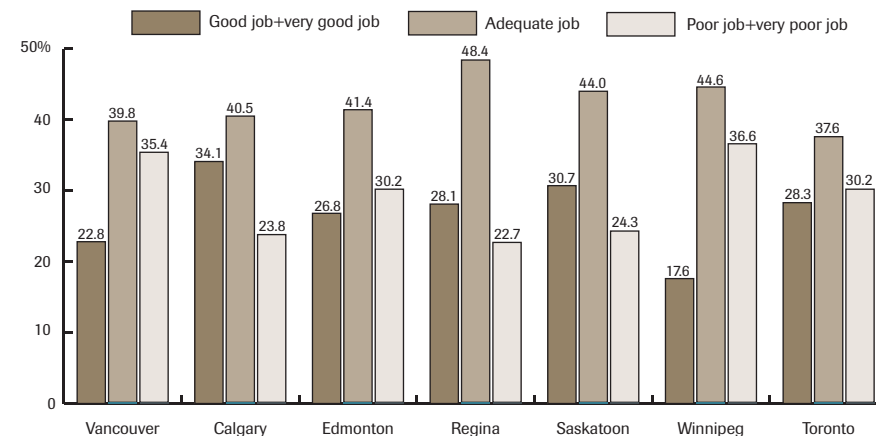
Appendix: Attitudes Toward Government

Question: In your opinion, how good a job are governments doing to address social issues such as poverty in your city: very good job, good job, adequate job, poor job, very poor job?



	Very good job	Good job	Adequate job	Poor job	Very poor job
Vancouver	2.6%	14.6%	29.0%	39.4%	8.8%
Calgary	3.2	20.2	36.9	27.3	7.6
Edmonton	2.2	15.4	39.2	32.2	6.2
Regina	6.6	23.5	31.7	28.1	5.2
Saskatoon	3.6	19.3	34.9	29.5	5.2
Winnipeg	1.6	12.6	34.0	39.6	7.0
Toronto	2.0	16.7	32.6	33.4	8.7

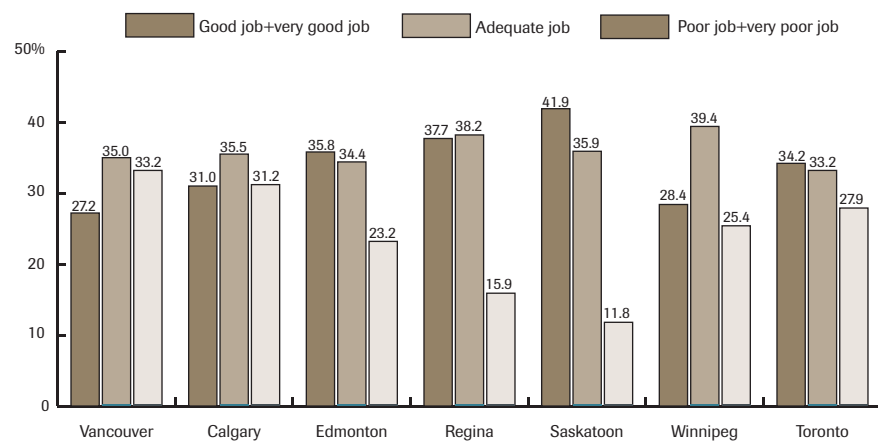
Question: In your opinion, how good a job is your local government doing to ensure an efficient road system: very good job, good job, adequate job, poor job, very poor job?



	Very good job	Good job	Adequate job	Poor job	Very poor job
Vancouver	4.0%	18.8%	39.8%	28.4%	7.0%
Calgary	8.0	26.1	40.5	18.6	5.2
Edmonton	3.8	23.0	41.4	25.0	5.2
Regina	5.0	23.1	48.4	18.1	4.6
Saskatoon	5.8	24.9	44.0	17.7	6.6
Winnipeg	2.4	15.2	44.6	30.2	6.4
Toronto	3.8	24.5	37.6	21.9	8.3

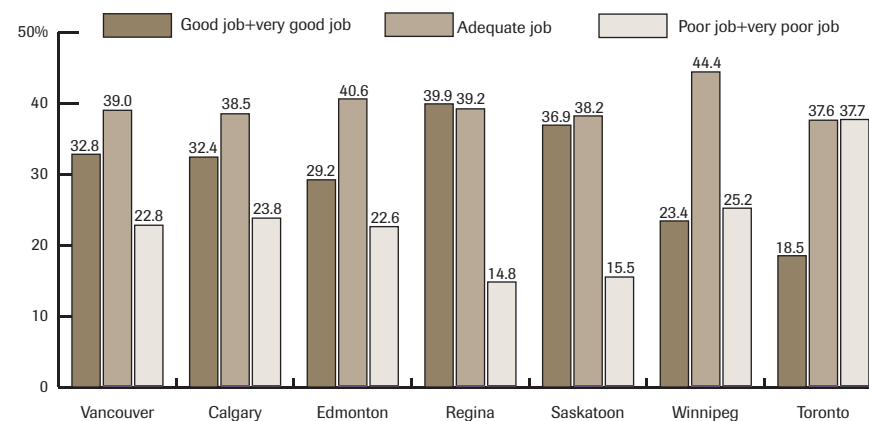
Appendix: Attitudes Toward Government

Question: In your opinion, how good a job is your local government doing to ensure an efficient public transit system: very good job, good job, adequate job, poor job, very poor job?



	Very good job	Good job	Adequate job	Poor job	Very poor job
Vancouver	6.0%	21.2%	35.0%	24.4%	8.8%
Calgary	7.6	23.4	35.5	24.6	6.6
Edmonton	5.4	30.4	34.4	18.0	5.2
Regina	7.4	30.3	38.2	14.1	1.8
Saskatoon	8.4	33.5	35.9	8.0	3.8
Winnipeg	5.0	23.4	39.4	22.0	3.4
Toronto	6.6	27.6	33.2	21.9	6.0

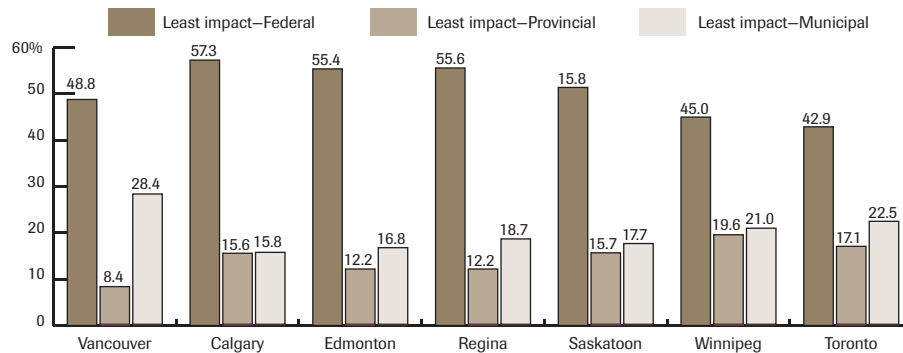
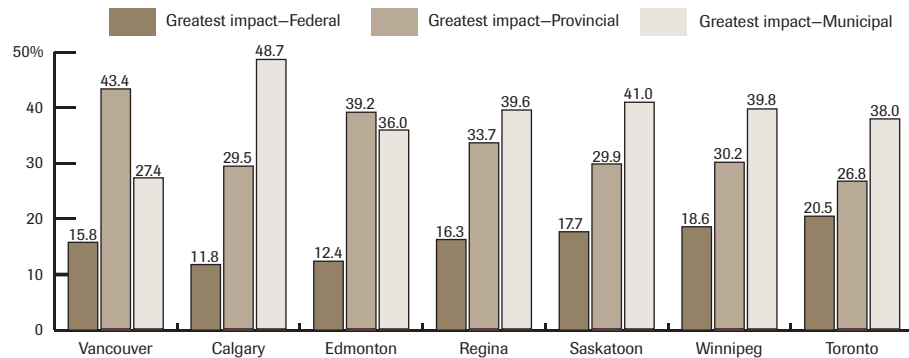
Question: In your opinion, how good a job are governments doing to protect the environment in your city: very good job, good job, adequate job, poor job, very poor job?



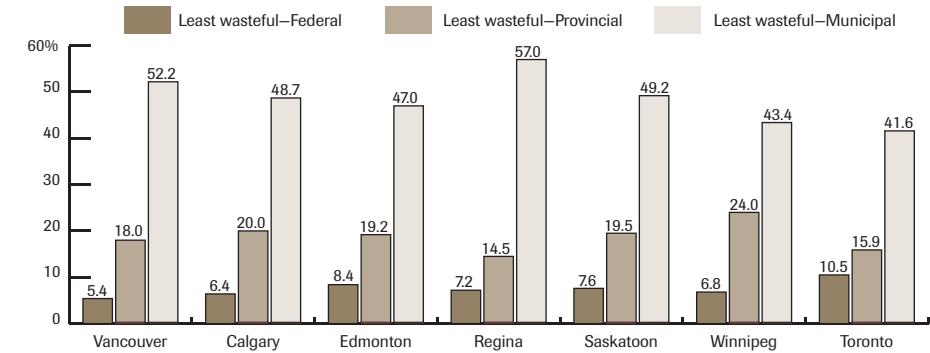
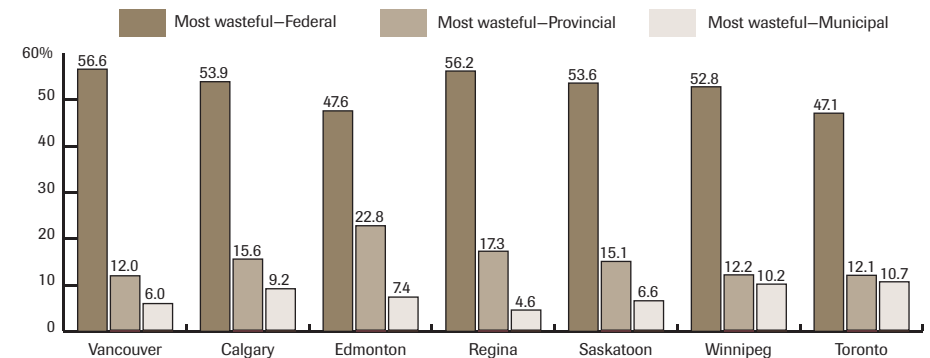
	Very good job	Good job	Adequate job	Poor job	Very poor job
Vancouver	7.0%	25.8%	39.0%	18.6%	4.2%
Calgary	7.4	25.0	38.5	19.4	4.4
Edmonton	5.2	24.0	40.6	18.2	4.4
Regina	8.8	31.1	39.2	11.6	3.2
Saskatoon	7.4	29.5	38.2	12.7	2.8
Winnipeg	20.6	2.8	44.4	21.8	3.4
Toronto	3.0	15.5	37.6	28.4	9.3

Appendix: Attitudes Toward Government

Questions: Which level of government, if any, do you feel has the greatest impact on your daily life: [city] local government; [province] government; federal government? Which level of government, if any, do you feel has the least impact on your daily life: [city] local government; [province] government; federal government?

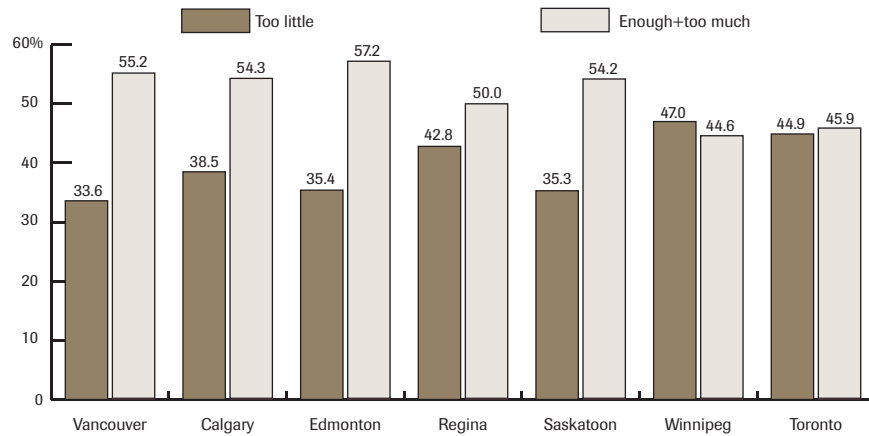


Questions: Which level of government, if any, do you feel is the most wasteful with its money: [city] local government; [province] government; federal government? Which level of government, if any, do you feel is the least wasteful with its money: [city] local government; [province] government; federal government?



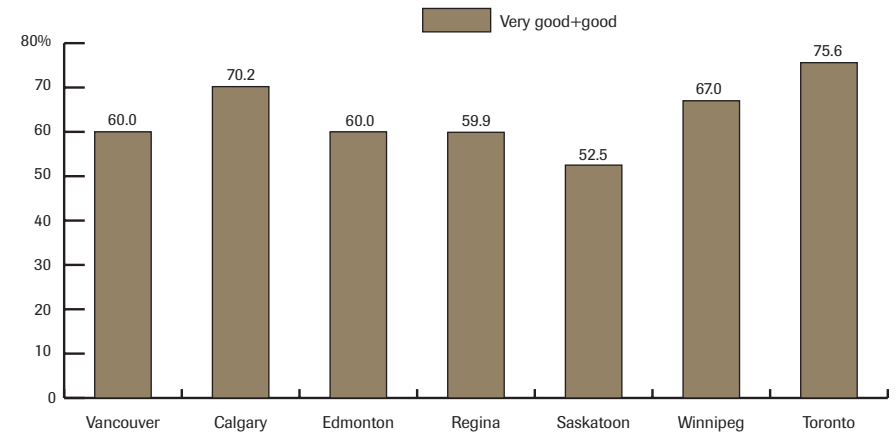
Appendix: Attitudes Toward Government

Question: Do you feel the local government has enough, too much or too little money to fulfill its current responsibilities?



	Too little	Enough	Too much
Vancouver	33.6%	47.0%	8.2%
Calgary	38.5	41.3	13.0
Edmonton	35.4	47.0	10.2
Regina	42.8	43.6	6.4
Saskatoon	35.3	46.0	8.2
Winnipeg	47.0	39.4	5.2
Toronto	44.9	35.0	10.9

Question: The [province] government should treat big cities like [city] differently than small towns and rural areas. Very good idea, good idea, poor idea, very poor idea.

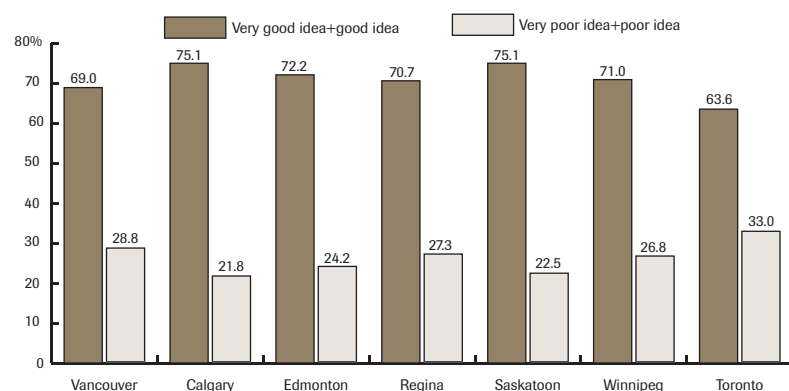


	Very good idea	Good idea
Vancouver	20.0%	40.0%
Calgary	26.1	44.1
Edmonton	21.4	38.6
Regina	14.7	45.2
Saskatoon	12.9	39.6
Winnipeg	24.4	42.6
Toronto	37.8	37.8

Appendix: Transportation Infrastructure Financing

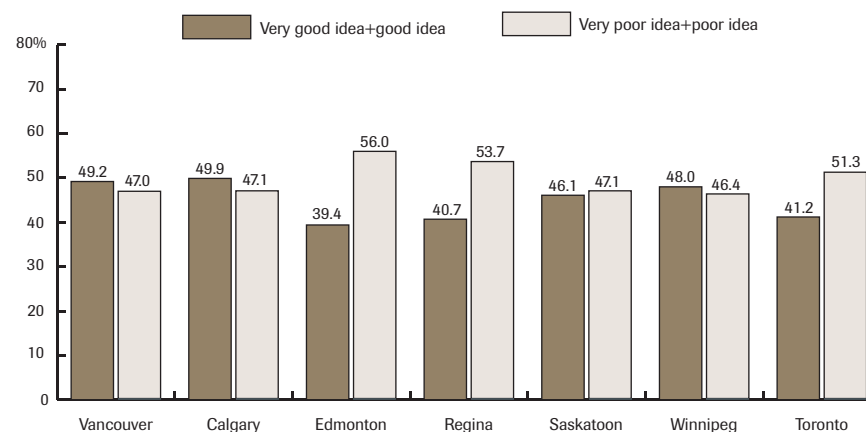
Question: Due to the need to both maintain existing roads and build new transportation infrastructure, [city] has a number of large transportation infrastructure projects for the years ahead. I am going to read a list of methods by which governments might pay for these projects. For each method, please indicate if you think this is a very good idea, a good idea, a poor idea or a very poor idea. Increase property taxes; increase user fees, such as fuel taxes, transit fares, toll roads, and parking taxes; increase federal and provincial infrastructure grants to my city, even if it meant a small increase in income taxes; introduce a new city fuel tax or sales tax; allow the private sector to build and operate transportation projects and administer user charges; increase municipal debt to be paid back at a later date through property taxes. Note: list order was randomized.

a) Increase Federal and Provincial Infrastructure Grants



	Very good idea	Good idea	Poor idea	Very poor idea
Vancouver	15.2%	53.8%	21.4%	7.4%
Calgary	23.6	51.5	17.6	4.2
Edmonton	17.4	54.8	19.4	4.8
Regina	17.3	53.4	22.3	5.0
Saskatoon	15.5	59.6	18.7	3.8
Winnipeg	17.2	53.8	20.6	6.2
Toronto	21.7	41.9	25.0	8.0

b) Allow the Private Sector to Build and Operate Transportation Projects and Administer User Charges

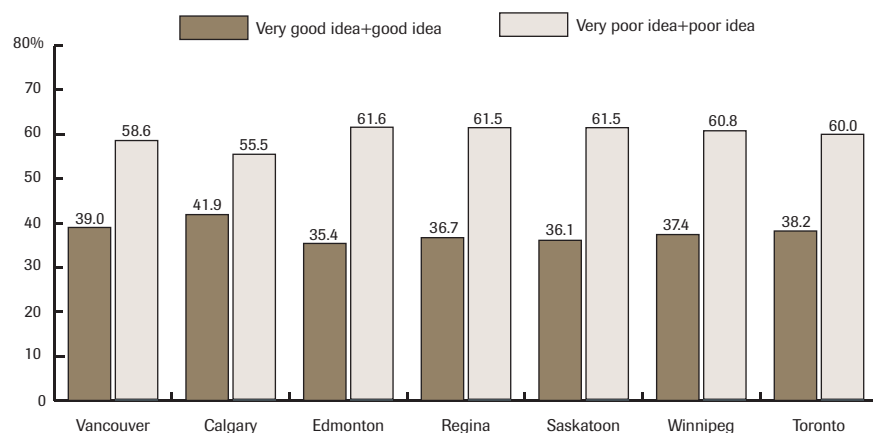


	Very good idea	Good idea	Poor idea	Very poor idea
Vancouver	11.4%	37.8%	30.0%	17.0%
Calgary	12.8	37.1	34.5	12.6
Edmonton	3.6	35.8	37.0	19.0
Regina	8.0	32.7	38.2	15.5
Saskatoon	9.2	36.9	35.5	11.6
Winnipeg	7.6	40.4	34.2	12.2
Toronto	8.2	33.0	32.8	18.5

Appendix: Transportation Infrastructure Financing

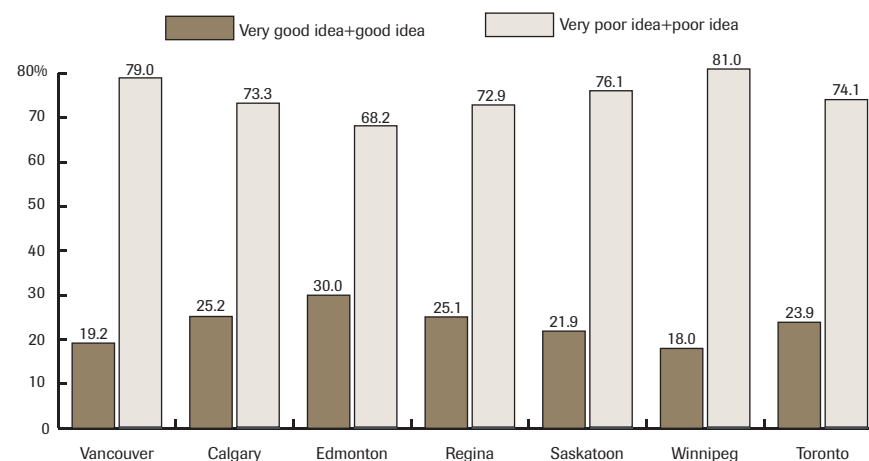
Question: Due to the need to both maintain existing roads and build new transportation infrastructure, [city] has a number of large transportation infrastructure projects for the years ahead. I am going to read a list of methods by which governments might pay for these projects. For each method, please indicate if you think this is a very good idea, a good idea, a poor idea or a very poor idea. Increase property taxes; increase user fees, such as fuel taxes, transit fares, toll roads, and parking taxes; increase federal and provincial infrastructure grants to my city, even if it meant a small increase in income taxes; introduce a new city fuel tax or sales tax; allow the private sector to build and operate transportation projects and administer user charges; increase municipal debt to be paid back at a later date through property taxes. Note: list order was randomized.

c) Increase User Fees



	Very good idea	Good idea	Poor idea	Very poor idea
Vancouver	6.4%	32.6%	39.4%	19.2%
Calgary	6.6	35.3	42.5	13.0
Edmonton	3.2	32.2	46.2	15.4
Regina	5.6	31.1	48.0	13.5
Saskatoon	4.8	31.3	47.4	14.1
Winnipeg	4.4	33.0	45.8	15.0
Toronto	8.0	30.2	41.9	18.1

d) Increase Property Taxes

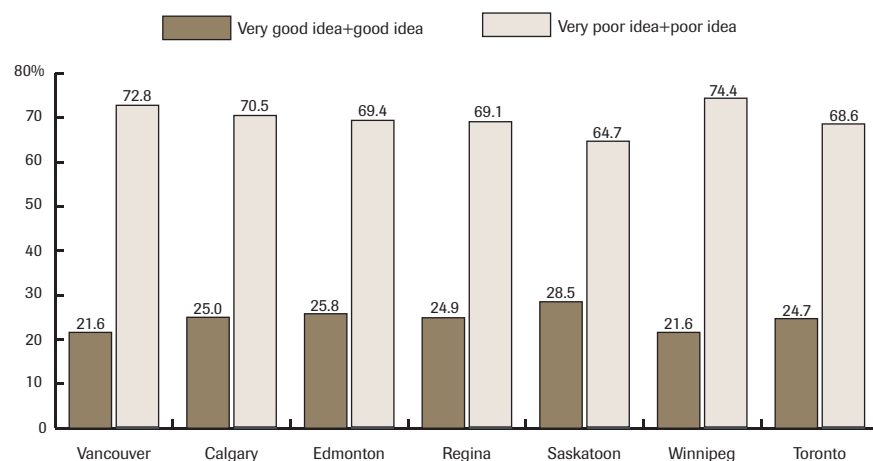


	Very good idea	Good idea	Poor idea	Very poor idea
Vancouver	2.0%	17.2%	56.0%	23.0%
Calgary	1.6	23.6	52.1	21.2
Edmonton	0.6	29.4	49.4	18.8
Regina	1.8	23.3	49.8	23.1
Saskatoon	2.4	19.5	56.0	20.1
Winnipeg	0.8	17.2	51.0	30.0
Toronto	2.8	21.1	47.7	26.4

Appendix: Transportation Infrastructure Financing

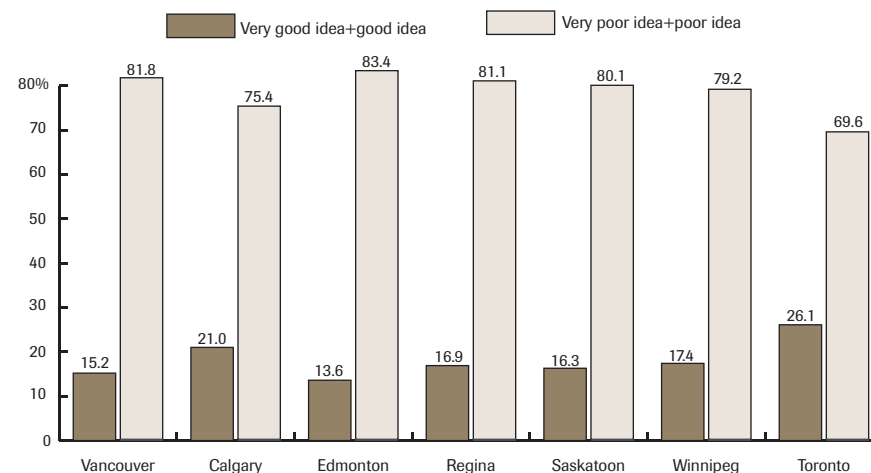
Question: Due to the need to both maintain existing roads and build new transportation infrastructure, [city] has a number of large transportation infrastructure projects for the years ahead. I am going to read a list of methods by which governments might pay for these projects. For each method, please indicate if you think this is a very good idea, a good idea, a poor idea or a very poor idea. Increase property taxes; increase user fees, such as fuel taxes, transit fares, toll roads, and parking taxes; increase federal and provincial infrastructure grants to my city, even if it meant a small increase in income taxes; introduce a new city fuel tax or sales tax; allow the private sector to build and operate transportation projects and administer user charges; increase municipal debt to be paid back at a later date through property taxes. Note: list order was randomized.

e) Increase Municipal Debt



	Very good idea	Good idea	Poor idea	Very poor idea
Vancouver	1.8%	19.8%	52.2%	20.6%
Calgary	2.8	22.2	51.5	19.0
Edmonton	1.8	24.0	52.2	17.2
Regina	3.0	21.9	50.0	19.1
Saskatoon	2.4	26.1	50.2	14.5
Winnipeg	1.2	20.4	53.2	21.2
Toronto	3.0	21.7	46.9	21.7

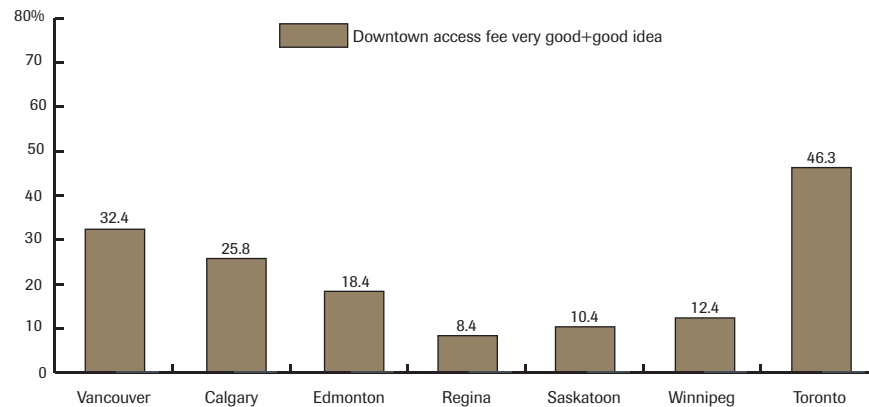
f) New City Tax



	Very good idea	Good idea	Poor idea	Very poor idea
Vancouver	1.8%	13.4%	52.8%	29.0%
Calgary	4.6	16.4	48.9	26.5
Edmonton	1.8	11.8	54.2	29.2
Regina	3.6	13.3	54.4	26.7
Saskatoon	2.8	13.5	57.0	23.1
Winnipeg	3.2	14.2	52.6	26.6
Toronto	6.0	20.1	46.5	23.1

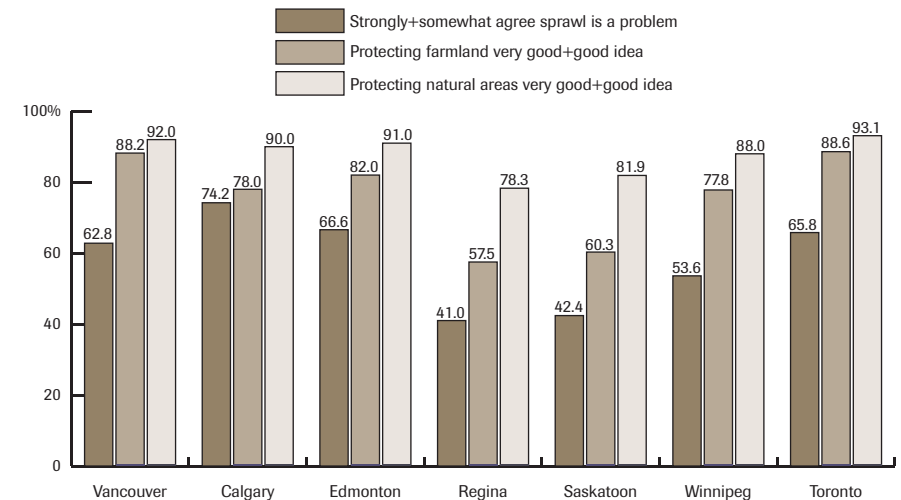
Appendix: Transportation Infrastructure Financing & Urban Land Use

Question: To decrease congestion, automobiles should be charged an access fee to drive downtown during business hours. Very good idea, good idea, poor idea, very poor idea.



	Downtown access fee	
	Very good idea	Good idea
Vancouver	10.4%	22.0%
Calgary	8.6	17.2
Edmonton	5.4	13.0
Regina	1.8	6.6
Saskatoon	3.6	6.8
Winnipeg	3.8	8.6
Toronto	16.5	29.8

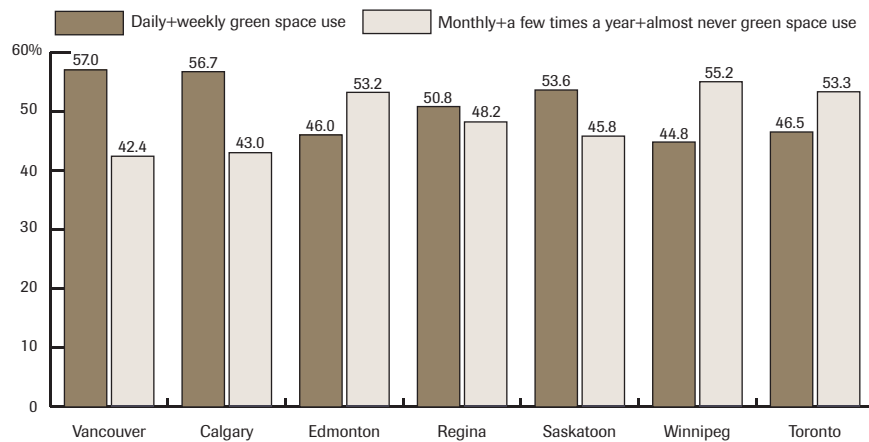
Questions: Urban sprawl is a problem for [city]. Strongly agree, somewhat agree, somewhat disagree, strongly disagree. Governments should protect the farmlands around [city] from residential and industrial development. Very good idea, good idea, poor idea, very poor idea. Governments should protect the natural areas around [city] from residential and industrial development. Very good idea, good idea, poor idea, very poor idea.



	Sprawl is a problem		Protect farmland		Protect natural areas	
	Strongly agree	Somewhat agree	Very good idea	Good idea	Very good idea	Good idea
Vancouver	26.0%	36.8%	50.8%	37.4%	52.0%	40.0%
Calgary	42.9	31.3	33.1	44.9	50.9	39.1
Edmonton	24.8	41.8	29.2	52.8	46.6	44.4
Regina	13.7	27.3	19.7	37.8	31.5	46.8
Saskatoon	12.7	29.7	19.5	40.8	33.7	48.2
Winnipeg	19.2	34.4	32.0	45.8	39.2	48.8
Toronto	32.4	33.4	45.9	42.7	54.3	38.8

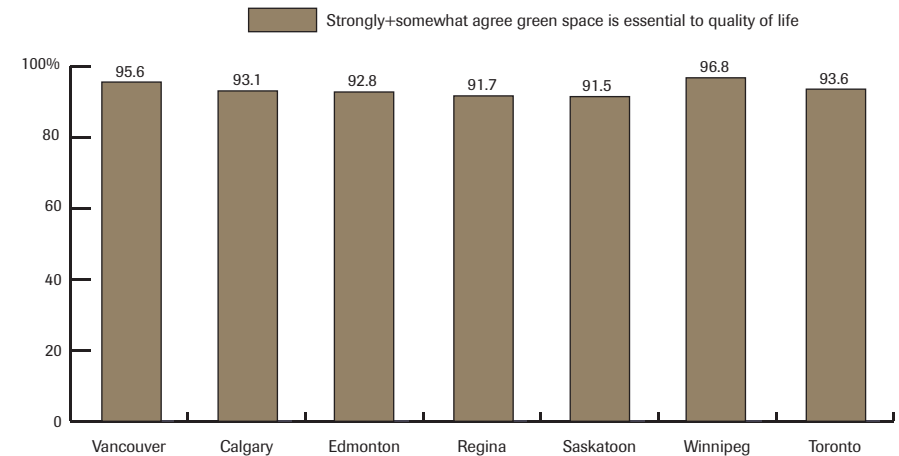
Appendix: Urban Green Spaces

Question: How often do you use your city's parks, natural areas, pathways, waterfronts, and other green spaces for things like walking, picnics, recreation, bike riding, and family outings: daily, weekly, monthly, a few times a year, or almost never?



	Daily	Weekly	Monthly	A few times/ year	Almost never
Vancouver	18.6%	38.4%	21.2%	16.0%	5.2%
Calgary	23.6	33.1	19.6	17.6	5.8
Edmonton	13.6	32.4	18.8	23.6	10.8
Regina	17.3	33.5	16.5	22.5	9.2
Saskatoon	17.9	35.7	17.1	18.3	10.4
Winnipeg	12.0	32.8	22.6	26.2	6.4
Toronto	17.3	29.2	22.7	19.7	10.9

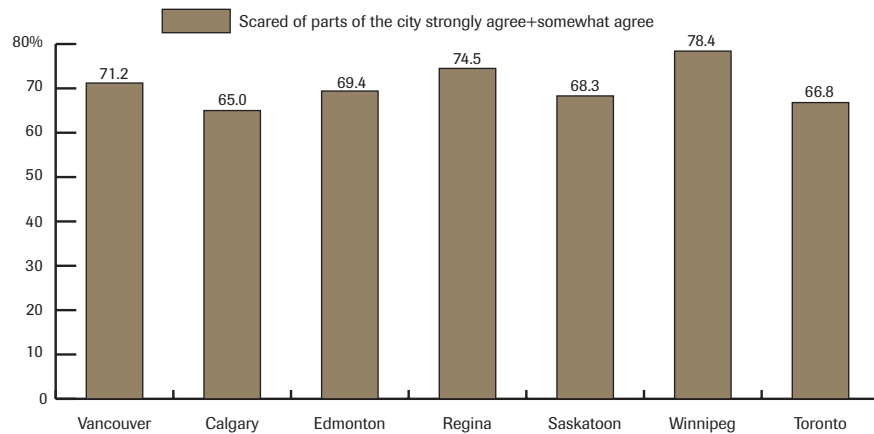
Question: My city's parks, natural areas, pathways, waterfronts, and other green spaces are essential to my quality of life. Strongly agree, somewhat agree, somewhat disagree, strongly disagree.



	Green space essential to quality of life	
	Strongly agree	Somewhat agree
Vancouver	72.6%	23.0%
Calgary	68.5	24.6
Edmonton	64.4	28.4
Regina	61.0	30.7
Saskatoon	60.4	31.1
Winnipeg	64.2	32.6
Toronto	68.4	25.2

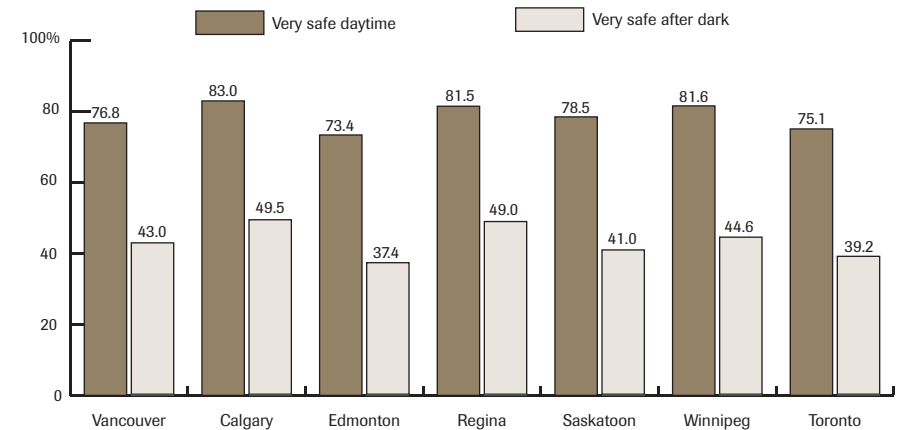
Appendix: Public Safety

Question: There are parts of [city] I am scared to set foot in. Strongly agree, somewhat agree, somewhat disagree, strongly disagree.



	Strongly agree	Somewhat agree
Vancouver	42.6%	28.6%
Calgary	31.9	33.1
Edmonton	38.0	31.4
Regina	44.4	30.1
Saskatoon	39.8	28.5
Winnipeg	52.8	25.6
Toronto	40.8	26.0

Questions: How safe would you feel or do you feel walking alone in the neighbourhood where you live during daylight hours: very safe; somewhat safe; not very safe; not at all safe? How safe would you feel or do you feel walking alone in the neighbourhood where you live after dark: very safe; somewhat safe; not very safe; not at all safe?



	Daytime				After dark			
	Very safe	Some-what safe	Not very safe	Not at all safe	Very safe	Some-what safe	Not very safe	Not at all safe
Vancouver	76.8%	18.8	3.0	1.2	43.0%	35.6	12.2%	8.6
Calgary	83.0	14.2	2.2	0.4	49.5	31.9	12.0	5.2
Edmonton	73.4	22.2	2.0	1.6	37.4	36.0	16.2	9.0
Regina	81.5	14.5	2.8	1.2	49.0	32.7	10.2	7.4
Saskatoon	78.5	17.1	3.0	0.8	41.0	36.3	13.3	8.2
Winnipeg	81.6	14.6	2.2	1.4	44.6	33.2	12.4	8.6
Toronto	75.1	21.7	1.6	0.4	39.2	40.0	12.5	6.6

Appendix: Social Issues

Question: There are growing concerns about homelessness in [city]. What do you think governments should do to address homelessness in [city]? Note: open-ended question.

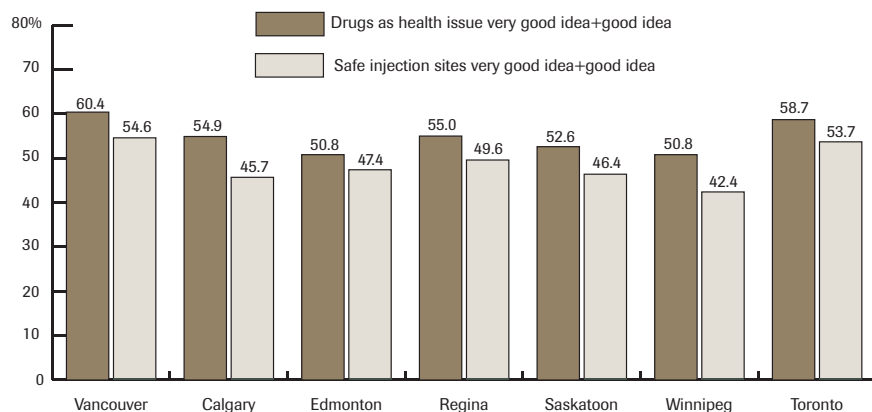
	Increase support programs for homeless	Increase affordable housing options	Increase availability of shelter beds	Do nothing/ enough done/ do less
Vancouver	48.0%	41.6%	21.0%	4.2%
Calgary	39.9	48.5	21.0	4.8
Edmonton	38.6	48.6	24.8	6.2
Regina	40.4	28.5	21.1	6.0
Saskatoon	40.4	29.7	19.5	6.8
Winnipeg	44.0	26.4	21.2	6.4
Toronto	51.5	32.4	20.7	10.0

Question: Of the following options, which is your first choice for dealing with illegal drug activity in [city]? Increase law enforcement directed at drug dealers and drug houses; increase law enforcement directed at drug addicts; increase programs for addicts, including addiction treatment and employment training; establish safe injection sites

	Increase law enforcement for drug dealers/drug houses	Increase programs for addicts	Legalize and regulate street drugs	Increase law enforcement for addicts	Safe injection sites	Don't care/ do nothing
Vancouver	43.2%	31.4%	8.8%	5.0%	5.6%	0.0%
Calgary	51.9	24.8	9.2	4.8	2.4	0.2
Edmonton	52.6	24.2	7.0	4.8	4.2	0.2
Regina	50.6	30.3	5.8	5.2	2.6	0.4
Saskatoon	51.6	25.9	8.2	5.0	3.2	0.0
Winnipeg	52.0	25.4	9.4	4.2	3.0	0.2
Toronto	48.5	24.9	10.3	5.4	4.0	0.4

Appendix: Social Issues

Question: Governments should treat illegal drug use as a health issue, not as a criminal issue. Very good idea, good idea, poor idea, very poor idea. There should be safe injection sites for drug addicts in [city]. Very good idea, good idea, poor idea, very poor idea.



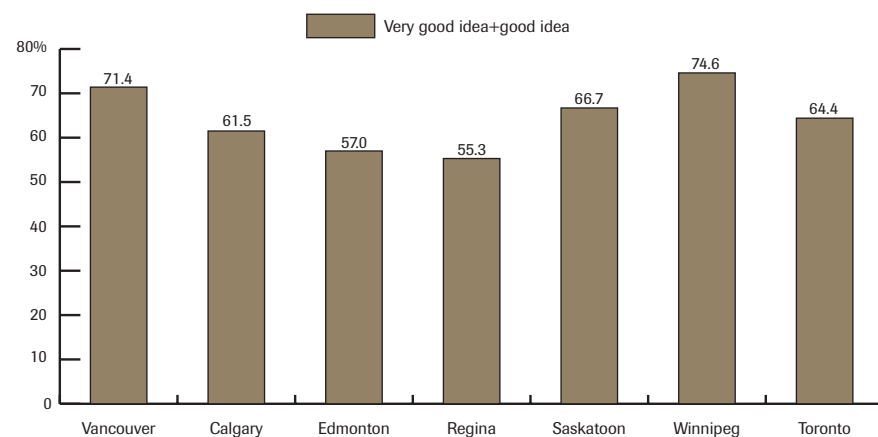
	Treat drugs as health issue		Safe injection sites	
	Very good idea	Good idea	Very good idea	Good idea
Vancouver	24.4%	36.0%	21.6%	33.0%
Calgary	19.2	35.7	14.2	31.5
Edmonton	17.6	33.2	11.8	35.6
Regina	19.1	35.9	15.1	34.5
Saskatoon	17.5	35.1	13.3	33.1
Winnipeg	21.4	29.4	12.8	29.6
Toronto	24.7	34.0	17.3	36.4

Question: Of the following options, which is your first choice in dealing with street prostitution in [city]? Increase law enforcement directed at johns; provide more social services to sex trade workers; license and regulate street prostitution; establish a red light district and move prostitutes away from business and residential areas; I don't care if anything is done.

	Increase law enforcement for johns	Increase programs for sex trade workers	License and regulate street prostitution	Establish red light district	Don't care/do nothing
Vancouver	19.0%	23.2%	28.0%	25.6%	0.2%
Calgary	25.7	24.4	24.2	19.8	0.6
Edmonton	28.0	29.8	18.0	17.8	0.4
Regina	40.0	24.5	16.9	11.4	1.0
Saskatoon	36.1	27.3	15.1	12.4	0.8
Winnipeg	31.6	29.4	19.6	12.4	0.4
Toronto	21.5	23.5	23.9	22.7	0.6

Appendix: Social Issues

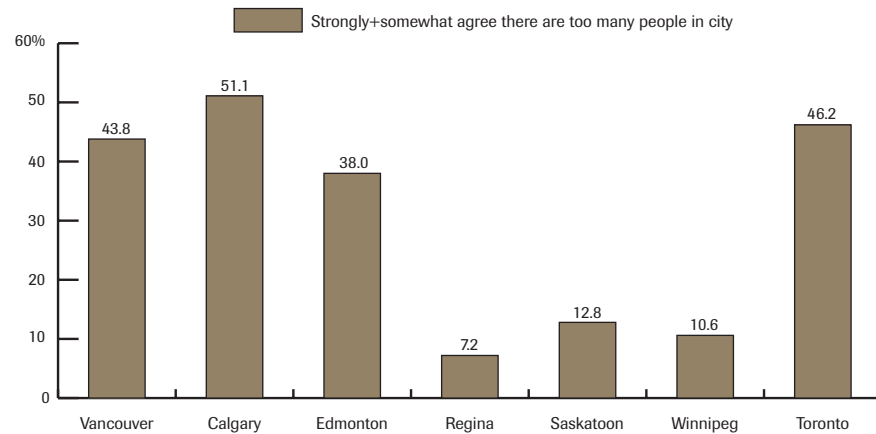
Question: Police should crack down on panhandling in [city]. Very good idea, good idea, poor idea, very poor idea.



	Very good idea	Good idea
Vancouver	29.6%	41.8%
Calgary	23.8	37.7
Edmonton	18.8	38.2
Regina	17.3	38.0
Saskatoon	25.5	41.2
Winnipeg	34.2	40.4
Toronto	25.4	39.0

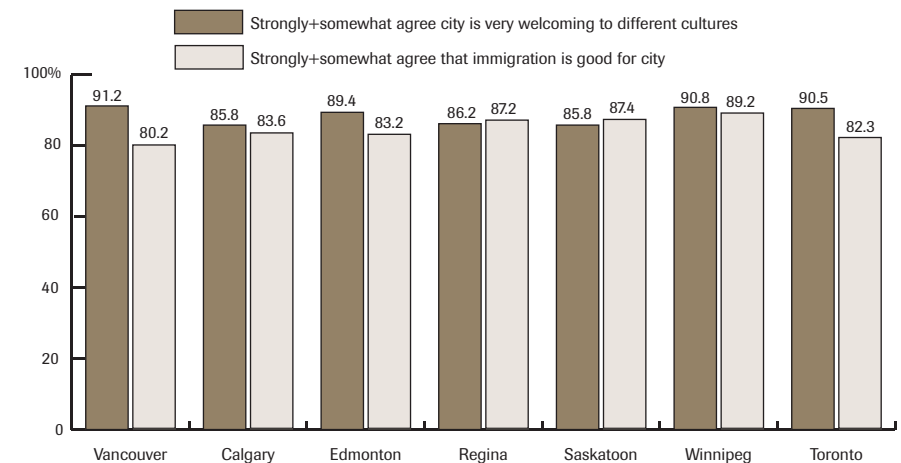
Appendix: Population and Diversity Issues

Question: There are too many people living in [city]. Strongly agree, somewhat agree, somewhat disagree, strongly disagree.



	Too many people in city	
	Strongly agree	Somewhat agree
Vancouver	19.2%	24.6%
Calgary	28.9	22.2
Edmonton	15.4	22.6
Regina	1.2	6.0
Saskatoon	3.4	9.4
Winnipeg	2.8	7.8
Toronto	22.9	23.3

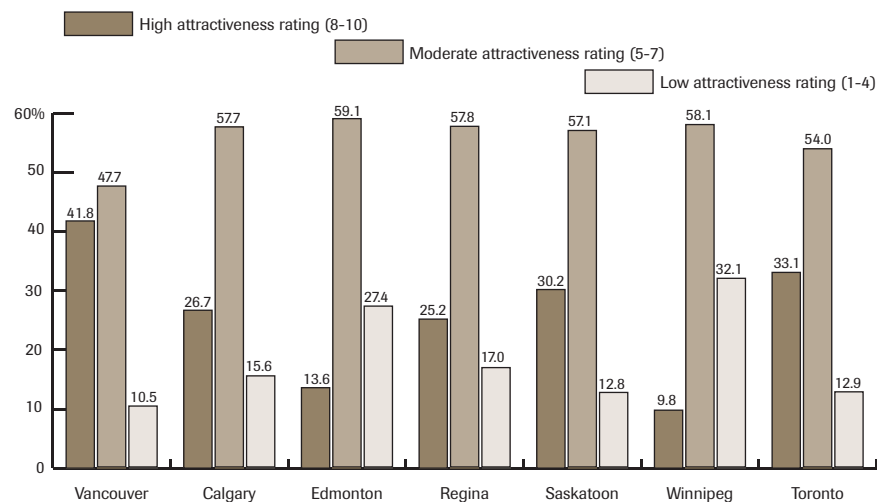
Questions: My city is very welcoming to people of different cultures and backgrounds. Strongly agree, somewhat agree, somewhat disagree, strongly disagree. Immigration from other countries is good for [city]. Strongly agree, somewhat agree, somewhat disagree, strongly disagree.



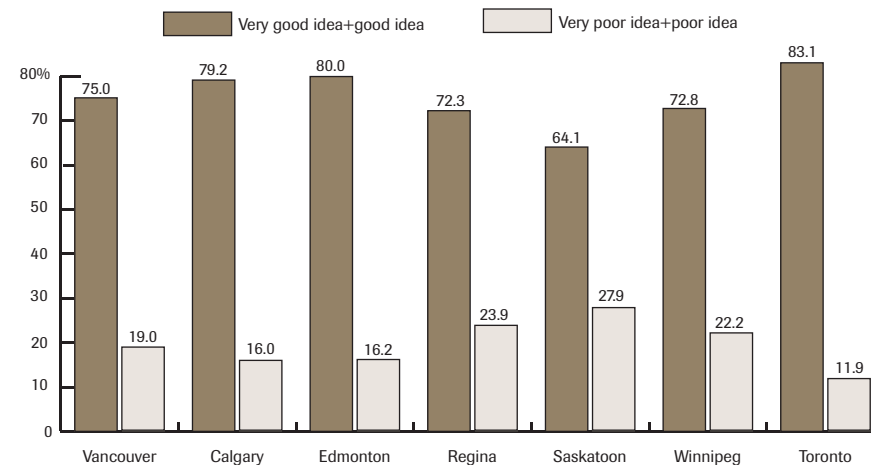
	City very welcoming to different cultures		Immigration good for city	
	Strongly agree	Somewhat agree	Strongly agree	Somewhat agree
Vancouver	52.6%	38.6%	37.8%	42.4%
Calgary	42.5	43.3	45.3	38.3
Edmonton	45.8	43.6	37.6	45.6
Regina	44.4	41.8	48.6	38.6
Saskatoon	40.8	45.0	46.2	41.2
Winnipeg	51.4	39.4	48.6	40.6
Toronto	56.7	33.8	47.1	35.2

Appendix: Urban Form

Question: I would like you to think about the physical appearance of the overall downtown area in [city], including the buildings, streets, public art and green spaces in the downtown. On a scale from one to ten, with one being not at all attractive and ten being highly attractive, how would you rate [city]'s downtown?



Question: [City] should protect historic buildings rather than demolish them to make space for new buildings. Very good idea, good idea, poor idea, very poor idea.



	Very good idea	Good idea	Poor idea	Very poor idea
Vancouver	35.4%	39.6%	15.0%	4.0%
Calgary	40.5	38.7	12.2	3.8
Edmonton	35.2	44.8	13.6	2.6
Regina	31.7	40.6	18.9	5.0
Saskatoon	24.7	39.4	21.9	6.0
Winnipeg	35.4	37.4	17.2	5.0
Toronto	42.1	41.0	9.3	2.6

About the Canada West Foundation

Our Vision

A dynamic and prosperous West in a strong Canada.

Our Mission

A leading source of strategic insight, conducting and communicating non-partisan economic and public policy research of importance to the four western provinces, the territories, and all Canadians.

Canada West Foundation is a registered Canadian charitable organization incorporated under federal charter (#11882 8698 RR 0001).

In 1970, the One Prairie Province Conference was held in Lethbridge, Alberta. Sponsored by the University of Lethbridge and the Lethbridge Herald, the conference received considerable attention from concerned citizens and community leaders. The consensus at the time was that research on the West (including BC and the Canadian North) should be expanded by a new organization. To fill this need, the Canada West Foundation was created under letters patent on December 31, 1970. Since that time, the Canada West Foundation has established itself as one of Canada's premier research institutes. Non-partisan, accessible research and active citizen engagement are hallmarks of the Foundation's past, present and future endeavours. These efforts are rooted in the belief that a strong West makes for a strong Canada.

More information can be found at www.cwf.ca.

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