STREET SAFETY SURVEY RESULTS

2019/2020

EDMONTON FEDERATION OF COMMUNITY LEAGUES

Contents

1.0 Executive Summary

Edmontonians have been calling for a reduction in residential speed limits for over a decade. On May 14, 2019 City Council advanced discussions to reduce residential and collector speed limits within our communities by directing City Administration to draft Bylaws that may result in a city-wide residential and collector speed limit of 40km/hr and a Core Zone speed limit of 30 km/hr.

Following this motion, the Edmonton Federation of Community Leagues (EFCL) sought to understand Community League perceptions around liveability of their neighbourhoods and how they interact with city streets.

In collaboration with a committee of Community League volunteers from across the city, the EFCL undertook a literature review and prepared an informational handbook and an extensive online survey. The survey was conducted to understand our members preferences for managing road safety through speed limits, traffic calming infrastructure and other mechanisms. The data collected through this survey will help to inform the EFCL's advocacy efforts in 2020 as City Council debates speed limit reductions and the City of Edmonton works to update the Safe Mobility Strategy (2021-2025).

Edmonton is home to approximately 400 neighbourhoods, which are served by **160** Community Leagues.[1] Of those **160** Community Leagues, members from **117** leagues responded to the survey.

A total of 1524 Edmontonians completed the survey. Of these, 581 (38%) live in communities *outside* of the inner ring road, 943 (62%) live in communities contained *within* the inner ring road, and 633 (42%) live in communities *within* the YEG core zone.[2] **Across all geographic areas, an overwhelming majority (81.5%) of respondents indicated support for reducing speed limits on residential roads.**

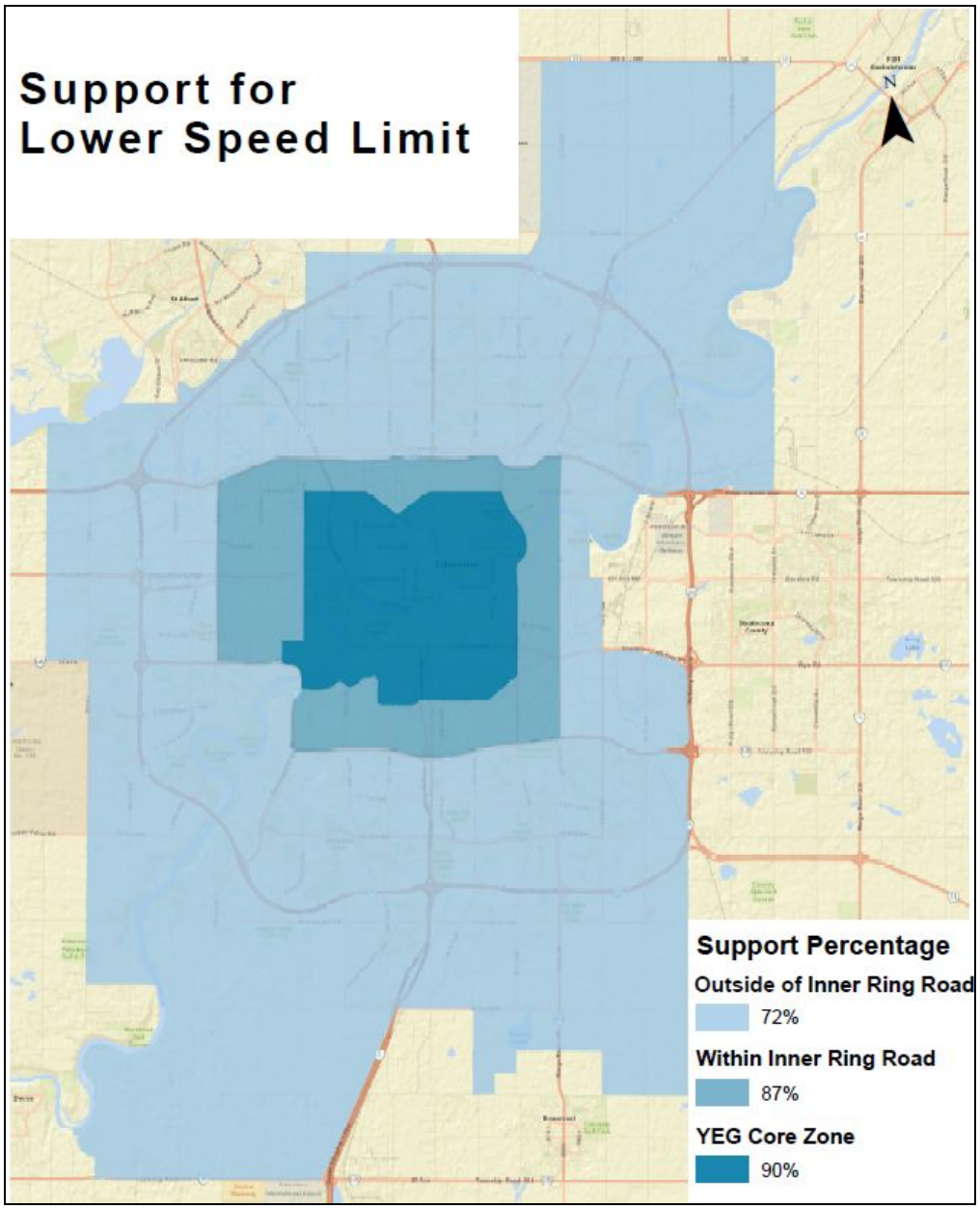
[1] City of Edmonton. *Open Data*. Retrieved from: https://data.edmonton.ca/City-Administration/City-of-Edmonton-Neighbourhoods/65fr-66s6

[2] The communities within the YEG Core Zone are also captured in the inner ring road analysis.

Key Findings

Speed limits

Residential roads - There is strong support for a reduction of residential speed limits across the city, with 81.5% (1067) of all respondents indicating a desire to see a reduction in speed limits from 50km/hr on residential roads. However, our respondents were split between 40km/hr (42%) and 30 km/hr (39.5%). The support for 30km/hr grows stronger as you approach the core of the city.



Map 1: Map showing support for a reduction in residential speed limits from 50km/hr based on geographic area of the city.

Collector roads - Citywide, the majority of respondents indicated support for establishing separate definitions for major and minor collector roads, including different speed limits on each. Of these respondents, 69% indicated 50km/hr is an appropriate speed for **major** collector roads (defined as being wider and busier) and 55% indicated 40km/hr was an appropriate speed for **minor** collector roads (defined as being narrower and less busy). Across geographic areas, appetite for a reduction on **minor** collector roads was very strong, with 84% of respondents indicating either 30km/hr or 40km/hr would be more appropriate on these lower capacity roads.

Implementation scenarios

In May of 2019, City Council directed Administration to draft bylaws that may see the creation of two zones in the city, with different speed limits on residential and collector roads in each of the two zones. While the survey did not clearly address if participants would prefer a different approach than the one described above, the results indicate that participants are willing to sacrifice some neighbourhood autonomy in order to achieve cost savings and consistency, whether that be via a zone approach or a city-wide approach.

When given the choice between a neighbourhood by neighbourhood approach (more neighbourhood autonomy) or a zone approach (lower overall costs) to implementation of lower limits and traffic calming, respondents resoundingly prefer the zone approach (79%), regardless of geographic area in the city. Participants were also asked what approach they valued with regards to implementation on each of residential, collector and arterial roads. Across geographic areas and on all road types (residential, collector and arterial), consistency emerged as the implementation approach most valued by participants.

Playground zones

Playground zones can be located on residential roads, collector roads or even arterial roads. When asked if speeds should be consistent with the road type they are on, the majority of respondents indicated a preference for safety over consistency, with 56% of survey participants indicating that if a school or playground is present, the posted limit should be slow regardless of road type.

Playground zones are in effect 7 days a week, from 7:30am to 9:00pm. A majority of respondents indicated playground zones should be changed to better reflect programming hours. However, across geographic areas this trend was most pronounced outside of the inner ring road. Support for changing the hours of playground zones weakened closer to the core of the city.

Traffic calming and safety measures

In general, participants are very eager to see the installation of more traffic calming interventions in areas of their communities where speeding, traffic volumes and safety are a concern. Regarding enforcement, participants overwhelmingly indicated a desire to see other methods utilized over photo radar, with an emphasis on infrastructure that communicates

the appropriate speed to travel. Overwhelmingly, participants also indicated a desire to have the City and transportation experts work collaboratively with local residents to determine where traffic calming interventions are needed in local communities.

2.0 Methods

A single survey was developed, with additional questions prepared for Community League Board Members and people living within the YEG Core Zone, respectively. The survey was comprised of a variety of multiple choice questions, in addition to several qualitative questions intended to gather more in-depth comments from respondents. The survey was open from October 15, 2019 until December 1, 2019.

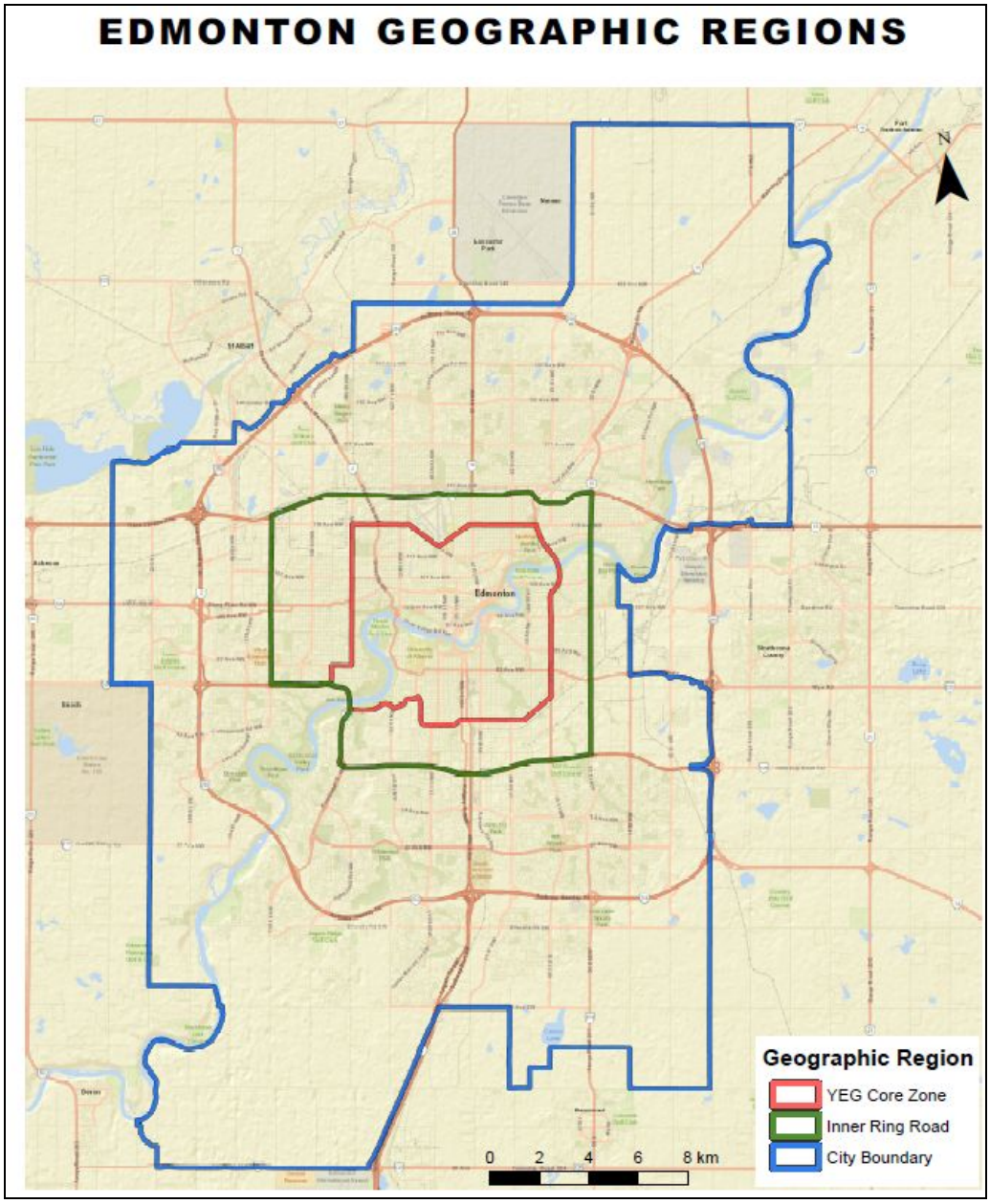
Paper versions of the survey were available for those unable to participate online. The survey took approximately 20 minutes to complete. Participation in the survey was voluntary, survey participants were free to skip questions or withdraw at any time up until when they clicked the submit button. The survey was open to both league members and non-league members.

The informational handbook and survey were promoted at the EFCL's Fall General Meeting on October 16, 2019 and at the EFCL's Leagues Alive Conference on October 26, 2019. The materials were also circulated electronically via mass email, the e-newsletter, and on social media platforms such as Twitter, Facebook and Instagram. Community League members were encouraged to share the survey widely and many did via email, newsletters, on social media, and/or in person at league events.

A total of 1,524 Edmonton residents participated in the survey, out of these 1,005 (66%) were Community League members, 213 (14%) were Board Members, and 519 (34%) were not currently members. Surveys where the respondent did not disclose which neighbourhood they lived in were not used in our analysis.

The results were collected and analyzed by the EFCL and the volunteer steering committee. Respondents were grouped into the following geographic areas for the purpose of our analysis (Map 2):

1. City-wide
2. Outside of the inner ring road
3. Within the inner ring road
4. Core zone



Map 2: Map showing the geographic boundaries used in our analysis
(See Appendix A for definitions of these geographic areas)

3.0 Reading the Results

Respondents were grouped into the four geographic areas described above and a comparative analysis was conducted for each of our survey questions.

This report is divided into four main sections:

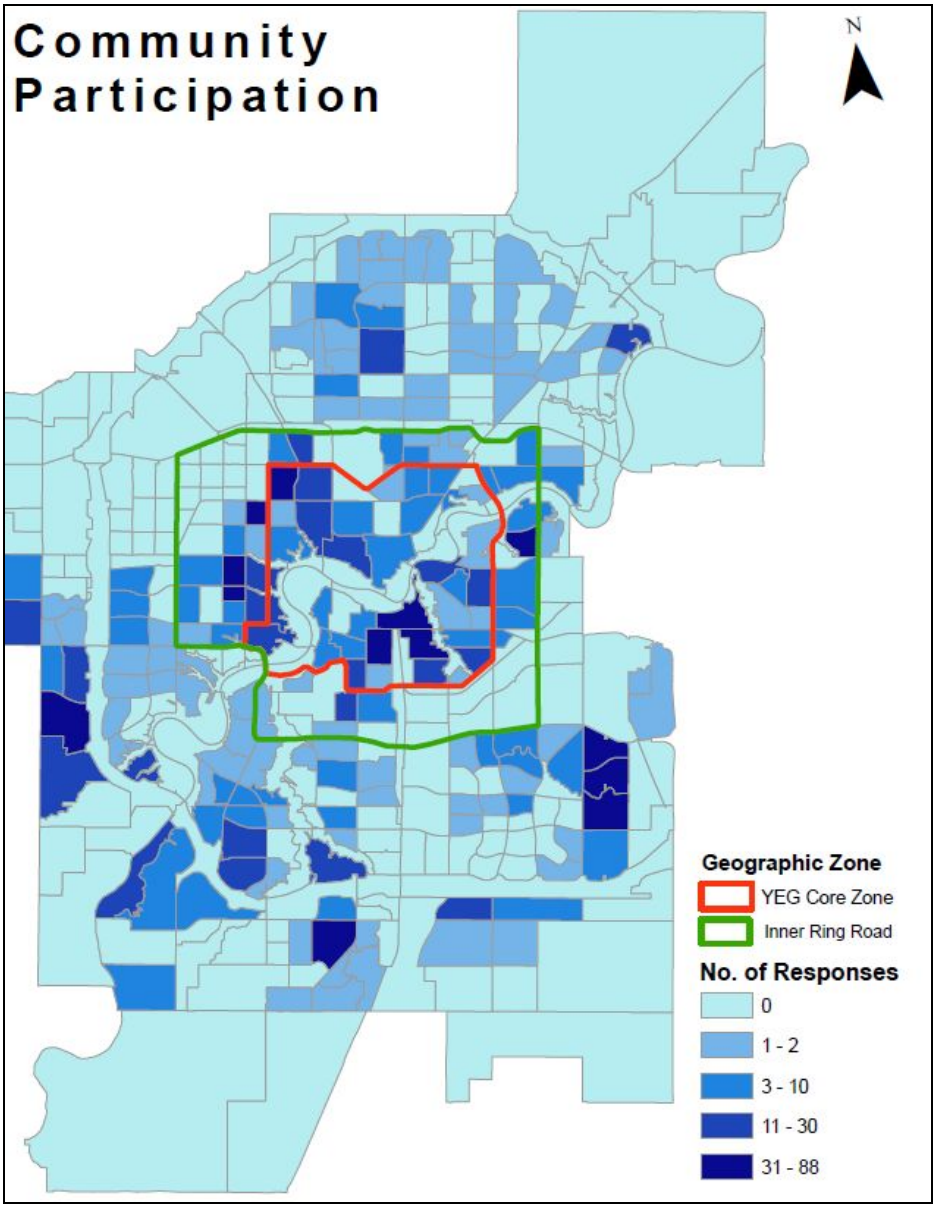
1. Speeds (residential, collector, arterial)
2. Implementation
3. Playground zones
4. Traffic calming and safety measures

In all sections, bar charts are utilized to show a comparison amongst the four geographic areas. In the speed limit section, pie charts are used to more closely examine preferences in a given geographic area.

While this work was targeted at people who participate in the Community League movement through membership, 34% of respondents reported they were not Community League members. When responses between members and non-members were explored, minimal differences emerged.

4.0 Limitations

The size of the survey sample was sufficient for identifying common themes and key findings. However, the number of respondents was highly variable from community to community (Map 2). Given this variability, not all Community Leagues have equal voice in the survey results. Furthermore, nearly 2/3rd of all respondents came from communities located *within* the inner ring road.



Map 3: Map showing amount of respondents from each community

At 44 questions, the scope of the survey was ambitious and not every participant filled it out to completion. The questions were prepared by non-experts and the subsequent data analysis was conducted by the same group.

Respondents were also self-selected, making it difficult to determine whether the results are representative of the total Community League membership and/or of the total population of Edmonton.

5.0 Survey Findings

All survey participants were encouraged to read our Neighbourhood Street Safety Handbook.[3] However, in the event that participants had not read our materials, we provided them with snapshots of the information contained within the handbook prior to filling out specific survey questions. For clarity, some of these excerpts, especially where definitions were included, are contained in this report.

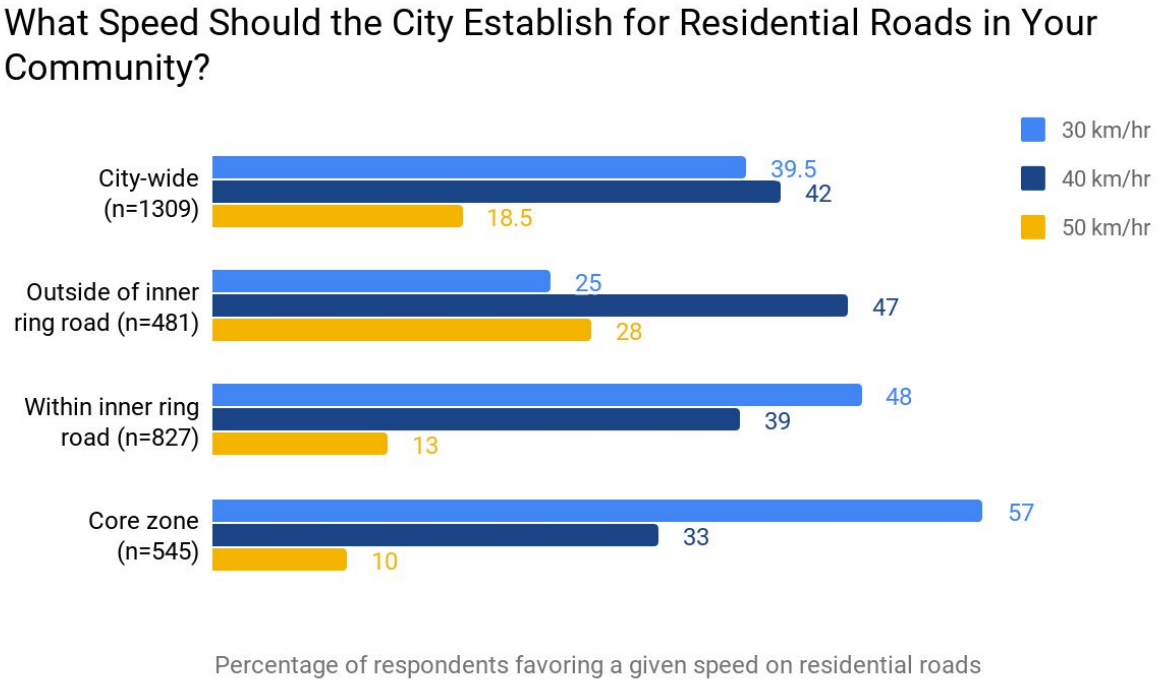
5.1 Speed limits

This section presents findings related to questions surrounding residential, collector and arterial speed limits.

5.1.1 Residential roads

Survey participants were presented with the following definition of residential roads:
Residential roads are those roads in front of your home and within your community.

[3] The Neighbourhood Street Safety Handbook can be viewed at efcl.org/traffic-safety

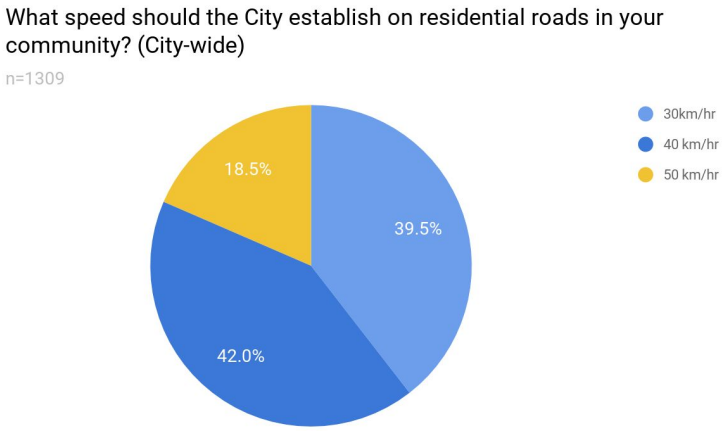
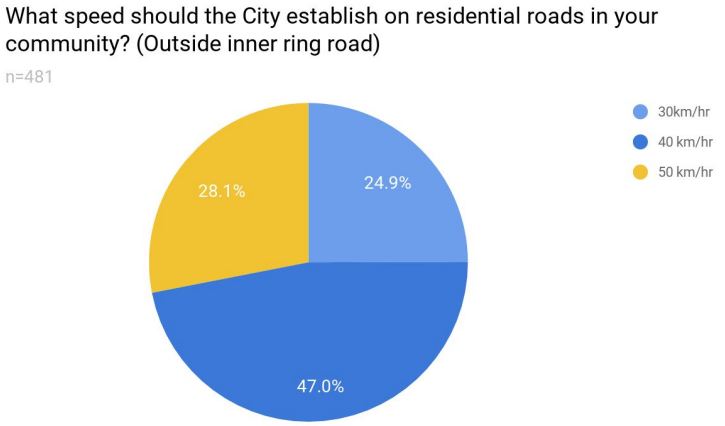
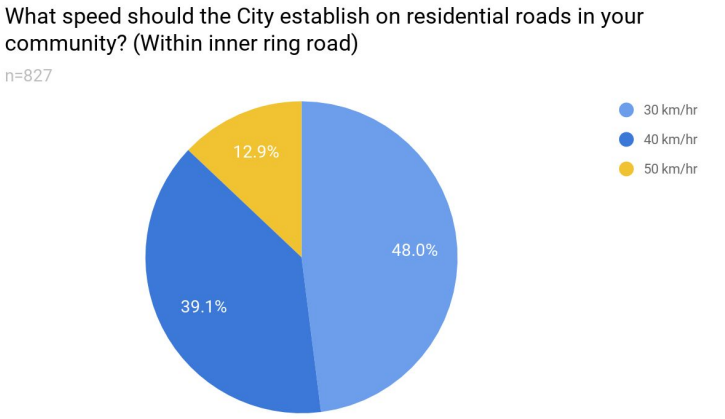


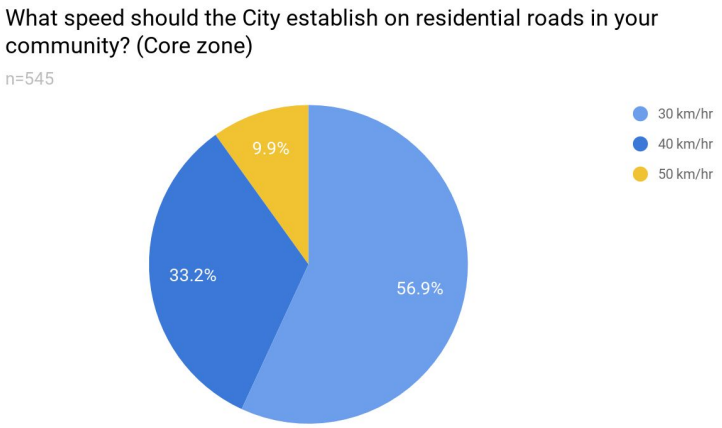
Graph 1: Graph showing what speed is favored for residential roads across the geographic areas in Edmonton.

The majority of respondents favor lowering residential speed limits on residential roads regardless of geographic area in the city. For each geographic area, upwards of 75% of respondents indicated a desire to see limits reduced to either 40km/hr or 30km/hr,

Support for higher speed limits on residential roads was greatest outside of the inner ring road, but as you move closer to the core of Edmonton, support for 30km/hr on residential roads increases.

Similar trends were observed between league members and non-members, with 73% (332) of non-members expressing a desire to see speed limits reduced on residential roads.

 Graph 2: Graph showing the averages of what speed is favored for residential roads across geographic areas.	Across the City, there is strong support to lower speed limits on residential roads, with 81.5% (1067) of respondents indicating they would support a reduction from 50km/hr to either 40km or 30km. Preference for a reduction to 40km/hr is *slightly* higher than 30km/hr, with 42% (550) of respondents indicating support for 40km/hr as compared with 39.5% (517) indicating support for 30km/hr.
 Graph 3: Graph showing what speed is favored for residential roads outside of the inner ring road.	72% (346) of respondents from communities outside of the inner ring road expressed preference for a reduction in speed limits. 47% (226) selected 40 km/hr, while 25% (120) selected 30 km/hr. 28% (135) of respondents from communities outside of the inner ring road indicated they would like to see residential street speeds maintained at 50 km/hr.
	Overwhelmingly, communities within the inner ring road support a reduction in speed limits, with 87% (720) indicating a desire for a reduction of some form. 48% (397) of respondents indicated a preference of a reduction to 30km/hr, with 39% (323) of respondents indicating a preference for 40km/hr on residential roads.

Graph 4: Graph showing what speed is favored for residential roads within the inner ring road.	
 Graph 5: Graph showing what speed is favored for residential roads within the core zone.	Within the core zone, there is tremendous support for a reduction in residential speed limits. 90% (491) of respondents living in communities within the core zone indicated support for a reduction of speed on residential roads, with 57% (310) of respondents indicating a preference for a reduction to 30km/hr and 33% of respondents favouring 40km/hr. Support for 30km/hr on residential roads was highest in communities closest to the core of the city.

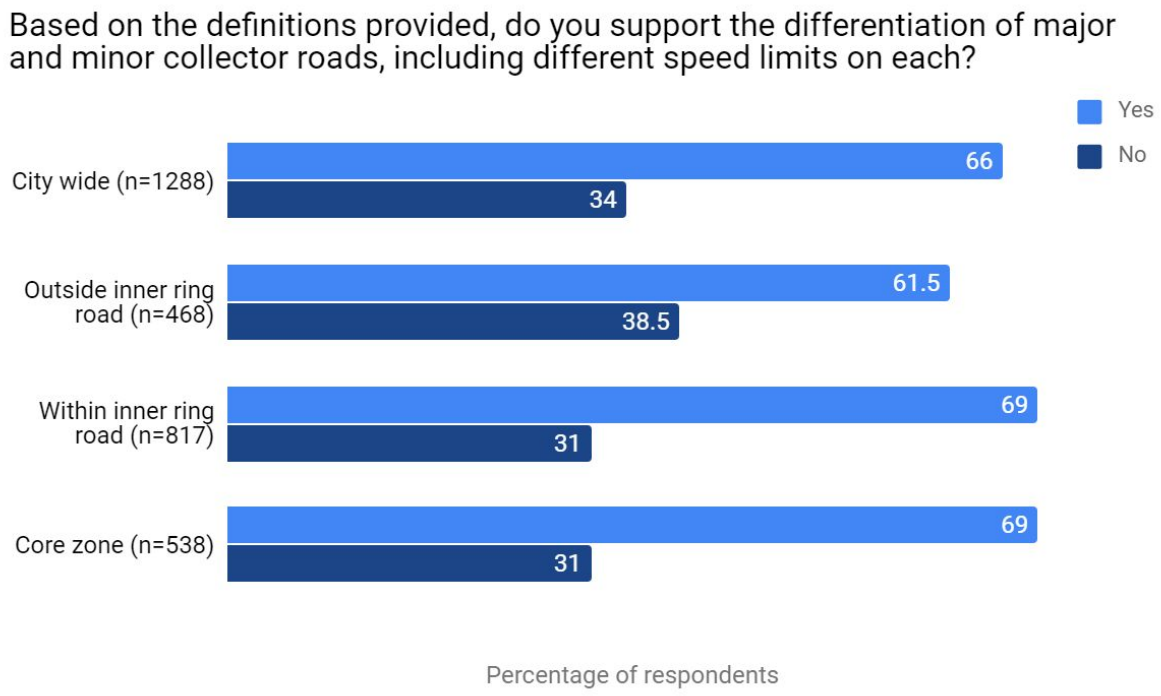
5.1.2 Collector roads

As part of the preparation of draft bylaws, Administration was directed to undertake a review of collector roads to determine which function better at higher speeds and should be exempted from speed limit reductions. Our approach to the exemption possibility is outlined below.

Survey participants were presented with the following definitions of collector roads:

Collector roads are those roads that collect traffic from residential roads and move people to the arterial road network and vice versa. The traffic that travels on them should be local traffic. However, they are sometimes used by drivers leaving the arterial network to find "quicker" or "easier" routes through a community's residential roads.

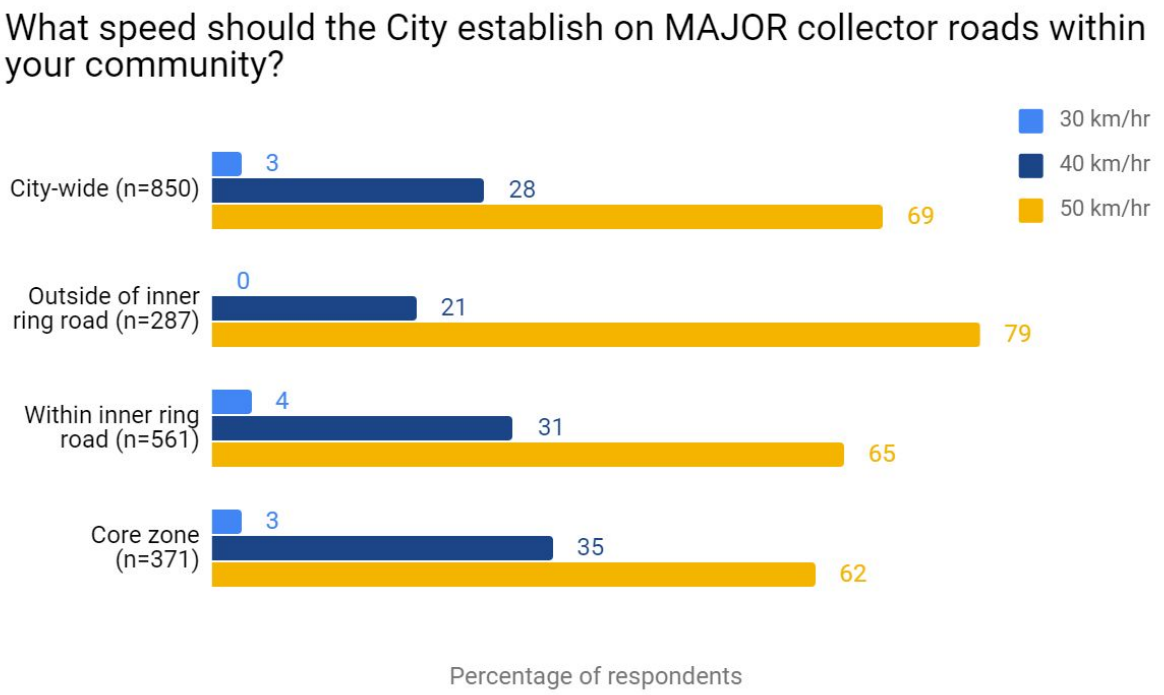
Some municipalities differentiate between major and minor collector roads, with **major** collector roads generally being wider (4-lane) and busier than **minor** collector roads (2-lane).



Graph 6: Graph showing whether or not participants across the city believe separate definitions, including separate speed limits, are needed on major and minor collector roads.

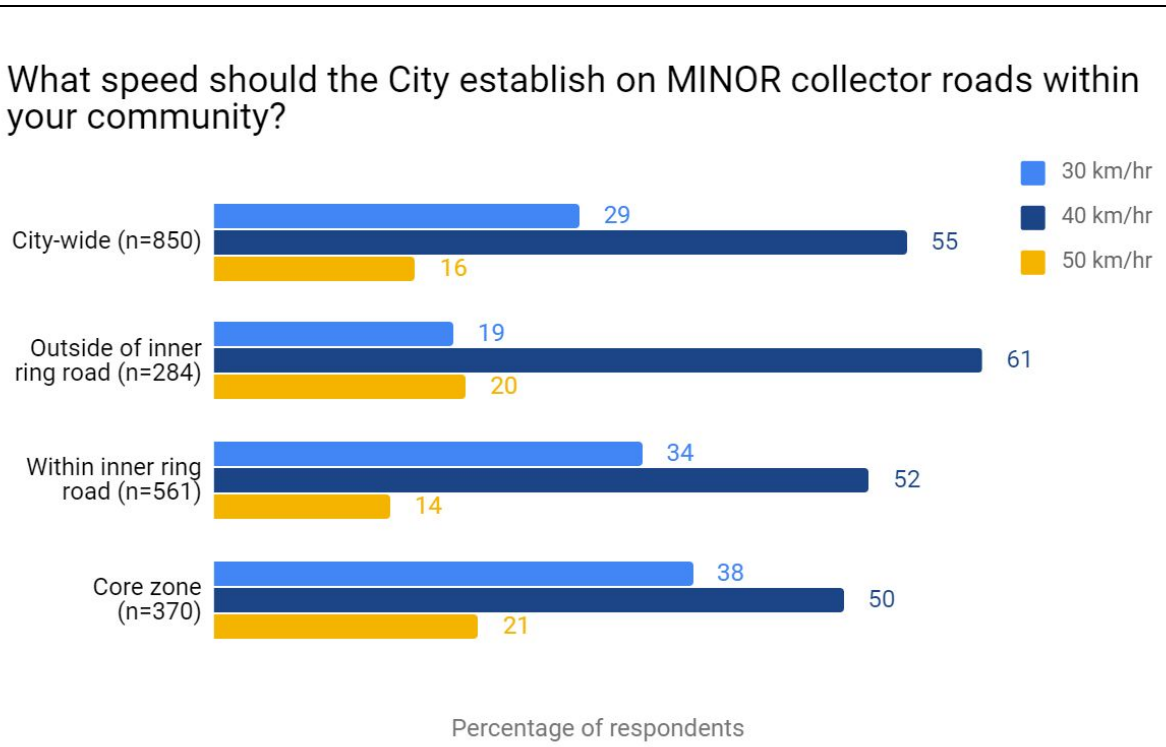
Based on the definitions provided, the majority of respondents indicated a desire to see separate definitions, including separate speeds, established for major and minor collector roads. This trend was observed city-wide, with slightly more respondents favoring this approach within the inner ring road as compared with communities outside of the inner ring road.

If respondents answered **YES** when asked if the City should establish separate definitions and speeds on major and minor collector roads, they were asked what speed they felt would be appropriate on each road type:



Graph 7: Graph showing what speed is favored for MAJOR collector roads across the geographic areas in Edmonton.

Based on our definitions, respondents favored maintaining major (wider and busier) collector roads at 50km/hr regardless of geographic area, with this trend being most pronounced outside of the inner ring road.

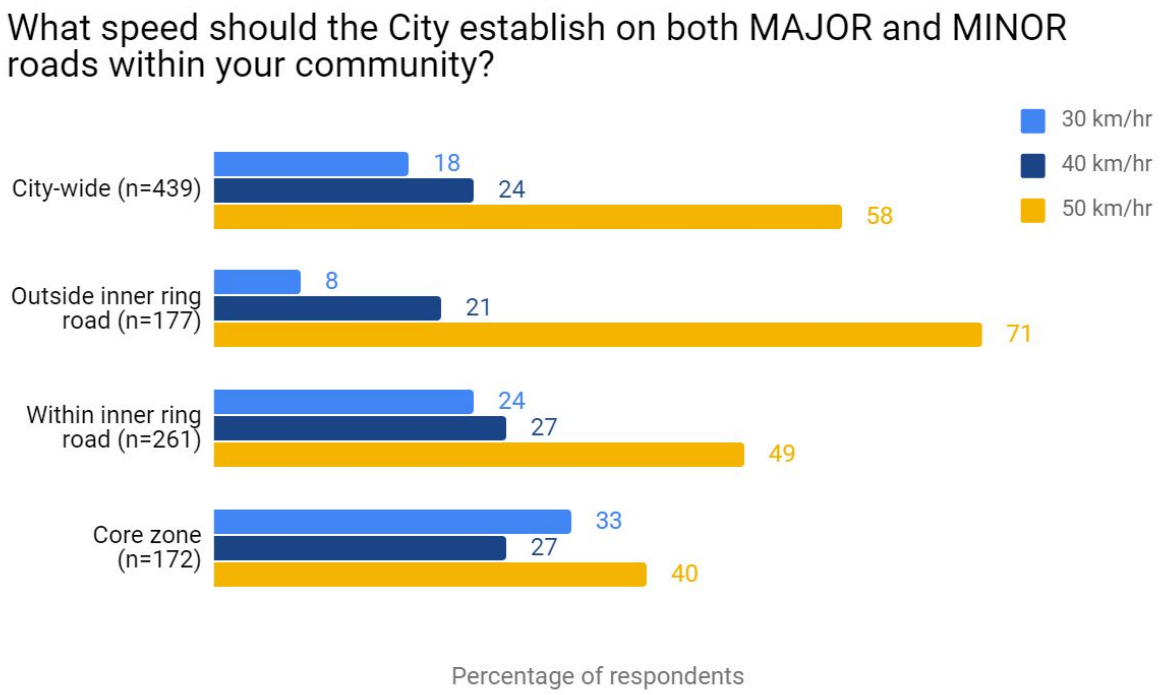


Graph 8: Graph showing what speed is favored for MINOR collector roads across the geographic areas in Edmonton.

Based on our definitions, respondents overwhelmingly favored reducing speeds on minor (narrower and less busy) collector roads, with upwards of 80% of respondents indicating a preference for a reduction from 50km/hr to either 40km/hr or 30 km/hr across all geographic areas.

A plurality of respondents from each geographic area indicated a preference for 40km/hr on these roads, with support for 30km/hr increasing in communities closer to the core of the city.

If respondents answered **NO** when asked if the City should establish separate definitions and speeds on major and minor collector roads, they were asked what speed they felt would be appropriate on all collectors, regardless of capacity:



Graph 9: Graph showing what speed is favored for collector roads regardless of capacity across the geographic areas in Edmonton.

In communities outside of the inner ring road, a clear majority of respondents (71%) favored a blanket speed limit of 50km/hr on all collector roads, regardless of the roads capacity.

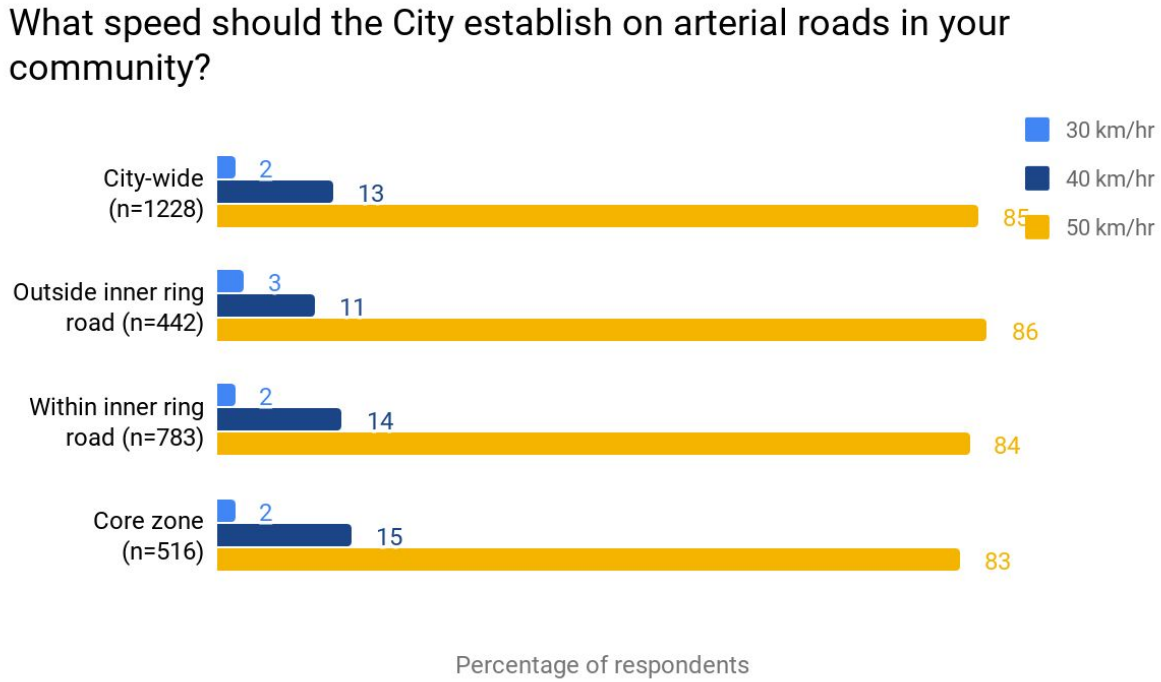
Within the inner ring road, slightly more respondents indicated a preference for a reduction in collector speed limits (51%) than those who want to maintain the speed at 50 km/hr (49%).

Within the core zone, 60% of respondents favor a reduction in speed limits on collector roads, regardless of the roads capacity.

5.1.3 Arterial roads

Survey participants were presented with the following definitions of arterial roads:

Arterial roads are high capacity roads or thoroughfares. They are not proposed to change as apart of the new bylaws. However, we are collecting information about them for our own records.



Graph 10: Graph showing what speed is favored for arterial roads across the geographic areas in Edmonton.

The City of Edmonton is not currently contemplating changes to arterial speed limits, but the information was collected for the EFCL's knowledge. City wide, there is enormous support to maintain speed limits on arterial roads at 50km/hr. This trend is observed regardless of geographic area.[4]

[4] Depending on the roads classification, posted limits on arterial roads may vary. Our survey did not contemplate roads with speeds higher than 50 km/hr.

5.2 Implementation

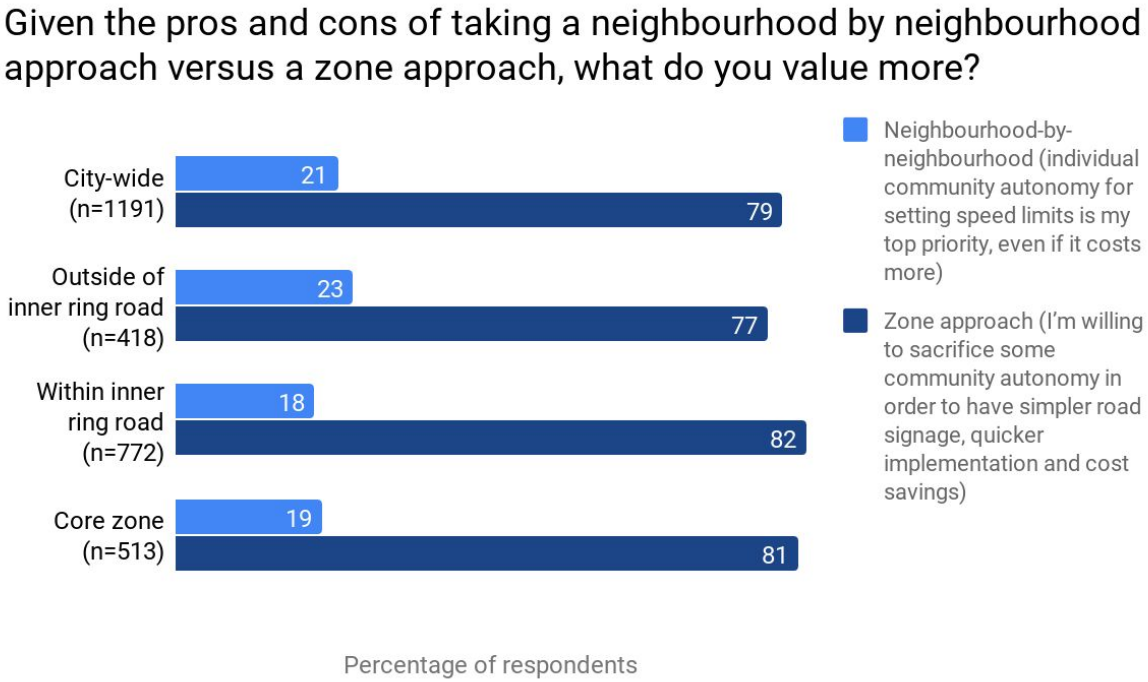
Survey participants were provided with the following information with regards to potential scenarios of implementation:

With current speeds in the Edmonton, limits can change from 30 to 50 to 60 depending on what type of road you are traveling on what zone you are in. More frequent changes to speed limits as you travel mean more requirements for signage, which also means increased cost.

The more variable speed limits are across the city means more signage and higher costs compared to a consistent limit set across a zone or across the city.

In a neighbourhood-by-neighbourhood approach there would be more signage, more cost and more time to implement. However, neighbourhoods may feel they have more autonomy over their own street speed limits.

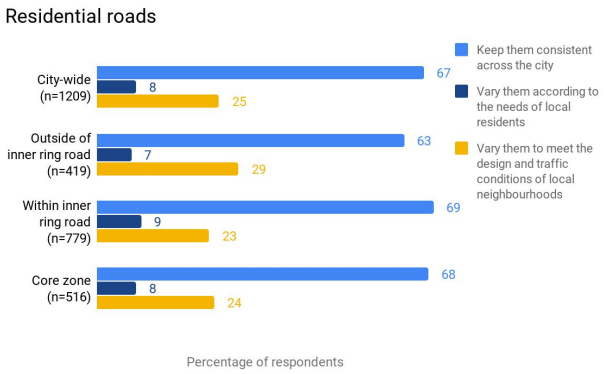
City Council directed administration to consider a "zone" approach rather than a "neighbourhood-by-neighbourhood" approach to reducing residential speed limits. This reduces the costs of consultation, implementation and the number of signs required. A zone approach still recognizes the unique needs of more urban versus suburban areas of Edmonton, but doesn’t get down to the granual level of each neighbourhood.



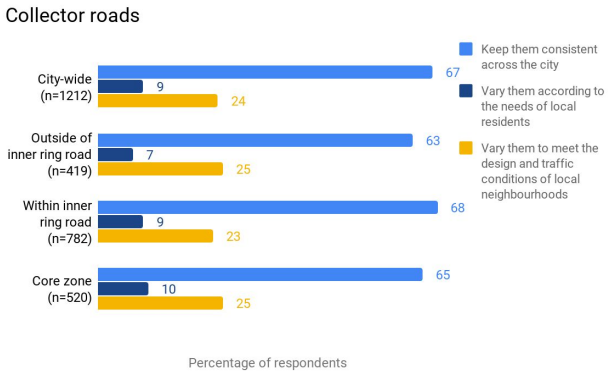
Graph 11: Graph showing preferences for a neighbourhood by neighbourhood approach versus a zone approach across the geographic areas in Edmonton.

Based on the information provided, a clear majority of residents city-wide favor a zone approach over a neighbourhood by neighbourhood approach. This trend is observed regardless of geographic area, although it is slightly more pronounced within the inner ring road as compared to outside of the inner ring road.

To further understand what participants valued in terms of implementation, they were asked if they preferred roadways to be consistent across the city, varied according to the needs of local residents, or varied to meet the design and traffic condition of local neighbourhoods.

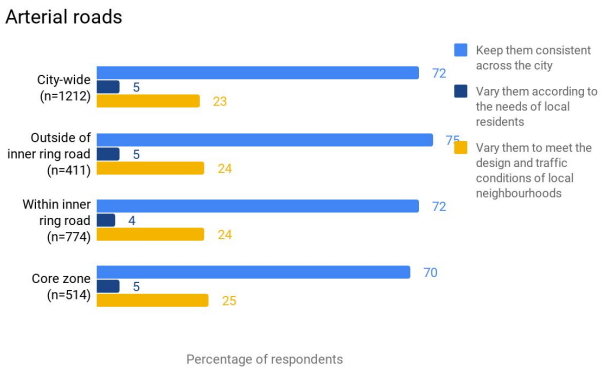


Graph 12: Graph showing preferences for various scenarios on residential roads.



Graph 13: Graph showing preferences for various scenarios on collector roads.

Across geographic areas and on all road types (residential, collector and arterial), consistency emerged as the implementation approach most valued by participants. For every road type, upwards of 67% of respondents indicated they preferred a consistent approach to speed limits as compared with varying limits to meet the needs of local residents or varying them to meet the design and traffic conditions of local neighbourhoods.

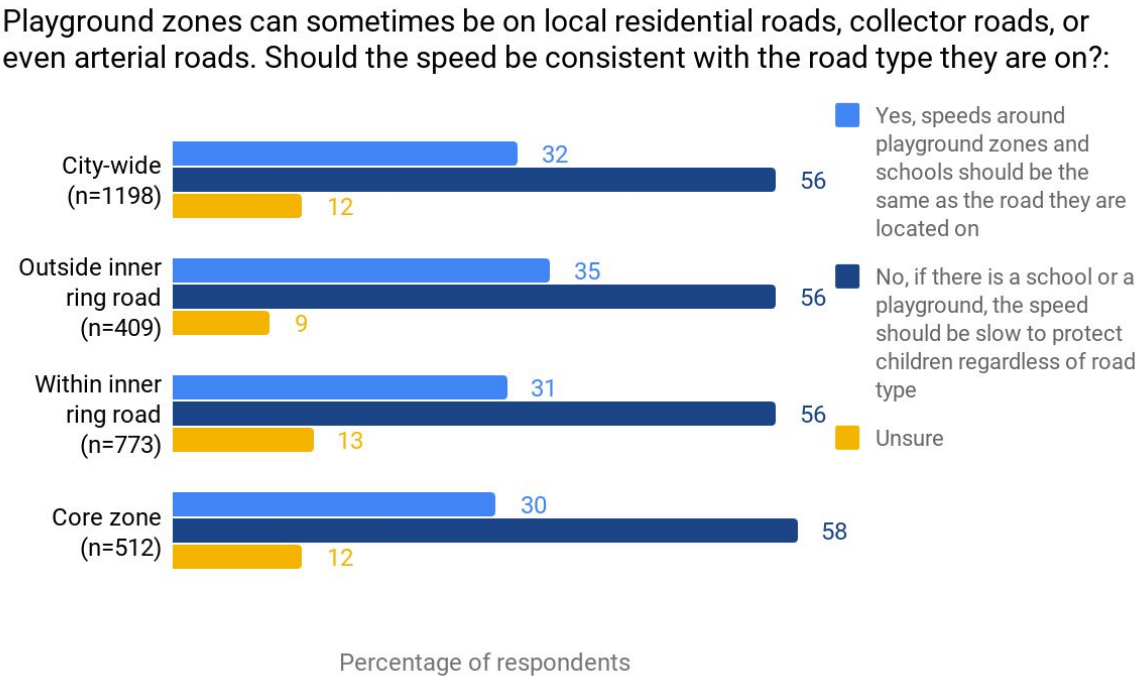


Graph 14: Graph showing preferences for various scenarios on arterial roads.

5.3 Playground zones

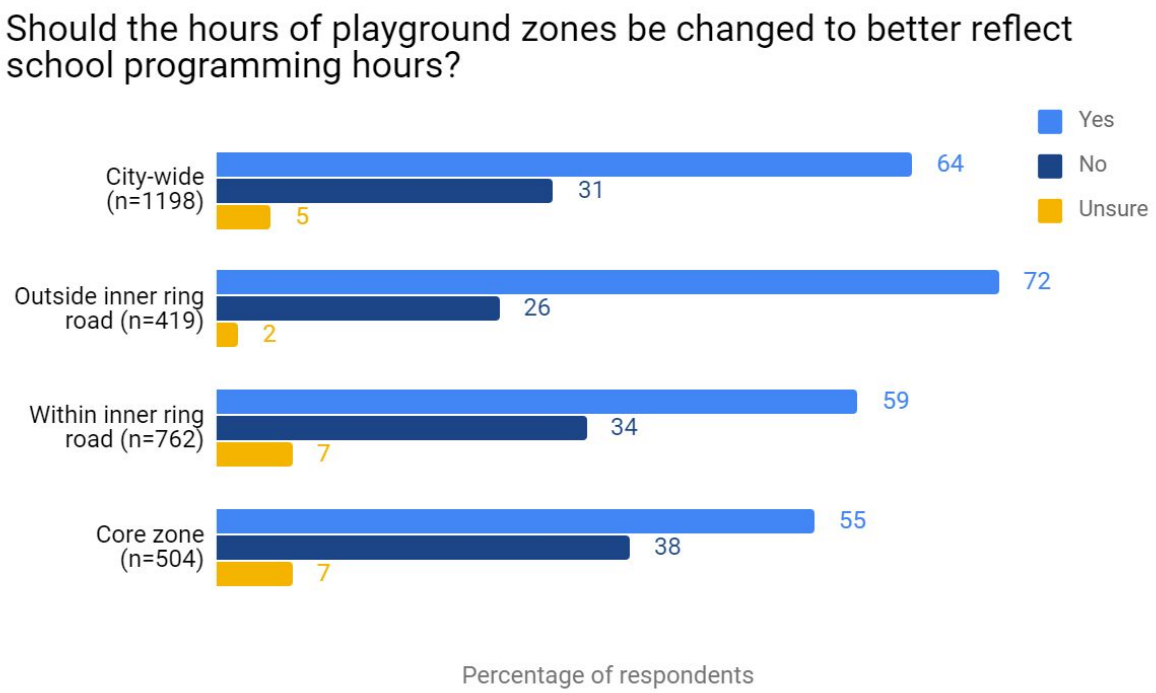
Survey participants were provided with the following information with regards to playground zones:

In 2018, the City of Edmonton evolved all Edmonton school zones into playground zones. They include both schools and standalone playgrounds. Drivers who enter these zones must drive 30 km/hr from 7:30am to 9:00pm, 7 days a week. Playground zones may be located along several different types of roadways including both local residential and collector.



Graph 15: Graph showing preferences for playground zones across the geographic areas in Edmonton.

56% (671) of respondents believed that speeds should be slow to protect playground zones, regardless of what type of road the schools or parks are on. 32% (389) of respondents felt speeds around these zones should be the same as the road types they are located on. These trends were observed regardless of geographic area.



Graph 16: Graph showing preferences for a neighbourhood by neighbourhood approach versus a zone approach across the geographic areas in Edmonton.

City-wide, 64% (768) of respondents felt hours surrounding these zones could be changed to better reflect school programming hours. 31% (370) of respondents believed current hours work well, with 5% (60) of respondents responding they were not sure.

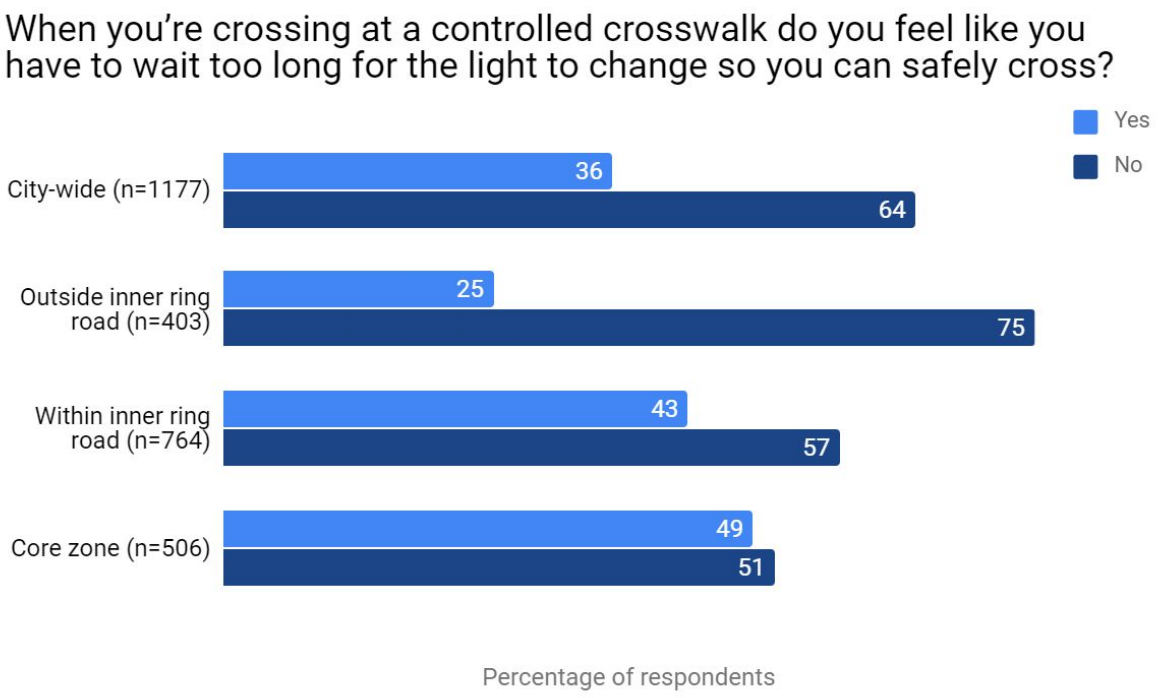
Generally speaking, these trends were found regardless of geographic type, however support in communities outside of the inner ring road was more pronounced for matching hours in school zones to reflect programming, with 72% (300) of respondents from these communities expressing a desire to see these zones updated compared with 59% (452) of respondents from communities within the inner ring road.

5.4 Traffic calming and safety measures

Survey participants were provided with the following information with regards to traffic calming and safety measures:

Traffic calming is the deliberate slowing of traffic and reduction of traffic shortcutting in residential areas. Physical traffic calming has been successfully implemented in cities throughout the world, with the primary aim of reducing traffic speed, reducing shortcutting, improving neighbourhood safety and enhancing the quality of life of residents. Lower speed limits combined with traffic calming measures result in more effective improvements to road safety.

These interventions can be *permanent* or *semi-permanent*. Participants were provided with photos and descriptions of each.

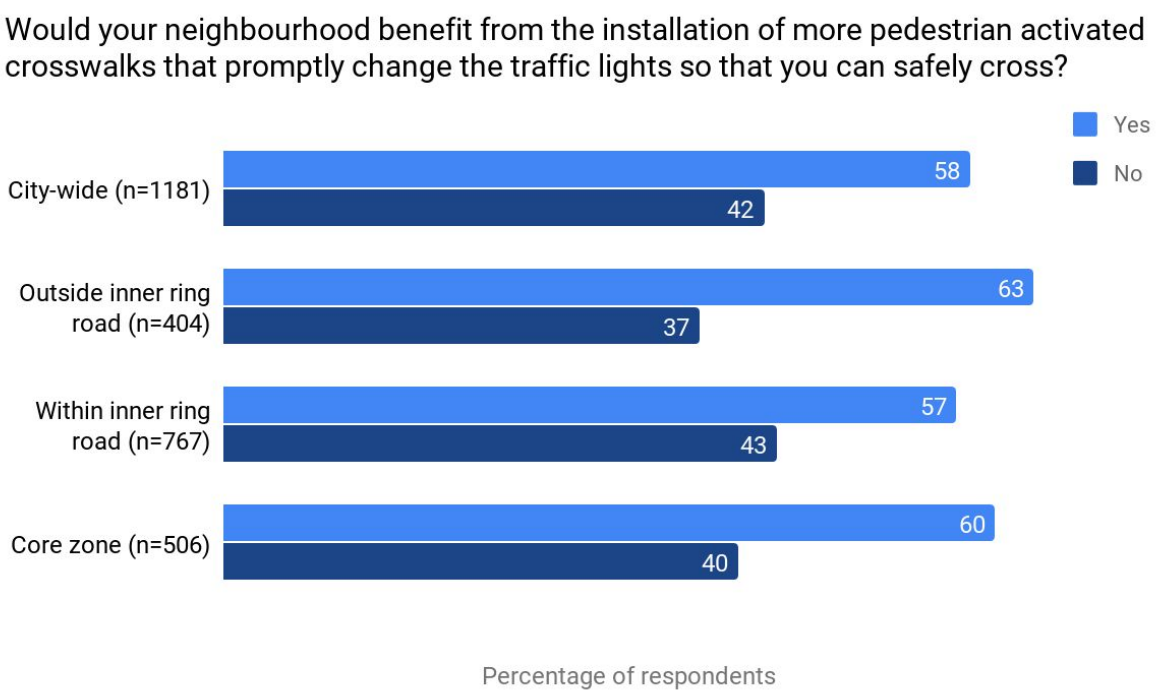


Graph 17: Graph showing the percentage of respondents who feel they have to wait too long for the light to change at controlled crosswalks across the geographic areas in Edmonton.

When asked if participants felt they had to wait to long to cross at a controlled crosswalk so that they could safely cross, different patterns emerged based on geographic region.

While the majority of respondents from each geographic region did *not* feel they had to wait too long for the light to change so they could safely cross the street at controlled crosswalks, this trend was much more pronounced in communities outside of the inner ring road (75% of respondents did not feel they had to wait too long.)

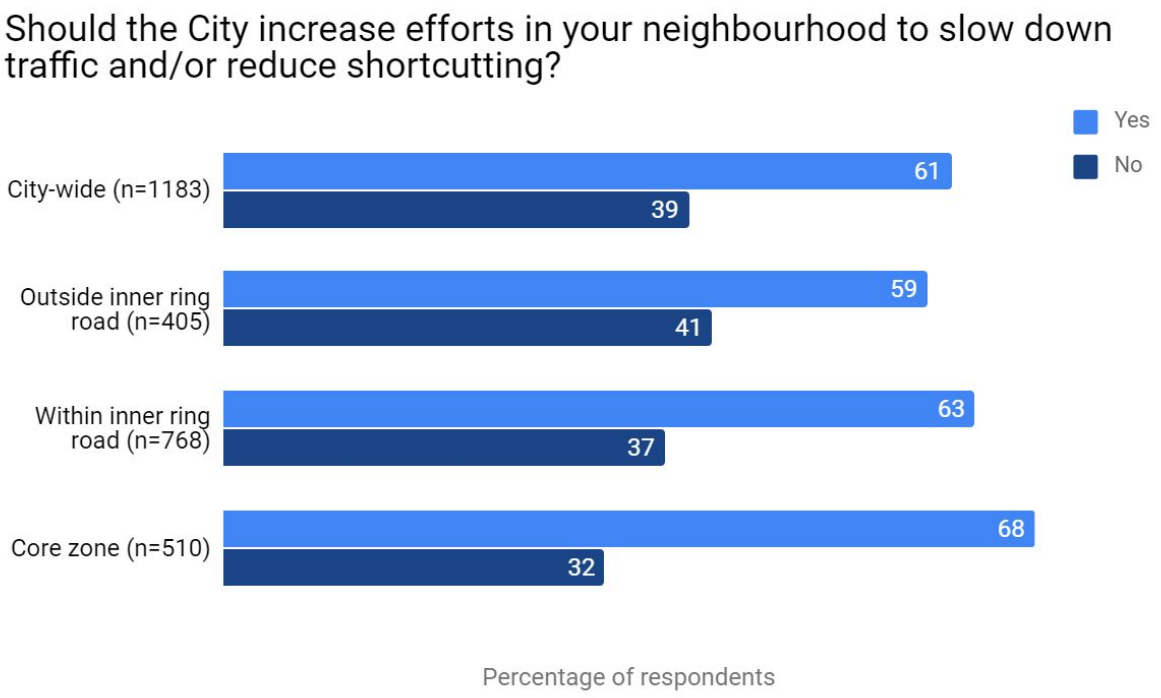
Closer to the core of the city, the perception begins to shift and more participants indicate they feel like wait times are too long at controlled crosswalks.



Graph 18: Graph showing the percentage of respondents who believe their neighbourhood would benefit from the installation of more pedestrian activated crosswalks across the geographic areas in Edmonton.

When asked if their neighbourhood would benefit from the installation of more pedestrian activated crosswalks, the majority of respondents said yes.

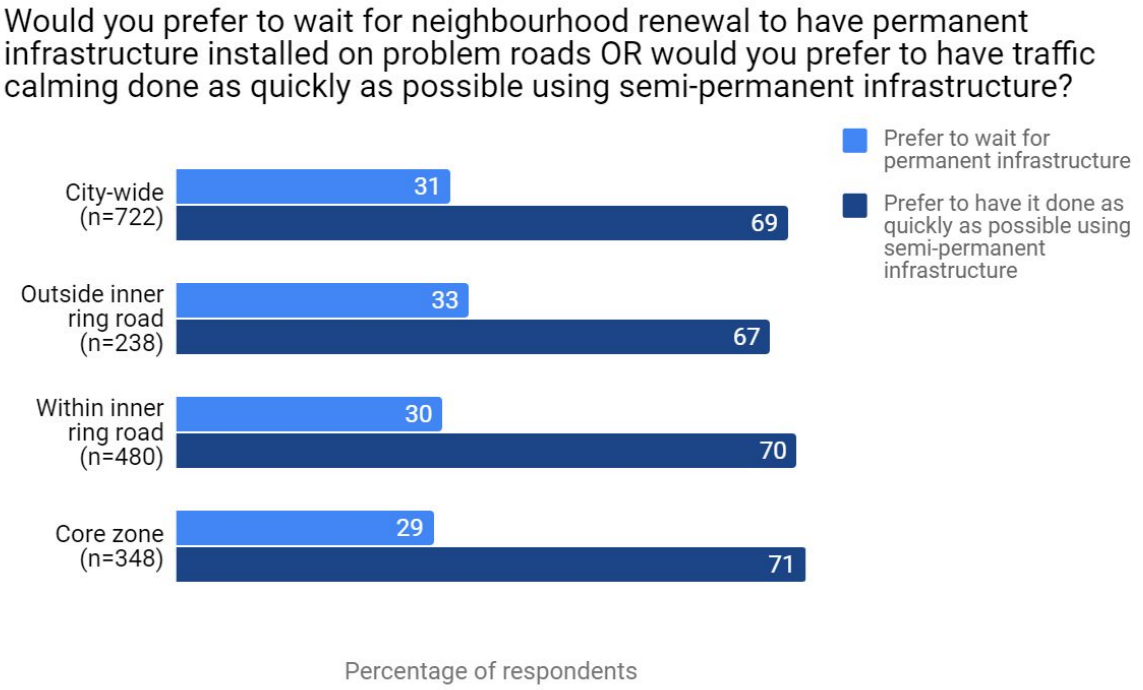
However, respondents from outside of the inner ring road were slightly more likely to indicate a need for more crosswalks than were participants from within the inner ring road and core zone.



Graph 19: Graph showing the percentage of respondents who believe the City of Edmonton should increase efforts to slow down traffic and/or reduce shortcutting across geographic areas in Edmonton.

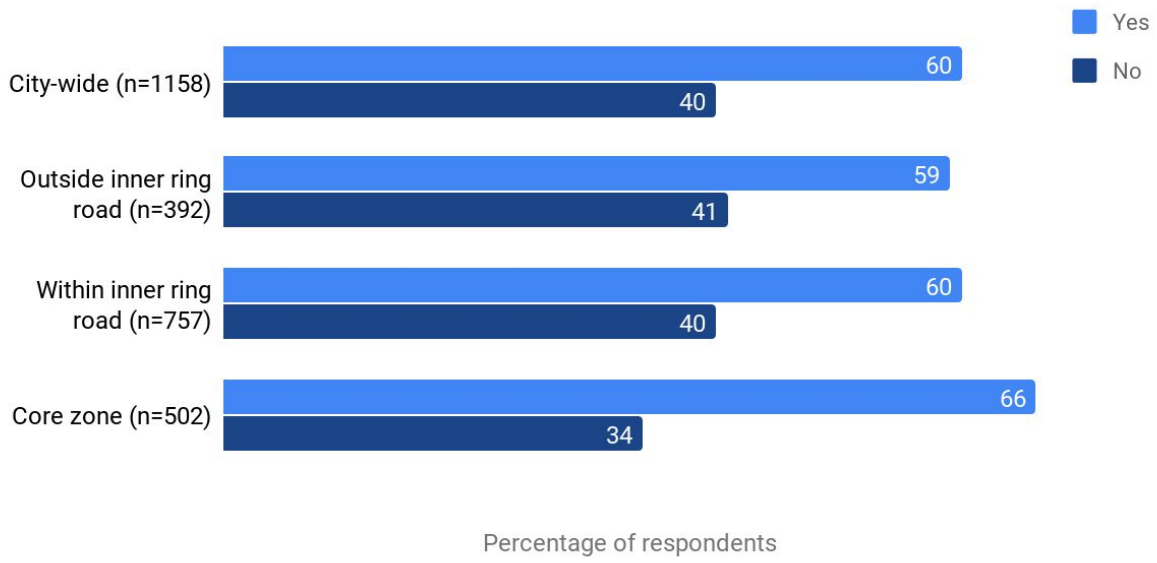
The majority of respondents, regardless of geographic area, indicated yes when asked if the city should increase efforts to slow down traffic or reduce shortcutting in their neighbourhood.

However, respondents from the Core Zone were more likely to indicate speeds and shortcutting were an issue in their neighbourhoods than were other areas.



Graph 20: Graph showing the percentage of respondents who prefer traffic calming to be installed as quickly as possible versus waiting for neighbourhood renewal to have permanent infrastructure

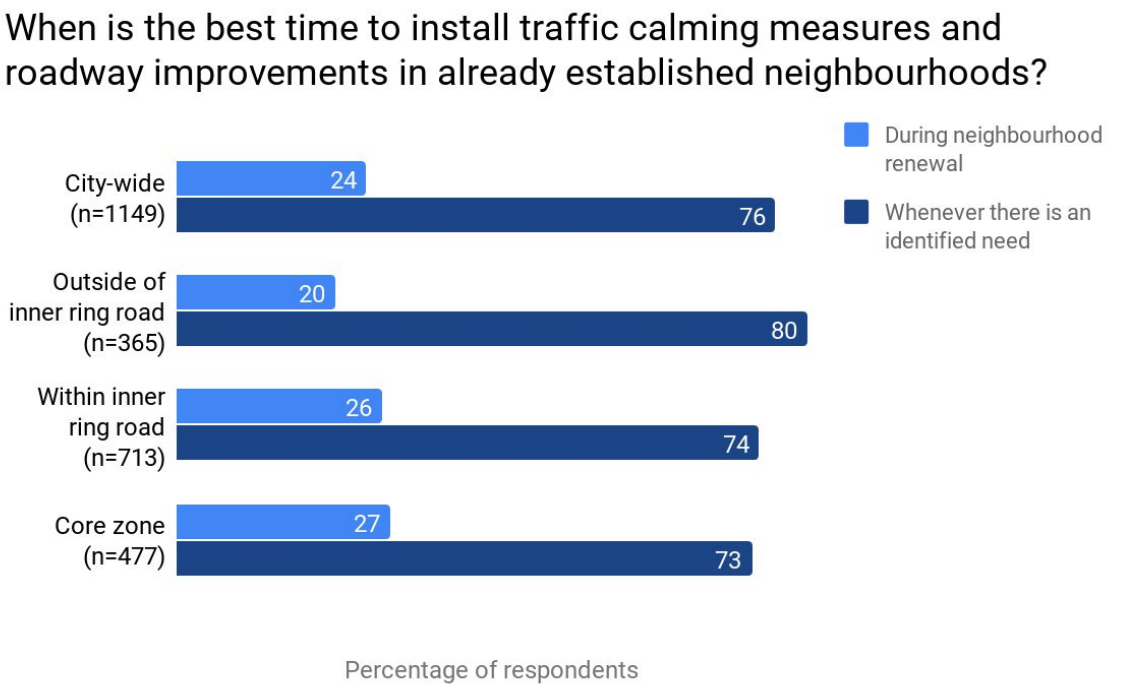
Of the 722 respondents who answered yes to the preceding question, 69% (498) preferred to have traffic calming implemented as quickly as possible using semi-permanent infrastructure, whereas 31% (224) preferred to wait for permanent infrastructure done through neighbourhood renewal. These trends were observed regardless of geographic area.



Graph 21: Graph showing the percentage of respondents who believe their neighbourhood would benefit from the installation of physical design measures on unsafe roads across the geographic areas in Edmonton.

The majority of respondents city-wide felt their neighbourhood would benefit from the installation of physical design measures where speeding and traffic volumes are a concern.[5] This trend was most pronounced in the core zone communities.

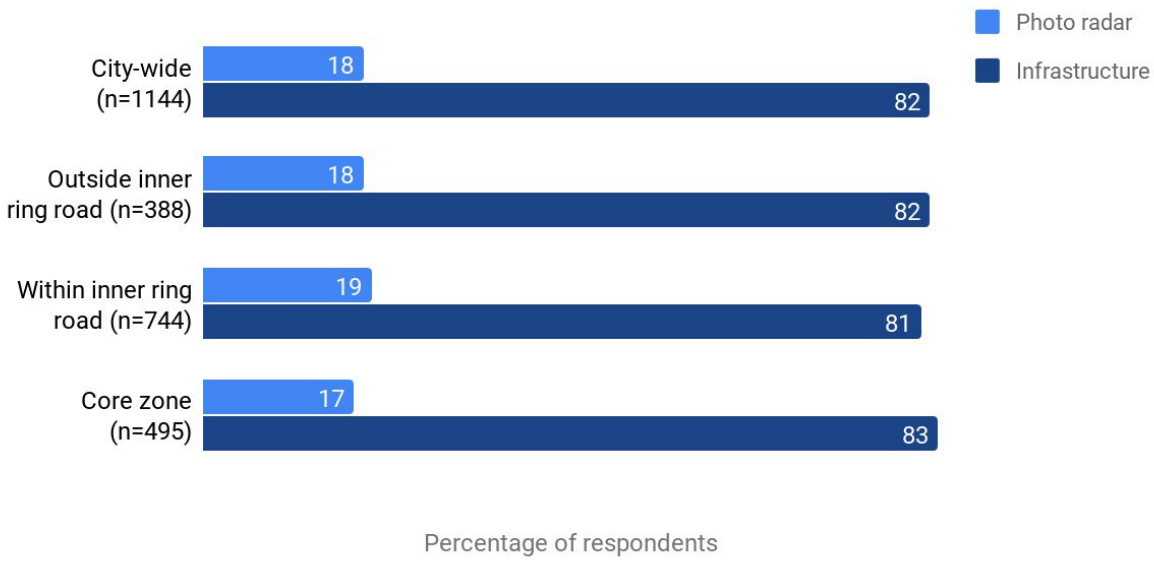
[5] We did not specify whether these physical measures would be permanent or semi-permanent in this question.



Graph 22: Graph showing the percentage of respondents who believe the best time to install traffic calming improvements is when needs are identified, across the geographic areas in Edmonton.

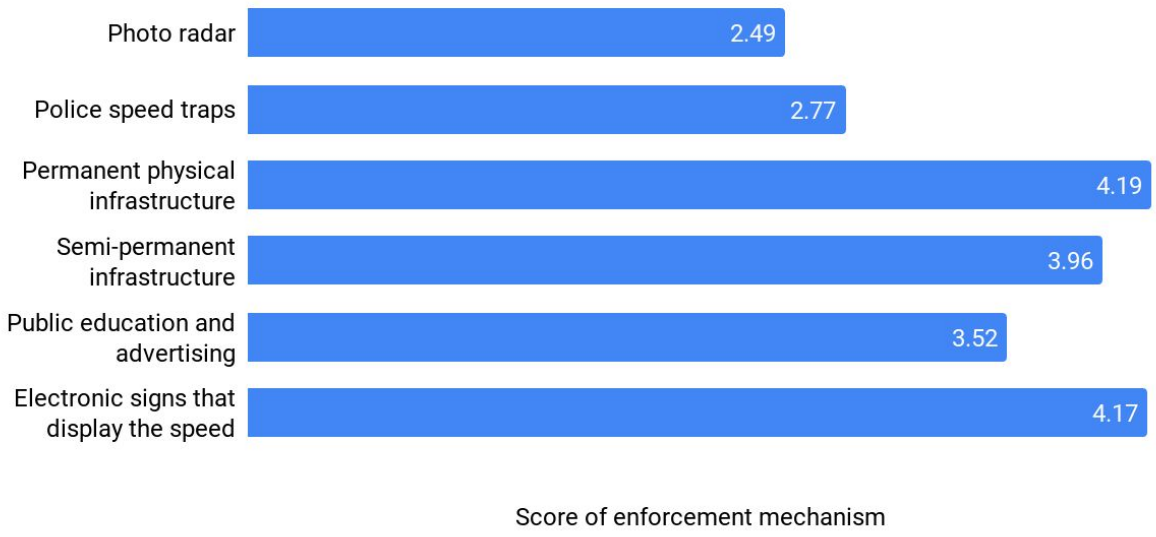
Participants were asked if they believed the best time to install traffic calming measures and roadway improvements was during neighbourhood renewal or whenever there is an identified need.

Across the city, the majority of respondents indicated that the best time to install traffic calming measures and roadway improvements is whenever there is an identified need as opposed to waiting for neighbourhood renewal. This trend was observed regardless of geographic region, although neighbourhoods outside of the inner ring road were slightly less likely than other regions to be willing to wait for neighbourhood renewal.



Graph 23: Graph showing the percentage of respondents who prefer the use of infrastructure to communicate the appropriate speed to drive as opposed to relying on photo radar across the geographic areas in Edmonton.

When asked at key locations where participants felt unsafe if they would prefer the use of photo radar to penalize speeders or the installation of adaptable infrastructure to communicate the appropriate speed to travel, participants overwhelmingly favoured infrastructure at 82% (1144). This level of support for infrastructure as opposed to photo radar as a mechanism to encourage motorists to travel at or below the posted speed limit was found regardless of the geographic area.

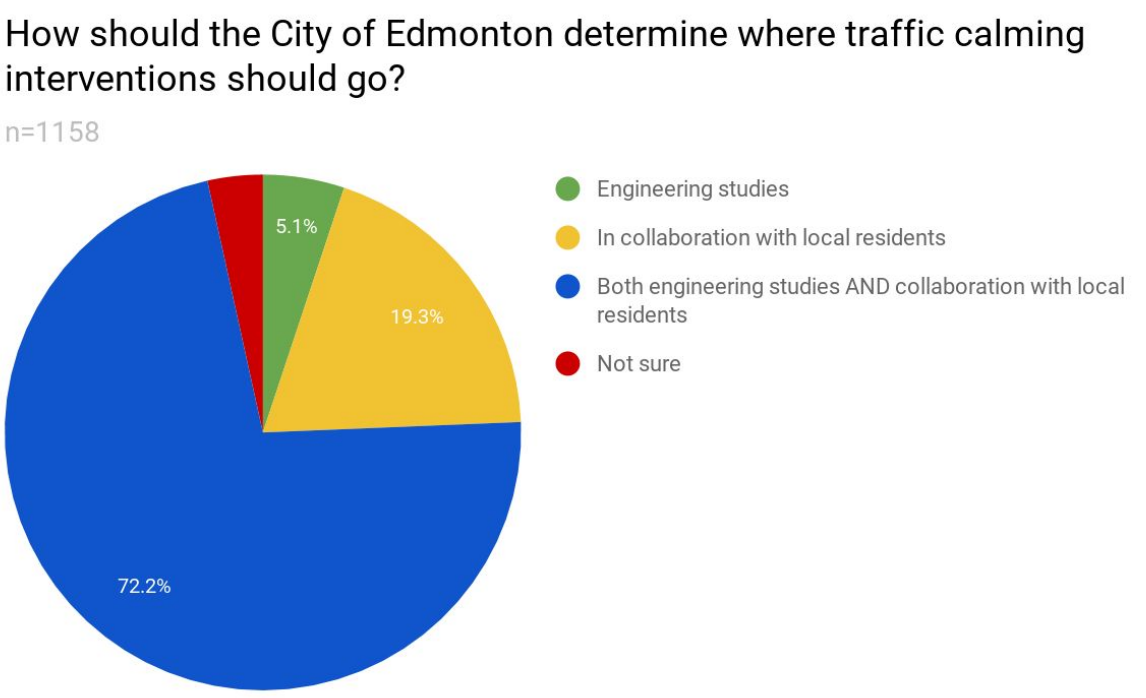


Graph 24: Graph showing participant's first choice for various enforcement mechanisms across the geographic areas in Edmonton.

Participants were also asked to rank their preferred methods from 1 (least effective) to 6 (most effective) for educating drivers and enforcing speed limit changes in the event that they are reduced.

Of the six options, permanent physical infrastructure (score of 4.19) and electronic signs that display your vehicle's speed as you approach the sign (score of 4.17) emerged as the top choices. The second most popular choice was semi-permanent infrastructure (score of 3.96), followed by public education and advertising (score of 3.52).

Police speed traps (score of 2.77) and photo radar (score of 2.49) ranked the lowest.



Graph 25: Graph showing preferences for a neighbourhood by neighbourhood approach versus a zone approach across the geographic areas in Edmonton.

Finally, participants were asked how the City should determine where traffic calming interventions should go. 72% (836) of participants believed both engineering studies and collaboration with local residents have value in determining where traffic calming interventions should go.

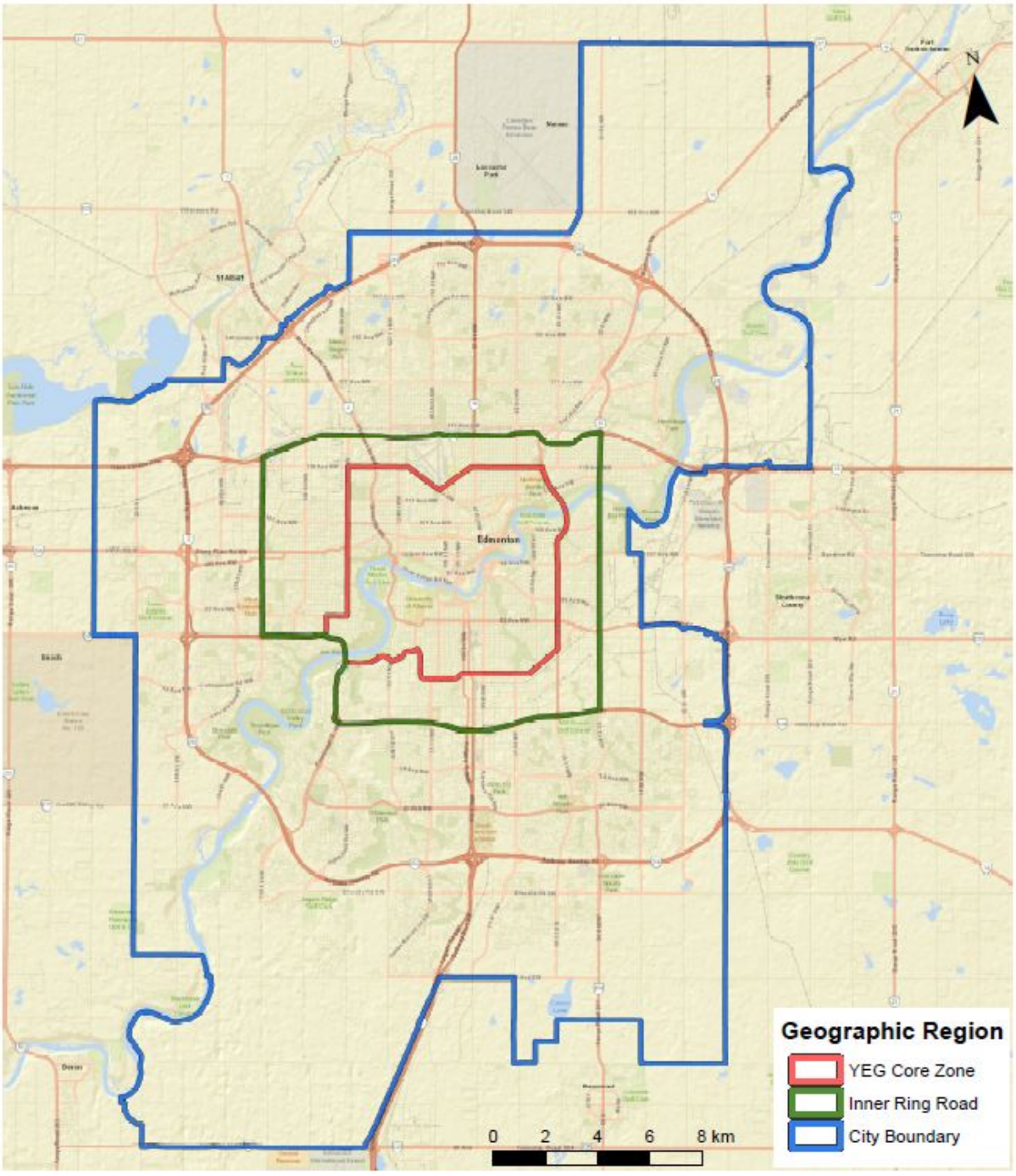
Appendices

Appendix A - Definition of each geographic area with the corresponding number of respondents.

Geographic area	Definition	Number of respondents
City-wide	All communities	1524
Outside of the inner ring road: ^ Yellowhead < 170 st 50 st > Whitemud V	Those communities West of 170th Street, North of the Yellowhead, East of 50th Street and South of the Whitemud.	581
Within the inner ring road:[6] Yellowhead V 170 st > < 50 st ^ Whitemud	170th Street to the West, the Yellowhead to the North, 50th Street to the East, and the Whitemud to the South bound the communities contained within this area.	943
YEG Core Zone: 118 ave V 142 st > < 75 st ^ 61 st	142nd street to the East, 75th street to the West, 118th ave to the North and 61st ave to the South bound the communities contained within this area.	633

[6] The City of Edmonton defines the inner ring road as being 75th Street to the East. For this analysis, we elected to push the eastern boundary to 50th Street, which captured Highlands, Bellevue, Montrose, Newton, Capilano, Fulton Place, Terrace Heights, Ottewell and Kenilworth in this geographic area.

EDMONTON GEOGRAPHIC REGIONS



Appendix B - Respondents from outside of the inner ring road and the number of responses from each community

Aldergrove	3	Calder	1	Elsinore	2
Allard*	1	Callaghan	1	Falconer Heights	3
Ambleside*	4	Callingwood*	2	Fraser	17
Aspen Gardens	2	Cameron Heights	24	Glastonbury	30
Bannerman	2	Canossa	2	Glengarry	1
Baranow*	2	Carlisle	2	Goldbar	1
Baturyn	2	Carter Crest	4	Grange	2
Beaumaris*	3	Cavanagh	1	Granville Estates	9
Belmead	5	Chambery	1	Greater Windermere	10
Belvedere	1	Charlesworth	7	Greenfield	3
Beverly	3	Clareview	1	Greenview*	7
Blackmud Creek*	2	Crawford Plains	2	Griesbach	20
Blue Quill	3	Cumberland*	1	Haddow	7
Brander Gardens	1	Daly Grove	2	Hamptons	88
Britnell	1	Desrochers	1	Henderson	2
Brookview	1	Duggan	1	Heritage Valley	1
Bulyea Heights	1	Dunluce	5	Hillview	1
Burnewood	1	Edgemont	30	Hodgson	1
Caernarvon	1	Ellerslie	14	Jackson Heights	1

Jamieson Place	1	Mactaggart	1	Stewart Greens	1
Kameyosek	1	Matt Berry	2	Suder Greens	1
Kensington	6	Mayliewan	1	Summerside	2
Kildare	1	McConachie	2	Tawa	4
Kilkenny	1	McLeod	2	Terwillegar	13
Killarney	1	Meadows*	33	Thorncliff	2
Kiniski Gardens	6	North Millbourne	3	Tipaskan	1
Kirkness	1	Ogilvie Ridge	3	Tweedle Place	1
Klarvatten	1	Oleskiw	2	Twin Brooks	14
La Perle	5	Oxford*	1	Twin Parks	2
Lago Lindo	1	Ramsey Heights	2	Walker Lakes	2
Lakewood	1	Rhatigan Ridge	1	Wedgewood Ravine	1
Lauderdale	1	Riverbend	3	Westridge	1
Laurel	6	Rosenthal	11	Westwood	3
Leger	3	Royal Gardens	1	Whitemud Oaks	1
Lewis Estates	2	Rutherford	34	Willowby	2
Lorelai*	2	Secord	7	Windermere	8
Lymburn	1	Skyrattler	1	Woodvale*	6
MacEwan	3	Steinhaur	1	York	1

*Denotes a neighbourhood that belongs to a Community League not of the same name and/or is a Community League serving multiple neighbourhoods. For example, the Meadows Community League serves the neighbourhoods of Larkspur, Silver Berry and Wild Rose.

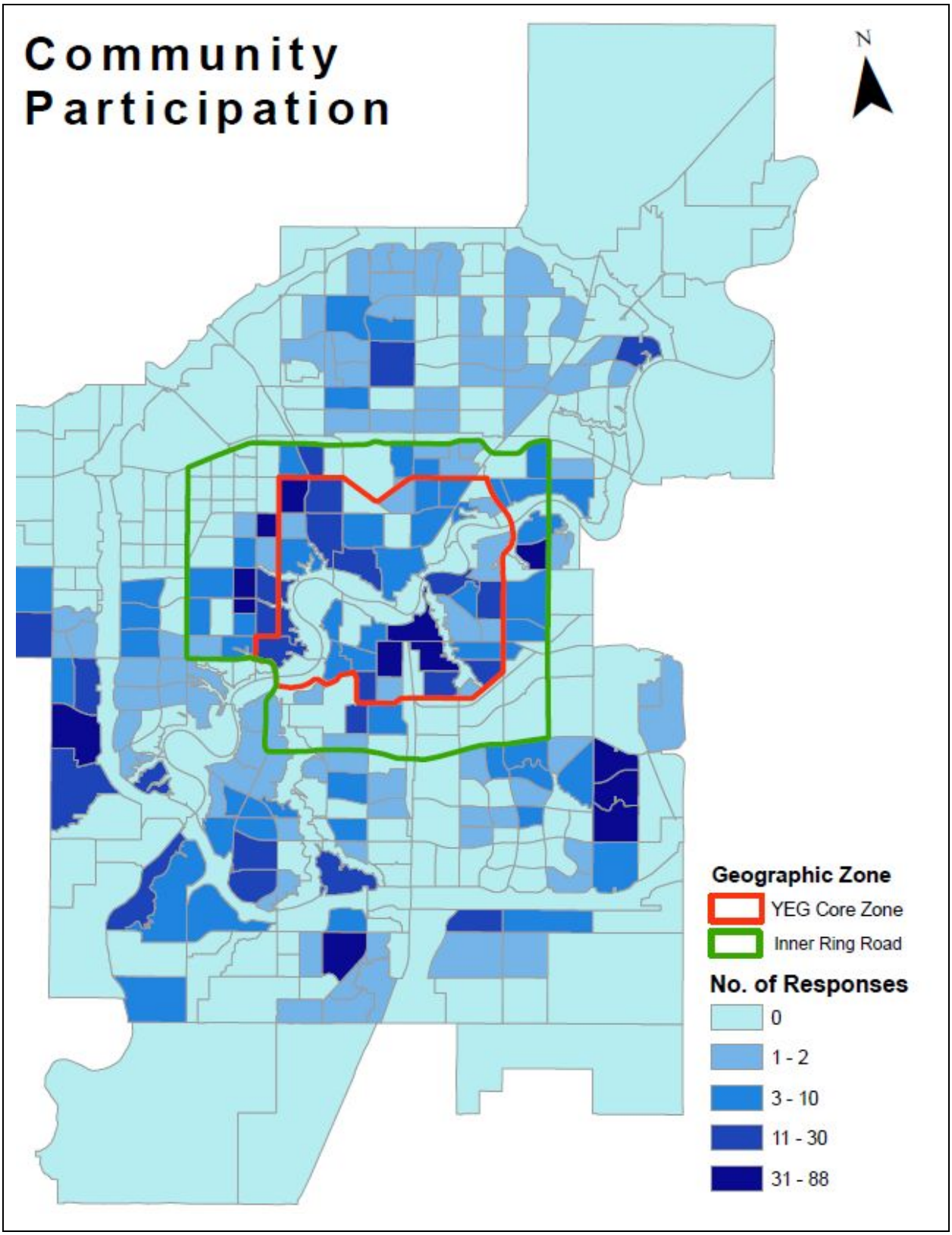
Appendix C - Respondents from within the inner ring road and the number of responses from each community

Alberta Avenue	5	Glenora	9	North Glenora	2
Allendale	2	Glenwood	5	Old Strathcona	72
Argyll	1	Grandview Heights	1	Oliver	26
Avonmore	24	Grovenor	2	Ottewell	10
Beacon Heights	1	Hazeldean	29	Parkdale/Cromdale*	7
Belgravia	4	High Park	1	Parkview	25
Bellevue	5	Highlands	6	Parkallen	17
Bonnie Doon	2	Holyrood	16	Pleasantview	5
Canora	3	Idylwylde	1	Queen Alex	77
Capilano	5	Inglewood	19	Queen Mary Park	5
Cloverdale	23	Jasper Park	4	Ritchie	69
Crestwood	15	Kenilworth	5	Riverdale	27
Delton	1	King Edward Park	3	Sherbrooke	15
Dovercourt	7	Laurier Heights	15	Spruce Avenue	2
Downtown	6	Lendrum Place	19	Strathearn	4
Eastwood	1	Lynwood	4	Virginia Park	2
Elmwood	1	Malmo Plain	2	West Jasper Place/Sherwood*	34
Elmwood Park	1	McCauley	6	West Meadowlark	3
Forest/Terrace Heights*	2	McQueen	73	Westmount	23
Fulton Place	67	McKernan	9	Windsor Park	7
Garneau	9	Newton	5	Woodcroft	54

*Denotes a neighbourhood that belongs to a Community League not of the same name and/or is a Community League serving multiple neighbourhoods. For example, Forest/Terrace Heights serves the neighbourhoods of Forest Heights and Terrace Heights.

Appendix D - Respondents from within the YEG Core Zone and the number of responses from each community

Argyll	1	Holyrood	16	Queen Alexandra	77
Avonmore	24	Idylwylde	1	Queen Mary Park	5
Bellevue	5	Inglewood	19	Ritchie	69
Belgravia	4	King Edward Park	3	Riverdale	26
Bonnie Doon	2	Laurier Heights	15	Spruce Avenue	2
Cloverdale	23	McCauley	6	Strathcona	72
Crestwood	15	McKernan	9	Strathearn	4
Downtown	6	North Glenora	2	Westmount	23
Forest Heights	2	Oliver	26	Windsor Park	7
Garneau	9	Parkallen	17	Woodcroft	54
Glenora	9	Parkdale/Cromdale	7	Windsor Park	7
Hazeldean	29	Parkview	25	Woodcroft	54


Community Participation
N
Geographic Zone
YEG Core Zone
Inner Ring Road
No. of Responses
0
1 - 2
3 - 10
11 - 30
31 - 88

Appendix E - EFCL Working Group Members

Jeff Samsonow, Strathcona Centre Community League, Chair
Allan Bolstad, Ritchie Community League
Doug Densmore, Crestwood Community League
Suzanne MacKinnon, The Meadows Community League
Ashley Salvador, Newton Community League

Hassaan Zuberi, Planning and Development Committee, EFCL, Maps
Stephanie Kovach, EFCL, Project Manager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