

CITY OF VANCOUVER

Climate Emergency Parking Program

TALK VANCOUVER SURVEY
SUMMARY REPORT

PREPARED FOR

August 27, 2021

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Objectives & Approach

BACKGROUND & OBJECTIVES

The Climate Emergency Parking Program survey was designed by the City and provides respondents with the opportunity to voice their opinions on:

1. **The proposed annual pollution charge for newer, more polluting vehicles**
2. **The proposed overnight residential parking permit for residential streets that don't already require permits**

Two Parallel Surveys

In June 2021, the City of Vancouver designed and conducted a survey on its Talk Vancouver Panel about proposed changes to parking permits aimed at reducing carbon emissions.

- At about the same time, the City engaged Sentis to run a parallel survey with a representative sample of City residents, using the same survey. The report for the representative sample has been provided under separate cover, and very much parallels this report.

Analysis

This report provides the results overall (among all respondents) and by key variables of interest, including:

- Household income
- Vehicle ownership
- Whether the resident requires on-street parking spaces
- Existing permit zone
- Region (Downtown & West End, Northeast, Northwest, Southeast & Southwest

In addition to covering support for the proposed parking program, the survey gauges respondents' level of concern about climate change and what they feel are the best ways to address the problem.

Method



Respondents were invited to participate in the online survey via the City's online panel, Talk Vancouver.



15-minute online survey, administered in respondents' choice of English, Chinese and Punjabi.



Survey was open from June 14 to 17, 2021.



Received a total of 18,923 surveys.

For the open-ended questions, one-quarter of the comments were coded for the purpose of this report.

Throughout the report, the term 'base' is used to refer to the number of respondents that answered each question.

Reporting Note

Many respondents taking part in the Talk Vancouver Survey misunderstood parts of the proposed program, as shown below.
To accurately assess support for the proposed program, a follow-up survey was conducted with a representative sample of City residents. This survey clarified those misunderstandings and presented some additional modifications to the program based on the early feedback. That report is available under separate cover.

Misunderstanding #1

Mistakenly believing that the pollution charge would apply to existing vehicles, and that people would have to buy a new, expensive vehicle to avoid the charge.

"Come on. Cars are necessary for almost everyone in the City. Now you are forcing people to buy new cars. Who can afford that? Again, this is a tax on the poor."

"I am on a fixed income - I live in a quiet neighbourhood in Vancouver with ample street parking. I DO agree with parking fees in Downtown Vancouver but NOT in residential neighbourhoods. I am in no position to buy a new vehicle - my current car is a 2016 and I am very happy with it. It is NOT a luxury SUV or gas guzzler."

"This disproportionately affects people who need their car for work and can't afford to switch to electric. This is clearly anti-poor."

Misunderstanding #2

Mistakenly believing that only very expensive electric cars would fall into the $0 pollution charge tier, not understanding that most economy and many family vehicles would fall into this category.

"The fee should be leveraged at the point of sale and on the manufacturer if possible. The cost of EVs is not at a price point that is affordable for the general public. If you have a family, your only real option for an EV is a $70k vehicle."

"Electric vehicles in many ways and certainly from a price point ARE luxury vehicles and substantially more expensive than their internal combustion equivalents. For many, the additional $500 to $1000 per year will represent an additional financial burden in a city with an already disproportionate cost of living - what constitutes a luxury vehicle, price, model, package level? The differentiation is too vague and arbitrary with little to no recourse for the common citizen."

sentis



Highlights

HIGHLIGHTS

The survey assessed support for and preferences on two proposed parking initiatives.

1. A POLLUTION CHARGE FOR NEWER, MORE POLLUTING VEHICLES

- **28% of respondents do not object to the idea of a pollution charge on residential parking permits, with 25% agreeing with the proposed initiative and 3% being neutral or undecided.**
- **The 73% opposed to a pollution charge tend to see it as a tax grab that raises affordability concerns for City residents, especially for lower income households.**

There are four features of the pollution charge:

- Having higher polluting vehicles pay more than less polluting vehicles
- Having the pollution charge not apply to vehicles specialized for wheelchairs or other mobility aids
- Having the pollution charge applied equally in all permit zones in the city
- Having the pollution charge not apply to vehicles with model years 2022 and older

These four features largely meet the approval of the 28% that do not object to the program:

- Having higher polluting vehicles pay more and exempting vehicles specialized for wheelchairs and mobility aids are the best received features.
- Support tempers somewhat when it comes to applying the charge to all permit zones and exempting 2022 and older vehicles.

Objections to the four features of the proposed program stem from four beliefs:

- This is a tax grab and that citizens already pay too many fees
- That all cars should be taxed (no exemptions)
- Low-income households will be negatively affected and that higher income households should be taxed more
  → Lower-income households are also one of the top suggested additional exemptions (along with work vehicles)
- The older cars that pollute more should be taxed instead – as residents shouldn't be encouraged to keep their older cars to avoid the charge.

Respondents not objecting to the pollution charge feel it makes sense to exempt low-polluting and 2022 & older vehicles. While they also endorse the $500 proposed charge for new moderately polluting vehicles, they show some openness to increasing the $1000 charge for new high polluting vehicles.

Of note, a large number of comments indicated opposition to the pollution charge based on misunderstandings of how the program would work. Please see the Reporting Notes on slide 6 for more information and examples on the misunderstandings.

HIGHLIGHTS

The survey assessed support for and preferences on two proposed parking initiatives.

2. AN OVERNIGHT PARKING PERMIT ZONE

- **20% of respondents do not object to the idea of an overnight permit zone, with 16% agreeing and 4% being neutral or undecided.**
- **The 80% objecting to the overnight permit zone tend to see it as an unaffordable expense or tax. Some believe it targets low and middle-class families who are less apt to have off-street parking.**

There are four features of the overnight permit zone:

- Allowing visitors who park on the street overnight to park anywhere for a small overnight charge
- Defining 'overnight' as 10pm to 7am
- Requiring residents who park on the street overnight to purchase an annual permit
- Allowing anyone who parks on the street during the day and early evening to park anywhere for free

These four features are mostly supported by the 20% that do not object to the program with opposition ranging from 2-3% for three out of the four features:

- Allowing visitors to park on the street overnight for a small charge.
- Defining overnight as 10pm to 7am; those wanting to adjust the window would typically like to push it later.
- Requiring residents who park on the street overnight to purchase an annual permit.

When it comes to allowing anyone to park for free during the day, some respondents disagree because they'd like to free up parking for those who pay for permits.

- In fact, 66% of those not objecting to an overnight permit zone want the permits priced higher than $45 and 41% want the visitor fee priced higher than $3.

Objections to the specific program features stem from four beliefs:

- That visitors should not have to pay
- That overnight hours should start later
- That the overnight annual permit is expensive and increases the cost of living, especially if they already pay property taxes
- That parking should not be free during the day and early evening; in particular, for residents who have trouble finding parking or have many non-residents parking on their street.



SUMMARY OF FINDINGS

Proposed Programs



SUMMARY OF FINDINGS

Pollution Charge on Residential Parking Permits

SUPPORT FOR POLLUTION CHARGE ON RESIDENTIAL PARKING PERMITS

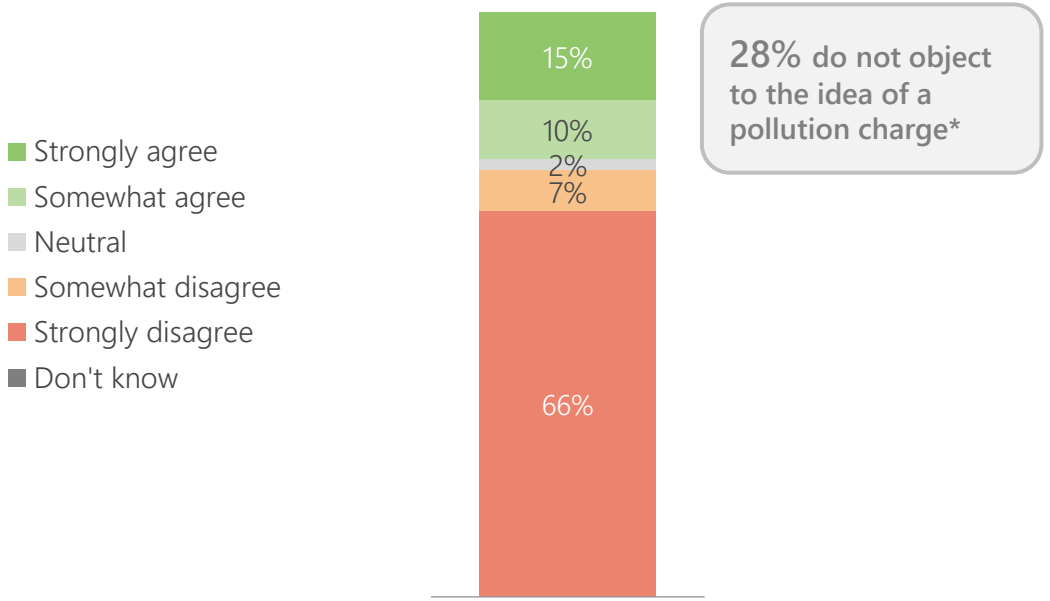
Respondents taking part in the survey were provided with information about the proposed pollution charge, including "why", "how it would work", and "the amount that would be charged" for different vehicles.

Informed with this information, the majority of respondents (73%) are opposed to the idea of a pollution charge.

Of the 28% of respondents who do not object to a pollution charge, 25% agree with the proposal and 3% are neutral or unsure.

Support For Pollution Charge On Residential Parking Permits

Base: Total respondents (18,923)



*Agree, neutral or unsure about the pollution charge.
B1a. Do you agree or disagree with the idea of a pollution charge? Select one only.

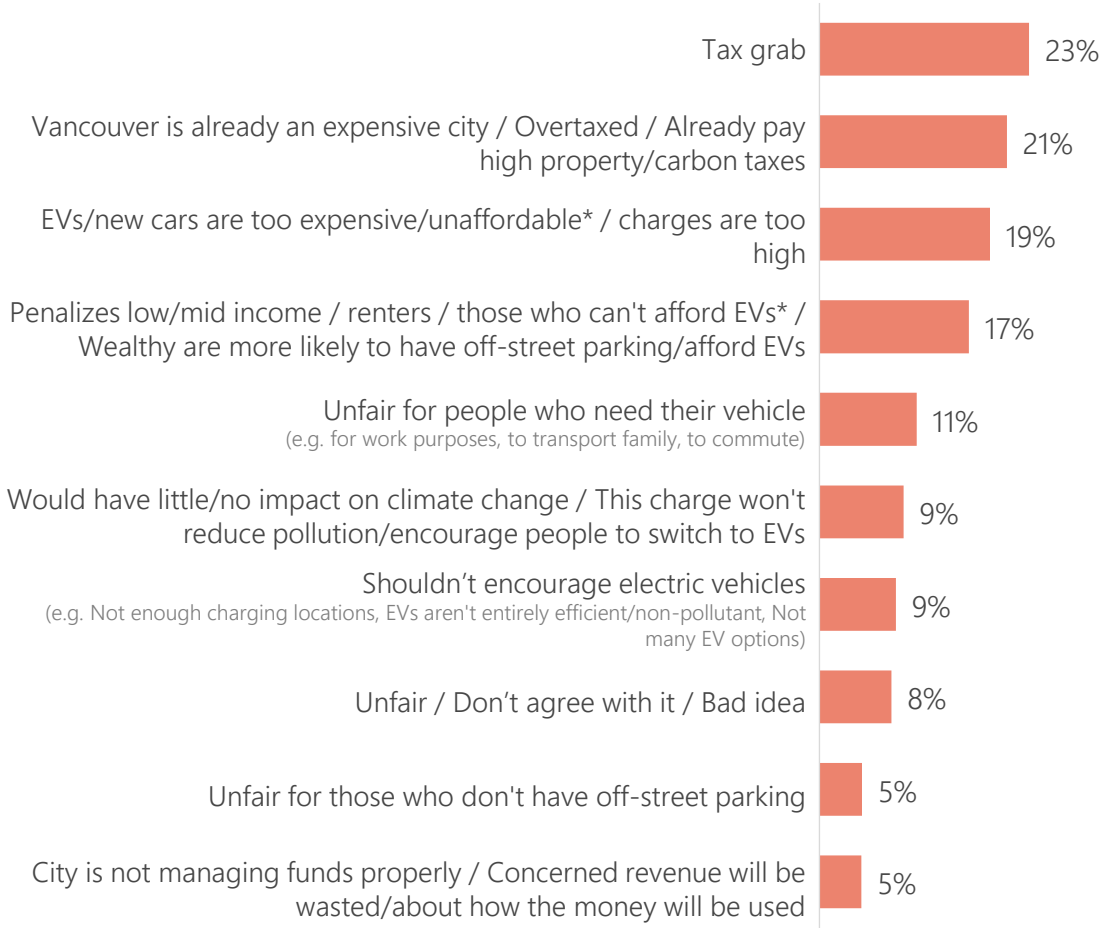
REASONS AGAINST POLLUTION CHARGE

Those opposed to a pollution charge voiced several objections on an unaided basis.

Topping the list of objections is the perception that it amounts to a tax grab and concerns around affordability – including the already high cost of living in the city, the pollution charge itself or the cost of buying vehicles that comply.

Some felt it was unfair to target lower/middle income households and those who need their vehicle for work, for their family or to commute.

Reasons Against Pollution Charge



"Governments are already getting taxes based on the 'pollution' aspect of vehicles. This is another tax grab!"

"If applied to parking permits it would not be equitable. Many wealthier people have secured underground parking, or private garages and don't have permits today. Also, electric and hybrid vehicles cost more money. Families with children need larger vehicles and shouldn't be forced to pay more for a vehicle or taxes. We should be taking steps to make cost of living more affordable for families, not imposing more costs. Motivate change through incentives not penalties."

"This does not target everyone equally but targets those in rentals and multi-family housing. It also does not encourage the use of public transit, as this is meant to fund public transit. You need options IN PLACE and accessible BEFORE you put this in place, which needs to be done in an equitable way."

Note: Showing major mentions only.
Base: Those who disagree with the pollution charge and left a comment (2,670)
*Many comments from these themes indicated misunderstanding of how the program would work. Please see slide 6 for more details.
B1b. Please tell us more about why you disagree with the idea of a pollution charge:

POLLUTION CHARGE PROGRAM FEATURES

The 28% that do not object to a pollution charge were asked for their opinion on four specific features being considered.

All four features largely met the approval of the 28% of respondents that do not object to a pollution charge.

Having higher polluting vehicles pay more and exempting vehicles specialized for wheelchairs and mobility aids is well received – these features only temper the support of 1-2%.

Support drops off a bit more, however, when it comes to applying the charge to all permit zones – which tempers the support of 4%.

A similar erosion happens when asked about exempting 2022 and older vehicles; this feature potentially tempers the support of 6%.

Pollution Charge Program Features	Having higher polluting vehicles pay more than less polluting vehicles	Having the pollution charge not apply to vehicles specialized for wheelchairs or other mobility aids	Having the pollution charge applied equally in all permit zones in the city	Having the pollution charge not apply to vehicles with model years 2022 and older
Do not object to the idea of a pollution charge*	**28%**	**28%**	**28%**	**28%**
Strongly agree with feature	20%	18%	14%	13%
Somewhat agree with feature	6%	5%	6%	6%
Neutral	1%	2%	3%	3%
Somewhat disagree with feature	0%	1%	2%	3%
Strongly disagree with feature	1%	1%	2%	3%
Don't know about feature	0%	0%	1%	0%
Object to the idea of a pollution charge	**72%**	**72%**	**72%**	**72%**

1%

2%

4%

6%

Base: Total respondents (18,923)
*Those who agree, are neutral or unsure about the pollution charge.
Note: The sum of the individual response categories may not add up to 100% due to rounding.
B2. What do you think of the features we are considering for the pollution charge program? Select one for each item.

CRITIQUES/FEEDBACK ON POLLUTION CHARGE PROGRAM FEATURES

Those that disagree with specific program features were given the option to provide additional comments. Four major themes emerged:

- This is a tax grab and that citizens already pay too many fees
- That all cars should be taxed (no exemptions)
- Low income households will be negatively affected and that higher income households should be taxed more
- The older cars that pollute more should be taxed instead – as respondents shouldn't be encouraged to keep their older cars to avoid the charge

I Disagree With The Program Feature Because...

Higher Polluting Vehicles Pay More Than Less Polluting Vehicles
(1% somewhat/strongly disagree with the feature)

Base: Those leaving a comment	(47)
This is just a tax grab / Already have too many fees	23%
Unfair because people need to commute to work/school	15%
Low income areas/individuals would be affected	15%
Richer areas/individuals should be taxed more / Should be based on income	15%
Do not agree with this charge	15%
I cannot afford new cars* / Too expensive	9%

Pollution Charge Not Applied To Specialized Vehicles
(2% somewhat/strongly disagree with the feature)

Base: Those leaving a comment	(103)
All cars should be taxed / No exemptions	79%
Subsidies / Incentives should be given	7%
Richer areas/individuals should be taxed more / Should be based on income	4%
Low income areas/individuals would be affected	3%
Specialized vehicles shouldn't be penalized	3%
Does not address climate change quickly enough	3%
This is just a tax grab / Already have too many fees	3%

Pollution Charge Applied Equally In All Permit Zones In The City
(4% somewhat/strongly disagree with the feature)

Base: Those leaving a comment	(179)
Low income areas/individuals would be affected	26%
Richer areas/individuals should be taxed more / Should be based on income	18%
Do not agree with this charge	13%
Denser areas need to improve emissions and should be taxed more	12%
Some areas don't have access to public transportation	11%
This is just a tax grab / Already have too many fees	10%
I cannot afford new cars / Too expensive	7%

Pollution Charge Not Applied To Vehicles With Model Years 2022 And Older
(6% somewhat/strongly disagree with the feature)

Base: Those leaving a comment	(265)
Older cars pollute more/also create pollution	31%
All cars should be taxed / No exemptions	30%
Higher polluting vehicles should still be taxed/taxed more regardless of year	14%
Encourages people to keep their older cars/buy used cars	13%
Should still have a lesser charge for older vehicles	12%
Subsidies / Incentives should be given	8%
Does not address climate change quickly enough	5%

Note: Showing major mentions only.
*Many comments from this theme indicated misunderstanding of how the program would work. Please see slide 6 for more details.
B3. You indicated that you disagree with some elements of the program. Tell us more below.

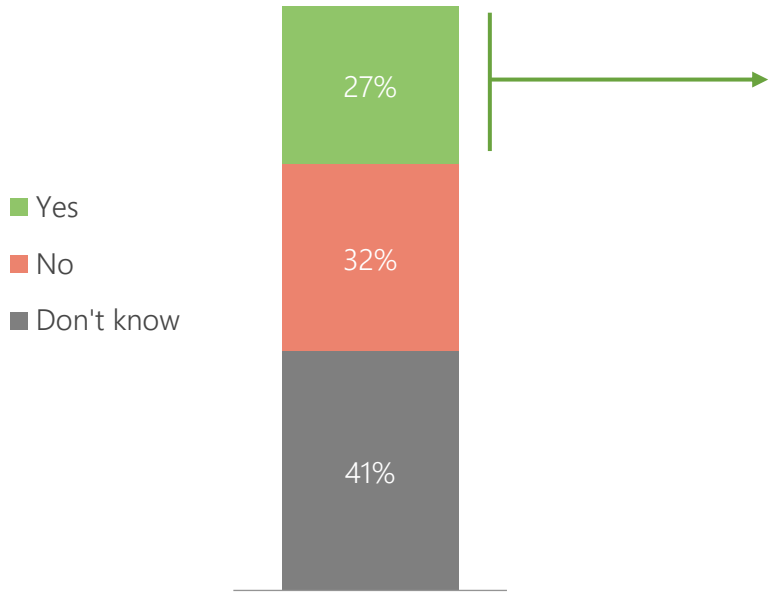
OTHER EXEMPTIONS FOR THE POLLUTION CHARGE

Just over one-quarter felt that there should be additional exemptions to the charge.

The most common suggestions are to exempt work vehicles and low-income households.

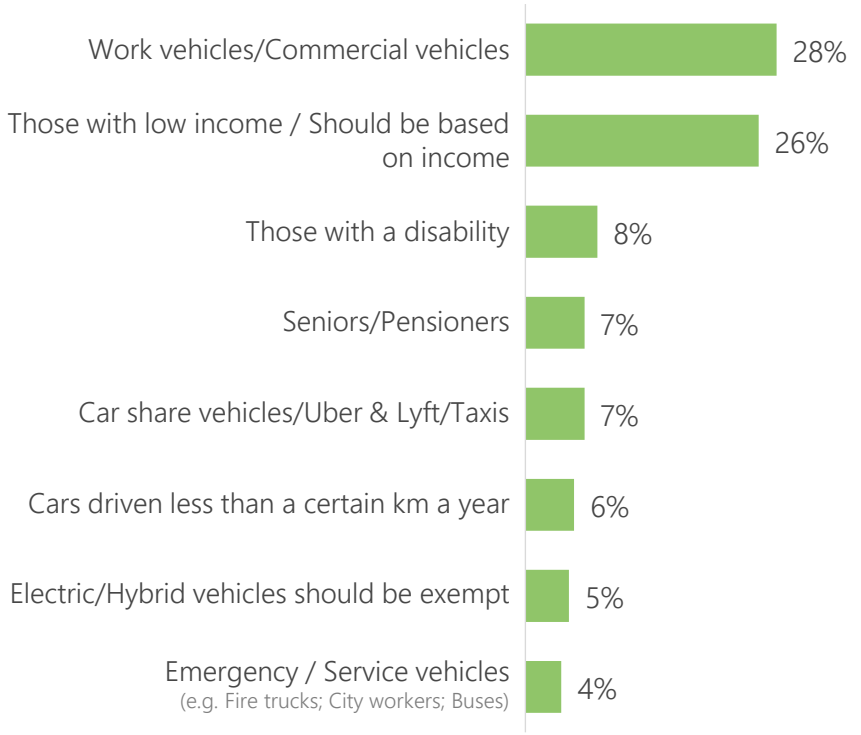
Are There Any Other Exemptions That Should Be Considered?

Base: Among those who do not object to a pollution fee (5,257)*



Other Exemptions That Should Be Considered**

Base: Those who think there should be other exemptions and left a comment (344)



*Those who agree, are neutral or unsure about the pollution charge.
**Showing major mentions only.
B4a. Are there any other exemptions from the pollution charge that should be considered beyond older vehicles and vehicles modified for wheelchair users? Select one only. / B4b. Which other exemptions do you think should be considered?

POLLUTION CHARGE BY VEHICLE TYPE

The 28% that don't object to a pollution charge were asked about the proposed annual pollution charges.

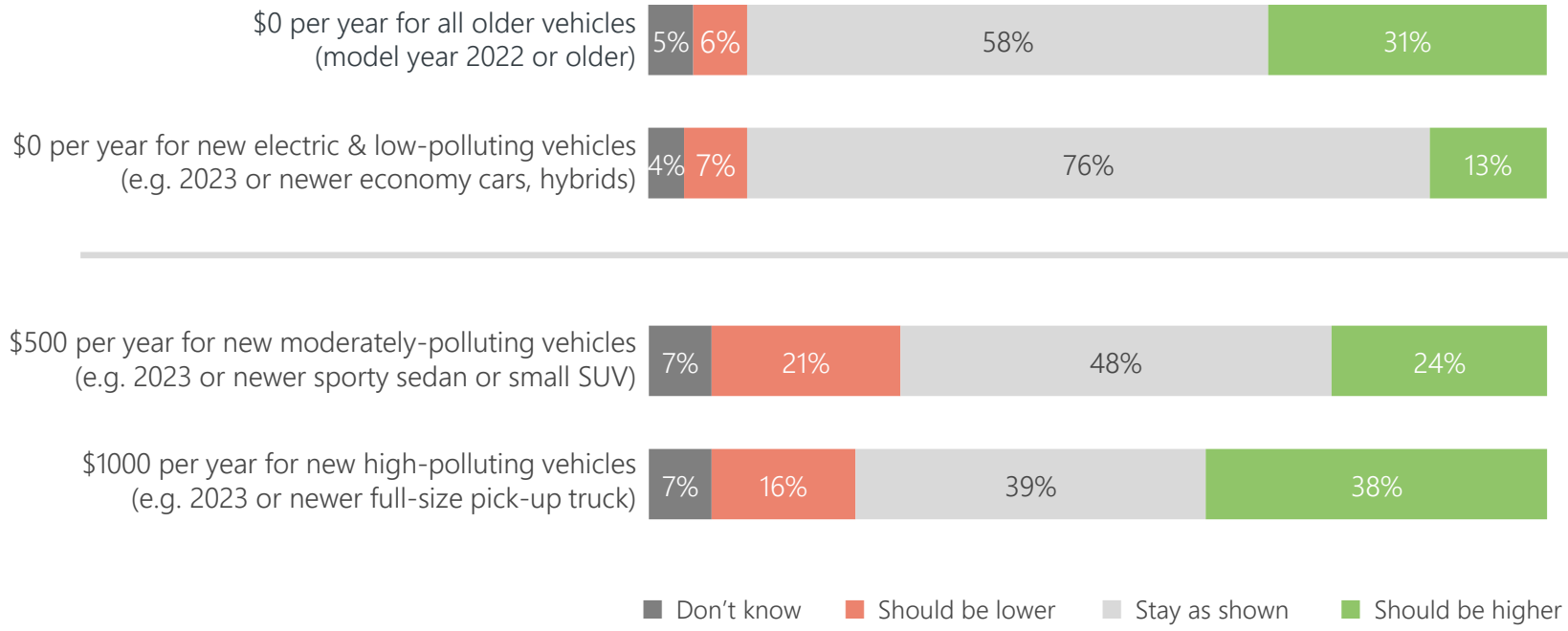
The exemption of vehicles with model year 2022 or older makes sense to these respondents, as does the exemption for electric and low-polluting vehicles.

As for the $500 annual charge for new moderately-polluting vehicles, opinions are balanced, with about the same proportion feeling the charge should be higher (24%) as those feeling it should be lower (21%).

However, when it comes to new high-polluting vehicles, there is a slight leaning toward raising rather than lowering the proposed $1000 charge.

Pollution Charge By Vehicle Type

Among those who do not object to a pollution fee

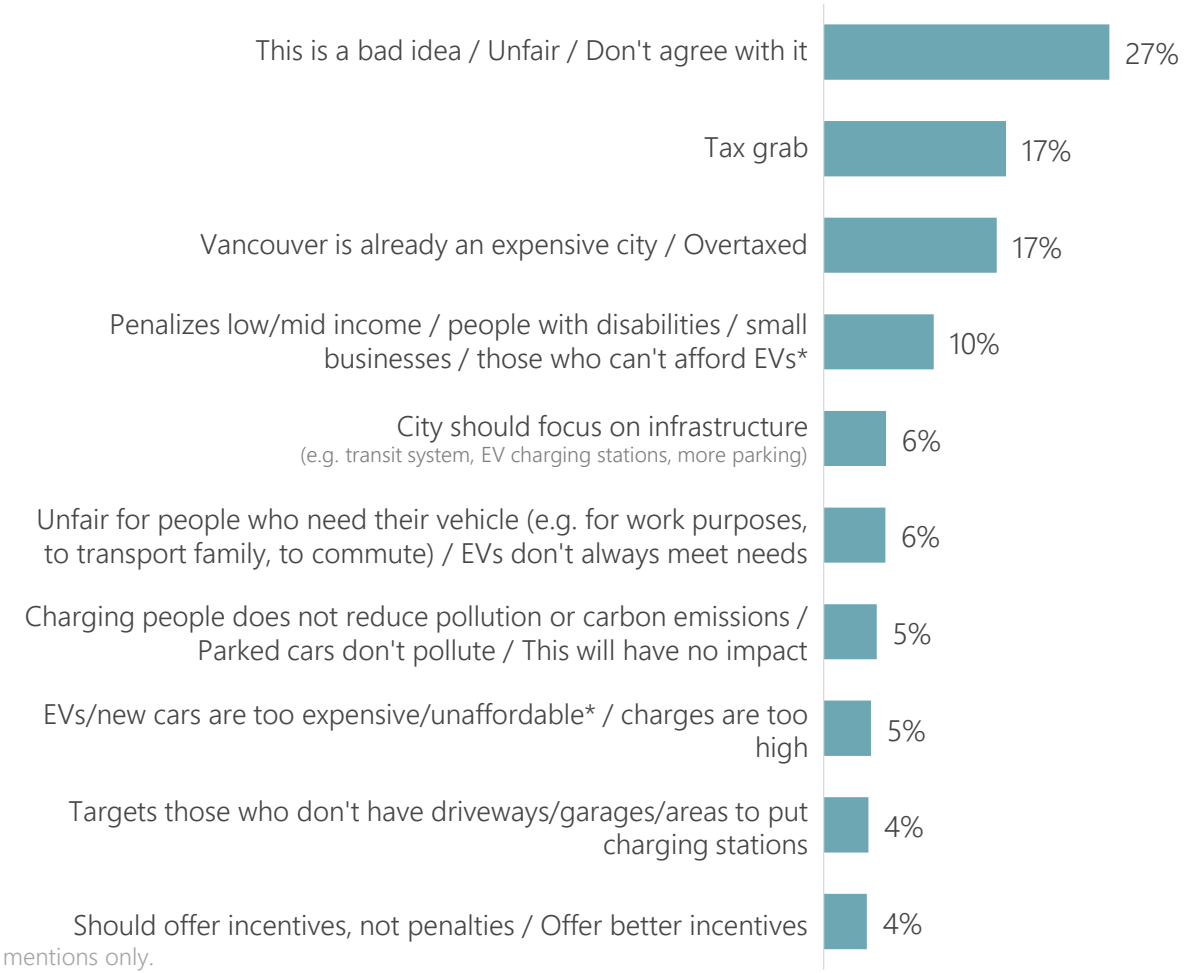


Base: Those who agree, are neutral or unsure about the pollution charge (5,257)

B5. For the annual pollution charge being considered for the following vehicle types, do you think the charge should be higher, stay as shown, or be lower? Select one for each item.

GENERAL COMMENTS ABOUT THE POLLUTION CHARGE

General Comments About The Pollution Charge



"Cash grab. The funds go into general revenue. There is no specific carbon reduction project the funds will be allocated to nor any metrics to evaluate the expenditure."

"Vancouver residents already pay more for vehicle insurance and gas. Public transit is not available for hours and routes to be a viable option."

"The electric charging network should be expanded to also encourage purchases of electric vehicles and find solutions for those in apartment buildings. When charging is convenient, more people will buy electric."

"I do not agree with these charges. I think the city should find alternative ways instead of charging Vancouver residents. Perhaps put the charge to the car dealers instead."

Note: Showing major mentions only.
Base: Those leaving a comment (2,888)
*Many comments from these themes indicated misunderstanding of how the program would work. Please see slide 6 for more details.
B6. Do you have any comments about the pollution charge the City is considering? Is there anything we've missed?



SUMMARY OF FINDINGS

New Overnight Permit Zone

SUPPORT FOR OVERNIGHT PERMIT ZONE

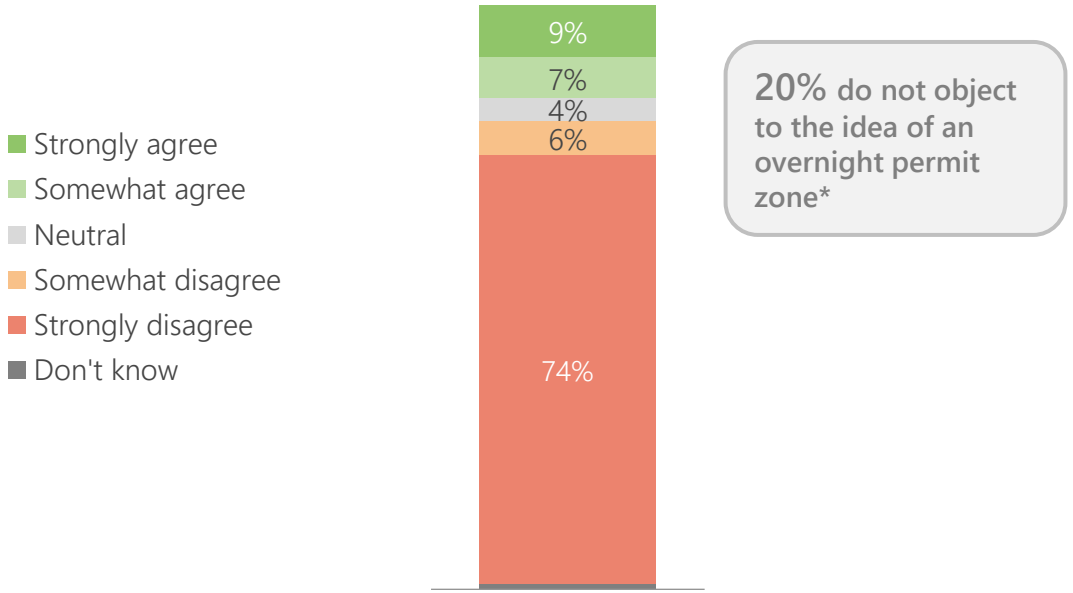
Respondents taking part in the survey were provided with information about the proposed overnight permit zone, including "why", "how much", and "how it would work for respondents and visitors".

Informed with this information, eight-in-ten respondents do not support the new overnight permit zone.

Two-in-ten are not opposed to the idea – specifically, 16% show strong support for the new permit system and the remaining balance is either neutral or unsure.

Support for Overnight Permit Zone

Base: Total respondents (18,923)



20% do not object to the idea of an overnight permit zone*

*Agree, neutral or unsure about the overnight permit zone.
C1a. Do you agree or disagree with the idea of a new overnight permit zone? Select one only.

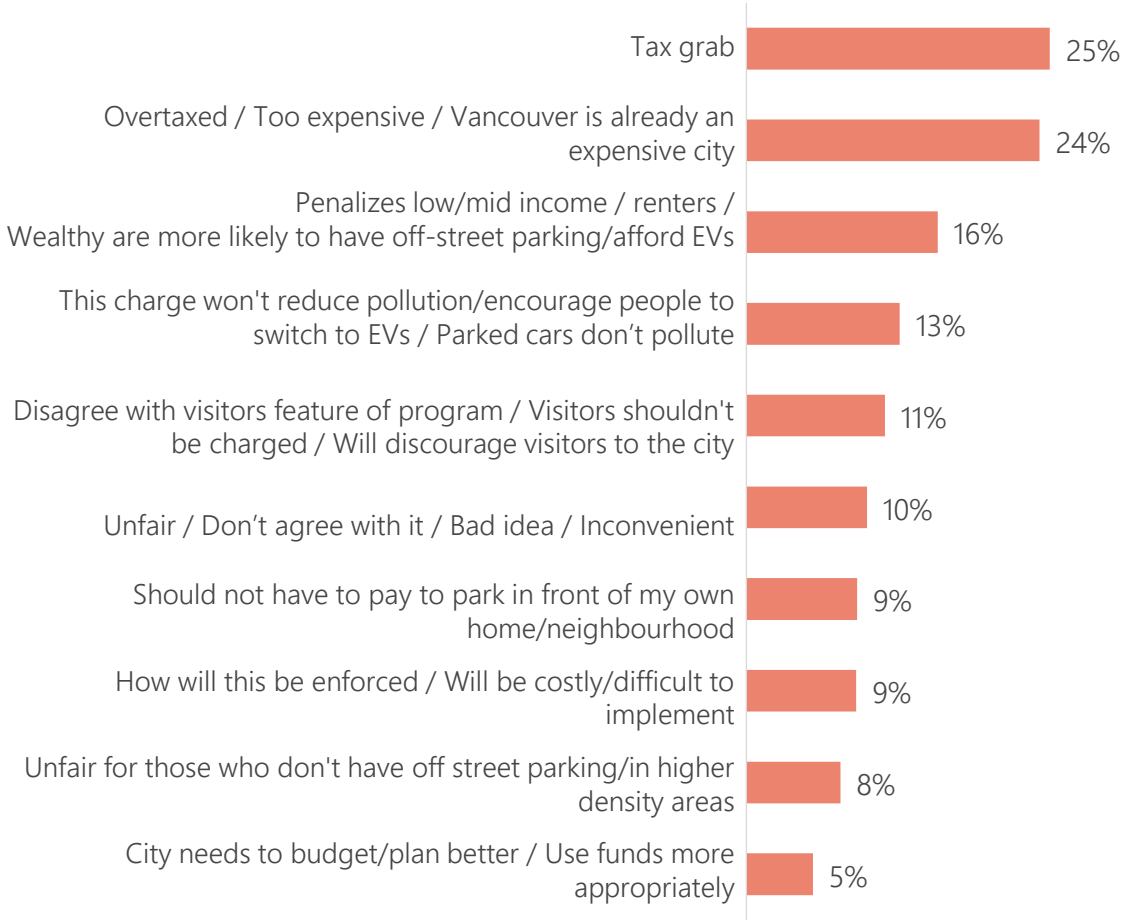
REASONS AGAINST OVERNIGHT PERMIT ZONE

Those objecting to the overnight permit zone mainly object to being subject to another tax and take issue with the high taxes in Vancouver.

Some are critical of the inequitable impact it will have on low and middle-class families and renters, as these groups are less likely to afford housing with off-street parking and EVs.

Of note, 2% believe that the implementation of the overnight permit zone would encourage drunk driving.

Reasons Against Overnight Permit Zone



"I don't think it's fair for people to pay for parking in front of their own house - car owners already pay insurance, and homeowners pay property tax."

"It sounds like an administrative nightmare. Who's going to police it? Where are the pay stations? Would a visitor have to drive to one of these stations and further pollute the air? It is assumed that everyone owns a cell phone and are on a data plan. Visitors to our city and those renting a car will be confused."

"This tax does not make sense. With laneway homes and basement suites needed to address affordability issues, it is not unusual to find several vehicles to a home plus vehicles for people that work from home."

Note: Showing major mentions only.
Base: Those who disagree with the overnight permit zone and left a comment (2,870)
C1b. Please tell us more about why you disagree with the idea of an overnight permit zone.

OVERNIGHT PERMIT ZONE PROGRAM FEATURES

The 20% that did not object to the idea of an overnight permit zone were asked for their opinion on four specific features being considered.

Opposition to the overnight permit features is quite low, ranging from 2-3% for 3 out of the 4 features.

Allowing free parking during the day and early evening receives slightly higher opposition, tempering the support of 6%.

Overnight Permit Zone Program Features	Allowing visitors who park on the street overnight to park anywhere for a small overnight charge	Defining 'overnight' as 10pm to 7am	Requiring residents who park on the street overnight to purchase an annual permit	Allowing anyone who parks on the street during the day and early evening to park anywhere for free
Do not object to the idea of an overnight permit zone*	**20%**	**20%**	**20%**	**20%**
Strongly agree with feature	8%	7%	10%	6%
Somewhat agree with feature	7%	6%	5%	5%
Neutral	3%	3%	2%	3%
Somewhat disagree with feature	1%	2%	1%	3%
Strongly disagree with feature	1%	1%	2%	3%
Somewhat + Strongly disagree with feature	2%	3%	3%	6%
Don't know about feature	0%	0%	0%	1%
Object to the idea of an overnight permit zone	**80%**	**80%**	**80%**	**80%**

Base: Total respondents (18,923)
*Those who agree, are neutral or unsure about the overnight permit zone.
Note: The sum of the individual response categories may not add up to 100% due to rounding.
C2. What do you think of the features we are considering for the new overnight permit zone? Select one for each item.

CRITIQUES/FEEDBACK ON OVERNIGHT PERMIT ZONE PROGRAM FEATURES

Those disagreeing with the program features were given the option to provide additional comments. Four major themes emerged:

- Visitors should not have to pay
- The overnight hours should start later
- The overnight annual permit is expensive and increases the cost of living; citizens already pay property taxes
- Parking should not be free during the day and early evening; in particular, for residents who have trouble finding parking or have many non-residents parking on their street.

I Disagree With The Program Feature Because...

Visitors can park on the street overnight for a small overnight charge
(2% somewhat/strongly disagree with the feature)

Base: Those leaving a comment	(106)
Visitors should not have to pay	27%
This will be difficult/costly to administer/enforce	17%
People who visit should contribute to these costs	10%
I have trouble finding parking on my street / Other non-residents park their cars on my street	9%
This is expensive / Increases cost of living	8%
This is just a hassle	7%
Penalizes low income/middle class families and renters	6%

Defining 'overnight' as 10pm to 7am
(3% somewhat/strongly disagree with the feature)

Base: Those leaving a comment	(145)
10pm is too early	70%
7am is too early	16%
7am is too late	11%
10pm is too late	11%

Residents who park on the street overnight must purchase an annual permit
(3% somewhat/strongly disagree with the feature)

Base: Those leaving a comment	(117)
This is expensive / Increases cost of living	20%
Already pay taxes	20%
Parking spots are already limited / Don't have access to a garage	19%
Penalizes low income/middle class families and renters	17%
Should not have to pay to park in front of my own home	9%

Anyone can park on the street during the day and early evening for free
(6% somewhat/strongly disagree with the feature)

Base: Those leaving a comment	(225)
It should not be free	56%
I have trouble finding parking on my street / Other non-residents park their cars on my street	19%
This would reduce pollution / Shift driving habits	10%
People who visit should contribute to these costs	8%
Parking spots are already limited / Don't have access to a garage	7%
This idea does not reduce pollution/discourage car use	6%

Note: Showing major mentions only.
C3. You indicated that you disagree with some elements of the program. Tell us more below.

SUGGESTED ANNUAL OVERNIGHT PERMIT FEE FOR RESIDENTS

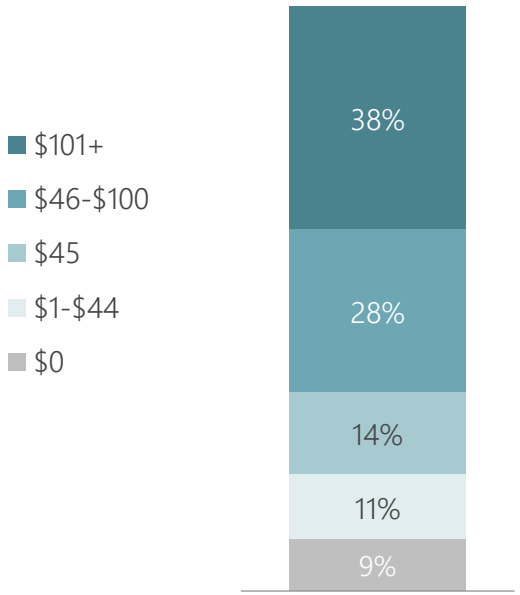
Respondents that did not object to having an overnight permit fee were informed that $45 is the proposed overnight permit fee being considered and were asked to specify a reasonable cost for this fee.

66% suggest that the fee should be over $45, while 14% agree that fee should be set at $45.

Of note, some of those who did not initially object to the idea of an overnight permit fee suggest that the permit should be free for respondents (9% of them specify $0).

Suggested Annual Overnight Permit Fee For Respondents

Among those who do not object to an overnight permit fee



Base: Those who agree, are neutral or unsure about the overnight permit zone (3,798)
C4. What do you think is a reasonable annual cost for an overnight permit fee per year for respondents?

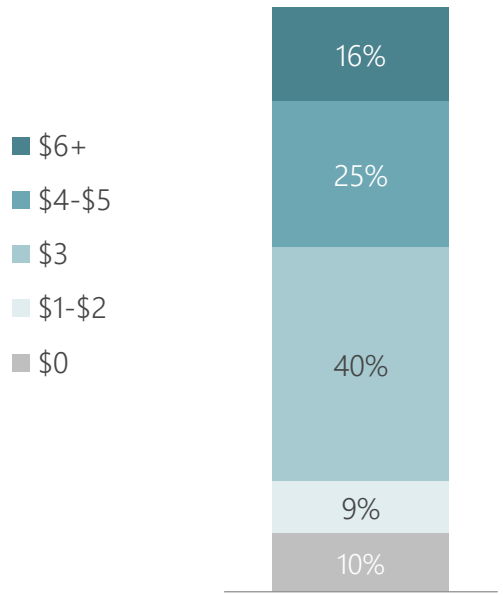
SUGGESTED OVERNIGHT PERMIT FEE FOR VISITORS

When informed that $3 is the proposed overnight fee for visitors, respondents not objecting to having an overnight permit fee specify that the fee should be $3 (40%) or higher (41%).

Of note, some of those that did not initially object to the idea of an overnight permit fee feel that visitors should not be charged (10% suggested $0).

Suggested Overnight Permit Fee For Visitors

Among those who do not object to an overnight permit fee



Base: Those who agree, are neutral or unsure about the overnight permit zone (3,799)
C5. What do you think is a reasonable price for an overnight permit fee for visitors?

GENERAL COMMENTS ABOUT THE OVERNIGHT PERMIT FEE

	How It Would Work For Residents	How It Would Work For Visitors	Other Comments
Base: Those leaving a comment	(2,211)	(2,041)	(1,533)
Unfair / Don't agree with it / Won't work or reduce number of cars parked / General negative reaction	28%	27%	32%
Overtaxed / Too expensive / Vancouver is already an expensive city	16%	5%	11%
Tax grab / Lining the pockets of political leaders	12%	7%	19%
Penalizes renters and low income/middle class families	11%	3%	11%
Should not have to pay to park in front of my own home / Should be free for residents	10%	<1%	2%
Should not have to pay if off street parking not available / Have no/limited parking where I live	8%	-	1%
Overnight permits have nothing to do with climate change / Parked cars don't pollute / Other pollution sources should be looked at first	4%	2%	10%
Leave current parking as is / This is not a problem in Vancouver	4%	2%	1%
How will this be enforced / Will be difficult/costly to implement	4%	7%	7%
Make existing permit application easier / Make it easy to pay / Add fee onto property tax/insurance/fuel	2%	5%	2%
Will discourage visitors	1%	16%	1%
Residents should get free overnight visitors permits / Visitors should not have to pay	1%	10%	2%
Support charges/permits for visitors	1%	5%	1%
Too confusing/complicated	1%	4%	1%
City should focus on other priorities (e.g. transit, homeless, housing, core services)	1%	<1%	4%
Proposed overnight hours should be adjusted	-	4%	<1%

Top mentions

How It Would Work For Residents

"Everything you have laid out as recommendations disadvantages those who live in densely populated neighbourhoods. […]"

"We have a parking issue in Vancouver and I understand and see all the reasons why this is being considered, but this is not the way. People are being squeezed right now and coming out of COVID-19 is not the right timing for this!"

"I think the fees for climate change action should relate to car licenses….and the mileage for each vehicle. The car is not the issue so much as the mileage it is driven."

How It Would Work For Visitors

"This is like a punishment for visiting family and friends, especially those that might need help or support from those that don't live in the home permanently."

"Not sure how this would work for folks whose working hours are between 10pm and 7am when they park for work not in their own block or neighbourhood. I don't want these folks to pay extra due to the hours they work."

"It would be a totally inefficient exercise for visitors. The cost to implement and administer would far outweigh the revenue generated."

Note: Showing major mentions only.

C6. Do you have any comments about the overnight permit program the City is considering? Is there anything we've missed?



SUMMARY OF FINDINGS

Key Metrics By Subgroups

KEY METRICS BY SUBGROUPS

The table below highlights the differences across particular sub-groups.
Vehicle owners, those who do not live in an area with an existing permit zone, those who require 2+ street spaces, lower income households, those living in the Southeast and Southwest quadrants and homeowners are the least supportive of the pollution charge and the overnight permit fee, as well as the specific program features.

		Car Ownership		Current Residential Parking Situation*			Street Spaces Required			Household Income*				Region*					Home Ownership*	
% Strongly / somewhat agree	Total	Own vehicle	Do not own vehicle	Existing res. parking permit zone	Resident parking only zone	Anyone can park on my street	Need 0	Need 1	Need 2+	Under $50k	$50k - <$75k	$75k - <$100k	$100k+	DWE	NE	NW	SE	SW	Own	Rent
Base: Total respondents	(18,923)	(17,952)	(971)	(3,239)	(1,825)	(13,118)	(10,571)	(5,387)	(2,965)	(2,737)	(2,514)	(2,668)	(5,680)	(1,784)	(3,248)	(3,382)	(4,905)	(3,959)	(12,598)	(4,547)
Actual proportion that subgroup represents in the city:	-	*27%*	*73%*	-	-	-	-	-	-	*39%*	*30%*		*30%*	*17%*	*17%*	*16%*	*31%*	*19%*	*47%*	*53%*
Proportion that subgroup represents in the survey:	-	*95%*	*5%*	*17%*	*10%*	*69%*	*56%*	*28%*	*16%*	*14%*	*27%*		*30%*	*9%*	*17%*	*18%*	*26%*	*21%*	*67%*	*24%*
POLLUTION CHARGE																				
Overall Support	**25%**	**23%**	**67%**	**36%**	**21%**	**23%**	**29%**	**22%**	**17%**	**21%**	**24%**	**28%**	**36%**	**36%**	**31%**	**32%**	**18%**	**19%**	**23%**	**35%**
Having higher polluting vehicles pay more than less polluting vehicles	26%	23%	68%	35%	22%	23%	30%	22%	17%	22%	24%	29%	36%	36%	31%	33%	19%	20%	24%	35%
Having the pollution charge not apply to vehicles specialized for wheelchairs or other mobility aids	23%	21%	58%	31%	20%	21%	26%	21%	16%	20%	23%	25%	32%	31%	28%	29%	17%	18%	21%	32%
Having the pollution charge applied equally in all permit zones in the city	20%	18%	59%	30%	17%	18%	24%	17%	12%	16%	19%	23%	29%	32%	24%	26%	14%	15%	18%	28%
Having the pollution charge not apply to vehicles with model years 2022 and older	19%	18%	31%	24%	17%	18%	21%	18%	15%	17%	20%	22%	24%	22%	23%	23%	15%	16%	18%	25%
OVERNIGHT PERMIT FEE																				
Overall Support	**16%**	**14%**	**53%**	**27%**	**12%**	**13%**	**20%**	**12%**	**8%**	**12%**	**15%**	**17%**	**24%**	**29%**	**19%**	**21%**	**10%**	**10%**	**15%**	**21%**
Allowing visitors who park on the street overnight to park anywhere for a small overnight charge	15%	13%	48%	25%	12%	12%	18%	11%	7%	11%	13%	16%	23%	27%	17%	20%	9%	9%	14%	20%
Defining 'overnight' as 10pm to 7am	13%	12%	43%	23%	11%	11%	17%	10%	7%	10%	12%	15%	21%	24%	16%	18%	8%	8%	13%	17%
Requiring residents who park on the street overnight to purchase an annual permit	15%	13%	52%	26%	12%	12%	19%	11%	7%	11%	13%	16%	24%	28%	18%	21%	9%	9%	14%	20%
Allowing anyone who parks on the street during the day and early evening to park anywhere for free	11%	10%	23%	16%	9%	10%	13%	9%	6%	9%	10%	12%	15%	17%	12%	14%	8%	7%	10%	13%

*Some subgroups are not shown in the table. For Current Residential Parking Situation: Those who selected Don't know (4% of survey responses). For Household Income: Those who selected Prefer not to say (28%). For Region: Those from outside the City of Vancouver (9%). For Home Ownership: Those living in a co-op (2%), unsheltered/temporary shelter (<1%), other housing situation (1%) and those who selected Prefer not to say (7%).

Relatively less supportive than counterparts

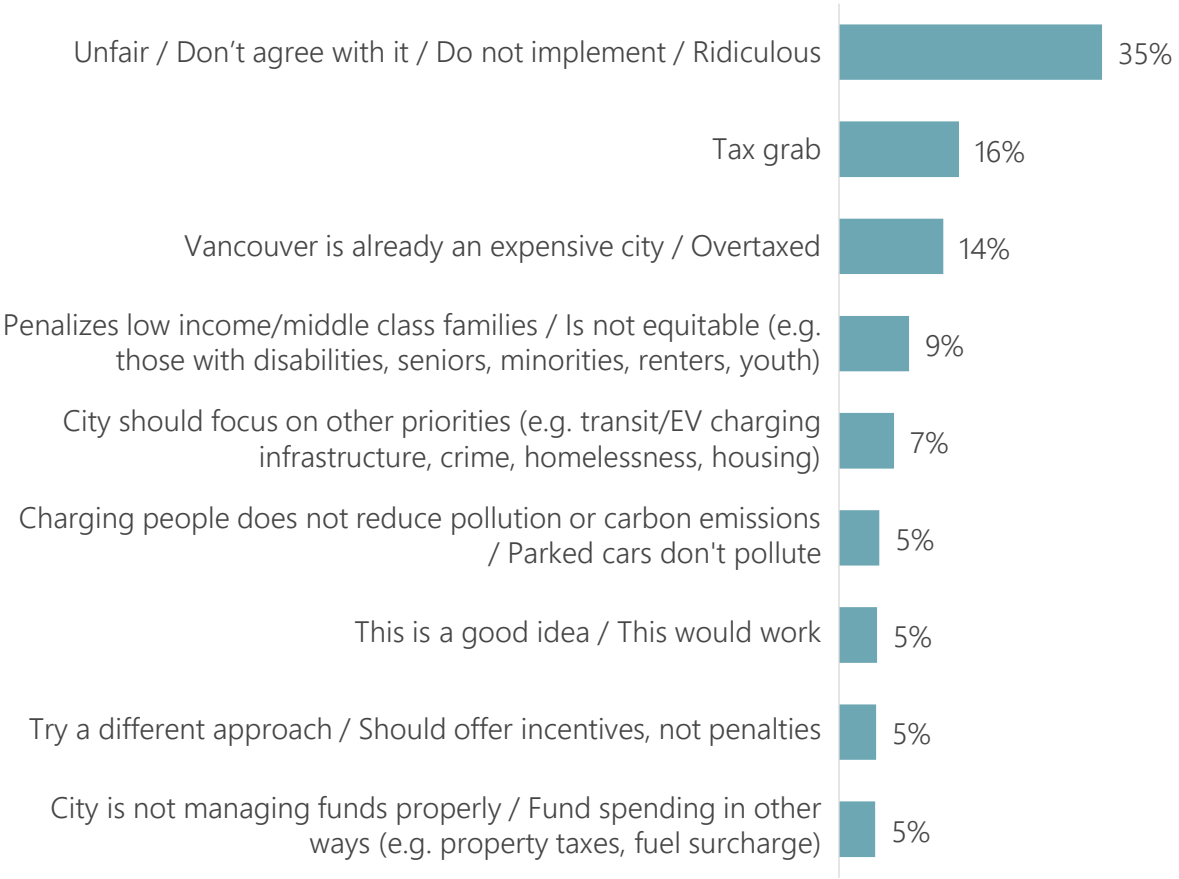


SUMMARY OF FINDINGS

Other Comments

OTHER COMMENTS ABOUT THE PROPOSED PROGRAMS

Other Comments About The Pollution Charge And The Overnight Permit Fee



"This is the latest, unpopular policy that is being discussed by City Hall. There are a lot more pressing priorities. Most residential neighbourhoods do not have stressful parking issues. Target specific areas of high congestion."

"Directly improving transit, walkability and biking in ALL areas of the city, not just the denser downtown and tourist areas would have more impact than parking fees. Encourage more neighbourhood hubs and corner grocery stores so people can walk for daily needs."

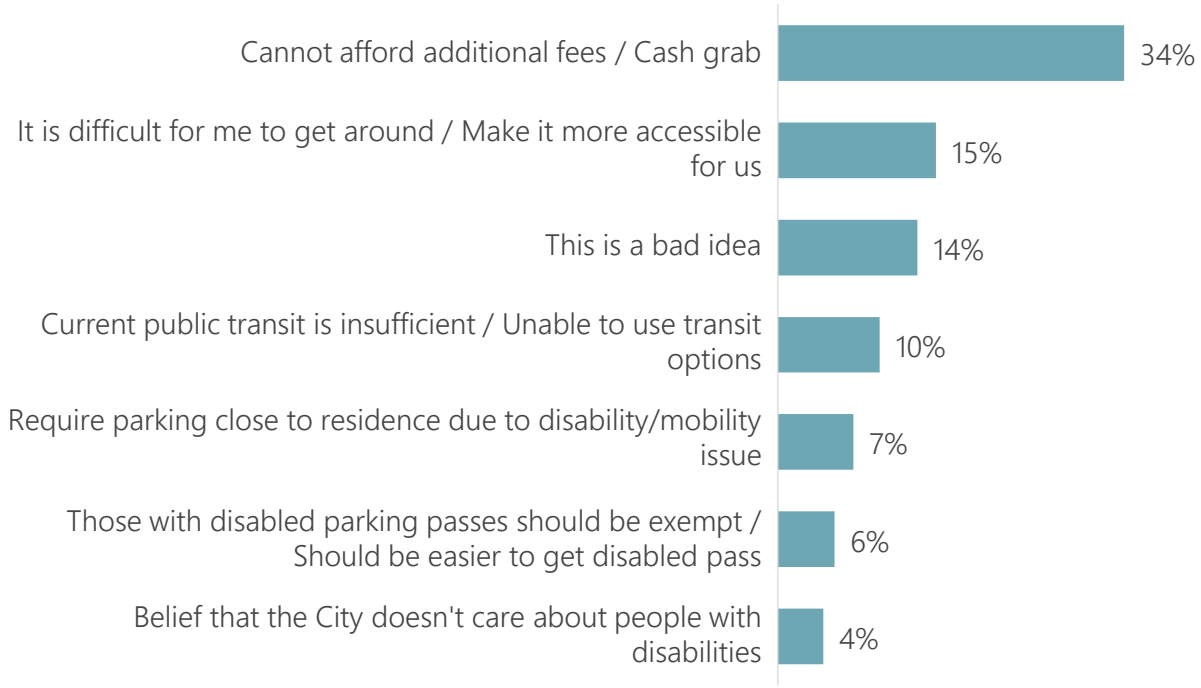
"Luxury vehicles should carry the burden and people who own multiple vehicles."

"Wonderful idea. I do have a vehicle that I will be trading in for a full electric. I really think Vancouver needs to go after all vehicles as our climate is changing so quickly."

Base: Those leaving a comment (2,019)
D1. Do you have any other comments about the pollution charge and overnight parking fees being considered by the City?

GENERAL COMMENTS AMONG THOSE WITH MOBILITY-RELATED DISABILITIES

General Comments Among Those With Mobility-Related Disabilities



"Don't make it more expensive for people who must rely on using their own vehicles - including people with disabilities and the elderly. And it's not always safe for women or elderly people to take transit, and then walk through a dark neighbourhood in the winter time..."

"This will make the competition for parking in front of my residence worse. The enforcement of the 3hr bylaw is already poor."

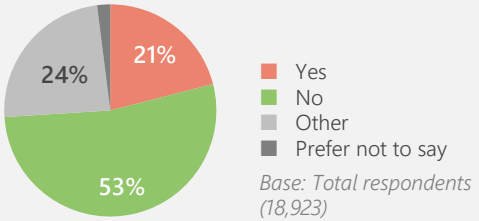
"I need to park in front of the house as I'm restricted from carrying things (groceries) long distances."

"Disabled parking is seriously lacking in Vancouver in all neighbourhoods. There are hardly any spots to be found."

Base: Those who have a disability that makes it difficult to get around and left a comment (272)

F8. As a person with a disability, do you have any concerns about the Climate Emergency Parking Program that you haven't already mentioned? How could they be addressed?

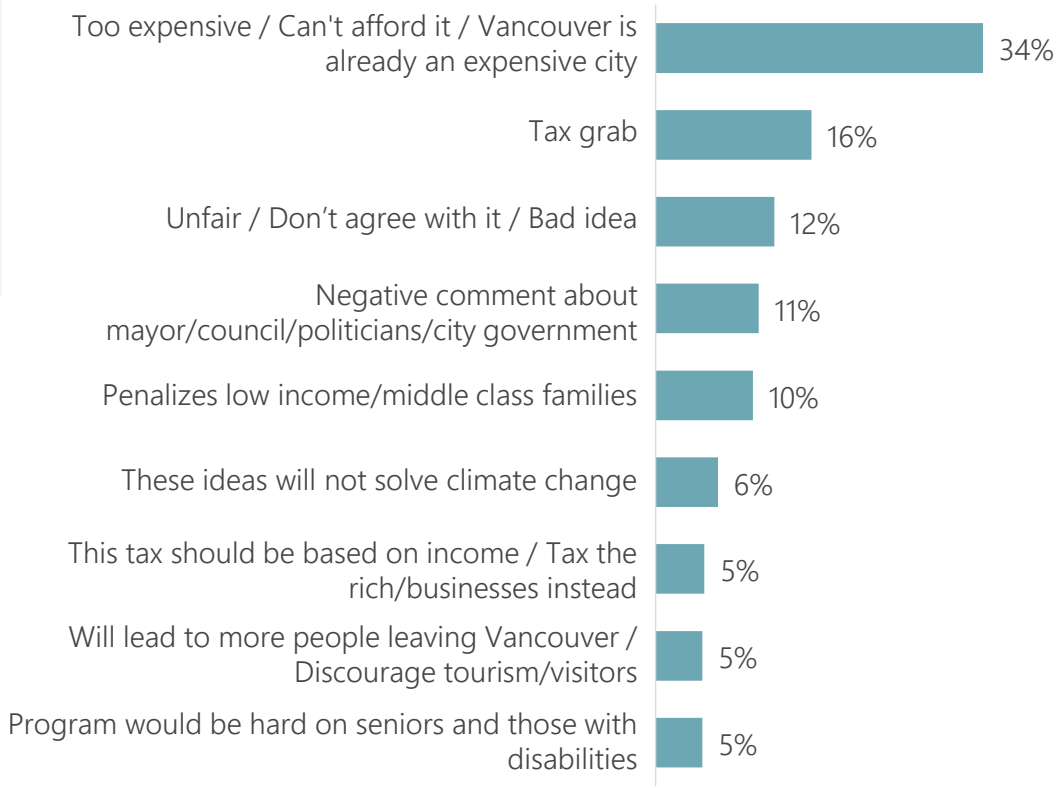
GENERAL COMMENTS AMONG LOW INCOME HOUSEHOLDS



Base: Total respondents (18,923)

21% of respondents stated they struggle financially to meet their basic needs for food, clothing, transportation, housing and other necessities.

General Comments Among Low Income Households



"I really just can't afford these extra costs, especially with the impact COVID has had on my job."

"Find revenue and carbon savings by going after industry please."

"This is an unnecessary fee that will do absolutely nothing to affect climate change. What instead should be offered is a tax rebate every year for switching to electric cars."

"Tourism is a big industry in Vancouver and we should be welcoming visitors instead of trying to charge them more fees to visit."

Base: Those who struggle financially to meet their basic needs and left a comment (501)

F15. Do you struggle financially to meet your basic needs for food, clothing, transportation, housing and other necessities? Select one response only. / F16. Do you have any other comments about the Climate Emergency Parking Program, and its potential financial impact that you have not mentioned?

SUMMARY OF FINDINGS

Climate Change

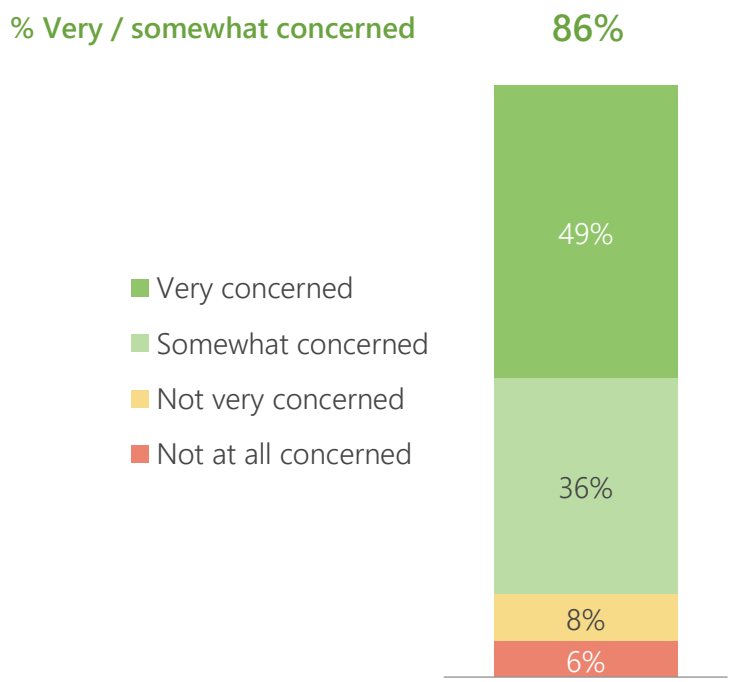
CLIMATE CHANGE

The great majority of respondents say they are concerned about climate change.

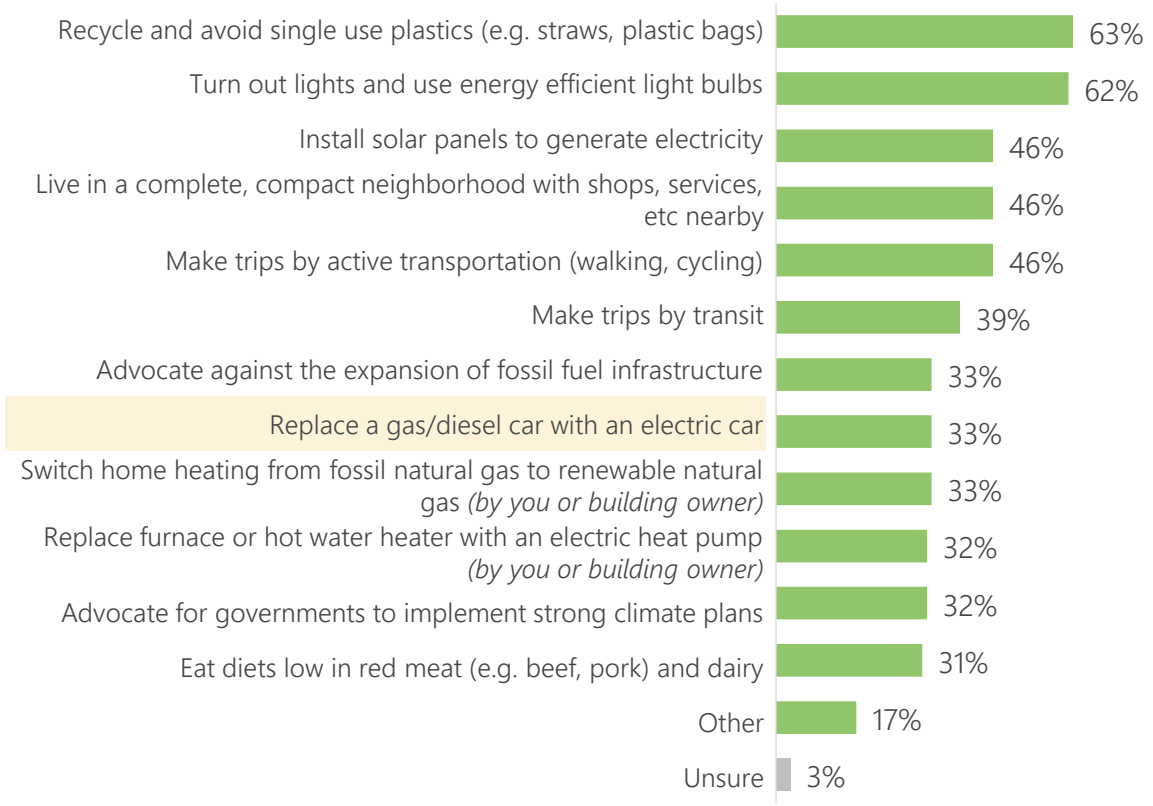
However, respondents believe that the best ways for them to address climate change are recycling/reducing plastics and turning out lights/using energy efficient light bulbs.

Despite this question coming after the parking program questions, replacing gas/diesel cars was not one of the commonly selected actions.

Climate Change Concern



Most Effective Ways For Respondents To Address Climate Change



Base: Total respondents (18,923)

Note: Net percentages may not add up to the sum of the individual response categories due to rounding.

E1. How concerned are you personally about climate change? Select one response only. / E2. Which of these actions do you believe to be the most effective ways for Vancouver respondents to address climate change? Select all that apply.



SUMMARY OF FINDINGS

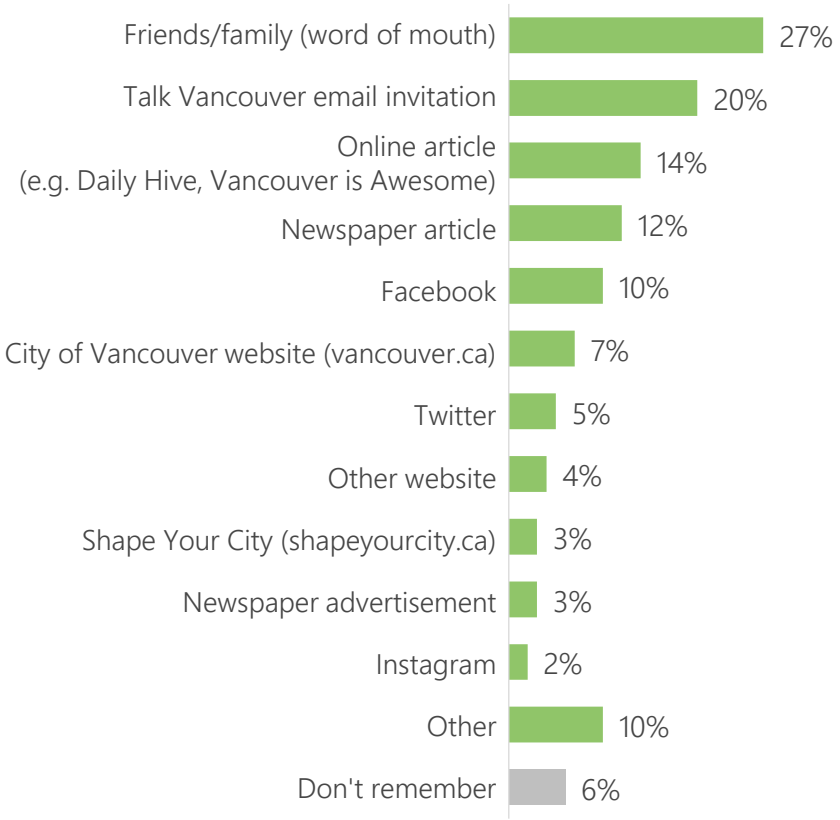
Stay Informed

AWARENESS OF SURVEY AND INTEREST TO STAY INFORMED ABOUT PROJECT

Word of mouth (27%), Talk Vancouver email invites (20%) and online articles (14%) were the most common ways respondents heard about the survey.

One-quarter of respondents would like to stay informed about the Climate Emergency Parking Program.

How did you hear about the survey?



Would like to stay informed about project

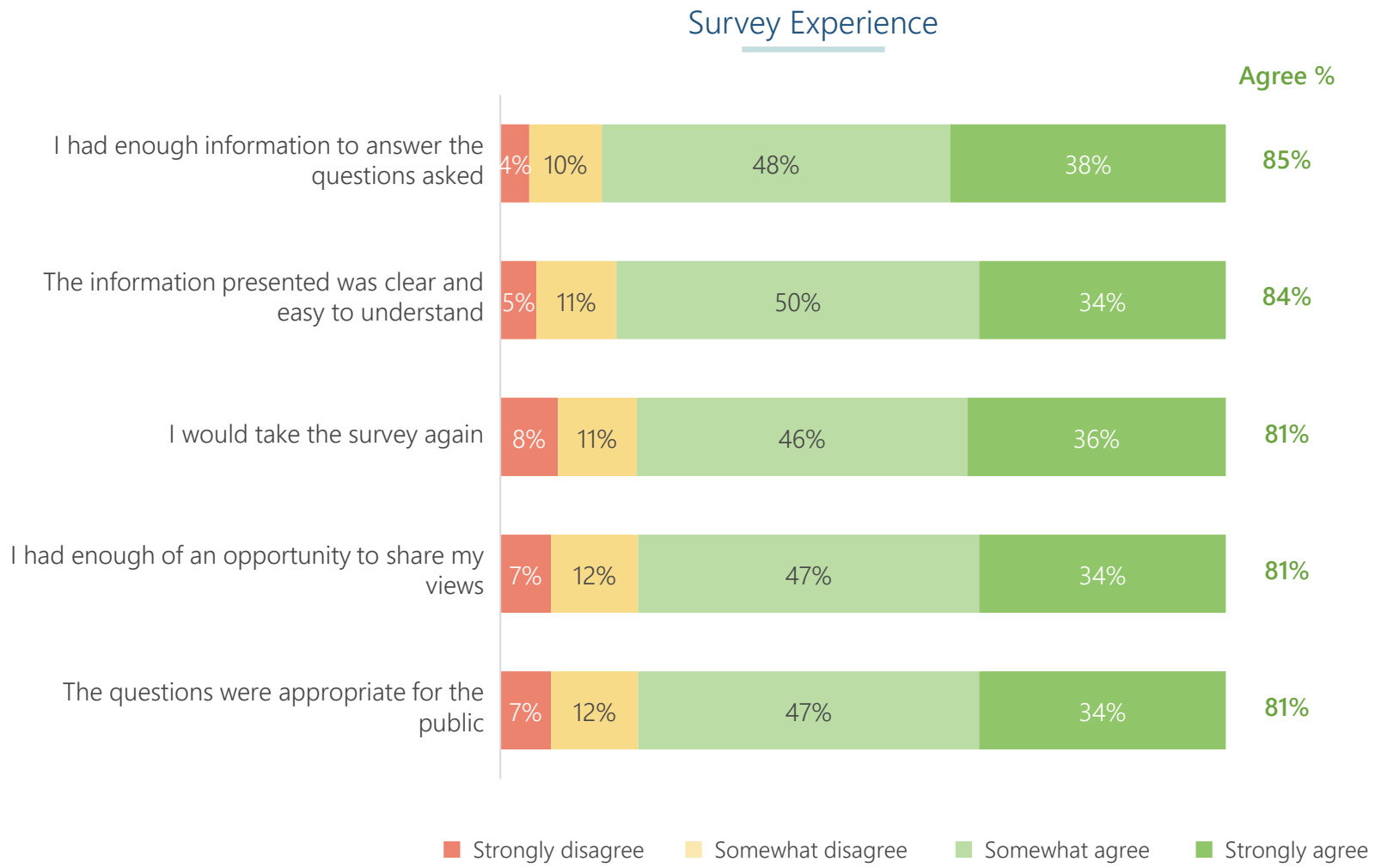


12% would like to sign up to receive Talk Vancouver surveys
16% are already Talk Vancouver members

Base: Total respondents (18,923)
G1a. Would you like to stay informed about this project? Join the email list to get notified when there are project updates. Select one only. / G2. How did you hear about this survey? Select all that apply. / G4. Would you like to sign up to receive Talk Vancouver survey invitations in the future? Select one only.

SURVEY EXPERIENCE

Reviews on the survey experience are very positive – no less than eight-in-ten provide positive scores on each of the 5 dimensions.



Base: Total respondents (18,923)
Note: Net percentages may not add up to the sum of the individual response categories due to rounding.
G3. Thinking about your experience with this survey…do you agree or disagree with the following? Select one for each row.



Appendix

RESPONDENT PROFILE

	Survey Responses	Actual Portion Of City Residents
Gender (Base)	(18,894-18,923)	
Woman	39%	51%
Man	45%	49%
Non-binary/Gender Diverse	2%	-
Other	2%	-
Prefer not to say	13%	-
Age		
Under 15	<1%	11%
15-19	<1%	4%
20-29	9%	17%
30-39	22%	18%
40-49	21%	14%
50-59	20%	14%
60-69	16%	11%
70+	12%	10%
Region		
Downtown & West End	9%	17%
Northeast	17%	17%
Northwest	18%	16%
Southeast	26%	31%
Southwest	21%	19%
Outside of Vancouver	9%	-
Household Composition		
Have children under the age of 18 living at home	30%	-
No children in household	58%	-
Only have children over the age of 18 living at home	11%	-
Other	1%	-

	Survey Responses	Actual Portion Of City Households
Home Ownership (Base)	(18,894-18,923)	
Own	67%	47%
Rent	24%	53%
Co-op	2%	-
Unsheltered or temporary shelter	<1%	-
Other	1%	-
Prefer not to say	7%	-
Type of Housing		
Ground-oriented housing (NET)	**70%**	**39%**
Single detached home (NET)	59%	15%
Single family home- main unit	*50%*	-
Single family home- secondary suite (e.g. basement suite)	*9%*	-
Townhouse/Semi-detached/Laneway home (NET)	12%	24%
Townhouse or semi-detached (e.g. duplex, triplex)	*11%*	-
Laneway home	*1%*	-
Multi-family dwellings (NET)	26%	61%
Multi-family dwelling (up to 4 stories)	*14%*	*32%*
Multi-family dwelling (more than 4 stories)	*13%*	*29%*
Other	3%	-
Household Income		
Under $50,000 (NET)	14%	39%
Under $25,000	*4%*	-
$25,000 to under $50,000	*11%*	-
$50,000 to under $100,000 (NET)	27%	30%
$50,000 to under $75,000	*13%*	-
$75,000 to under $100,000	*14%*	-
$100,000 and above	30%	30%
Prefer not to say	28%	-

RESPONDENT PROFILE

Current Residential Parking Situation (Base)	Survey Responses (18,923)
Live in an existing residential parking permit zone (permits must be bought to park on the street)	17%
My block is a resident parking only zone (no permit required, but only respondents from the block can park on the street)	10%
Anyone can park on my street	69%
Don't know	4%
Household Members With Driver's License	
0	1%
1	20%
2	49%
3	15%
4	10%
5+	5%
Number Of Off-Street Parking Spaces	
0	20%
1	39%
2	27%
3	6%
4	3%
5+	5%
Household Member Parks On The Street	
Yes	72%
No	27%
Don't know	1%

Car Ownership (Base)	Survey Responses (18,923)	Actual Portion Of City Households
0	5%	27%
1	37%	50%
2	39%	18%
3+	19%	5%
Primary Mode Of Transportation		
Walk or roll using an assistive device	9%	27%
Bicycle (including e-bike)	8%	9%
Transit	9%	18%
Motor vehicle (NET)	70%	46%
Motor vehicle as driver	*66%*	-
Motor vehicle as passenger	*4%*	-
Other	4%	-
Have Disability That Makes Difficult To Get Around		
Yes	11%	-
No	76%	-
Don't know	13%	-
Have Modified Vehicle to Accommodate Disability	(2,080)*	
Yes	7%	-
No	88%	-
Prefer not to say	5%	-

*This question was only asked of respondents who have a disability that makes it difficult to get around

RESPONDENT PROFILE

Ethnic Background (Base)	Survey Responses (18,923)
North American (NET)	**48%**
Canadian	*47%*
American	*3%*
Mexican	*1%*
Asian (NET)	**32%**
East Asian (e.g. Chinese, Japanese, Korean, Taiwanese)	*27%*
South Asian (e.g. Punjabi, Indian, Tamil, Pakistani, Bangladeshi)	*3%*
Southeast Asian (e.g. Filipino, Thai, Vietnamese)	*3%*
European (NET)	**27%**
British Isles (e.g. English, Scottish, Welsh, Irish)	*17%*
Eastern European (e.g. Russian, Ukrainian, Croatian)	*5%*
Central European (e.g. French, German, Polish)	*7%*
Southern European (e.g. Greek, Italian, Spanish)	*3%*
Northern European (e.g. Swedish, Danish, Latvian)	*3%*
Indigenous (NET)	**3%**
First Nations	*1%*
Métis	*1%*
Inuit	*0%*
Multiple Indigenous identities	*1%*

Ethnic Background (Base)	Survey Responses (18,923)
Central / South American (NET)	**1%**
Guatemalan	*0%*
Brazilian	*0%*
Ecuadorian	*0%*
Peruvian	*0%*
Additional Central / South American (e.g. Salvadorian, Panamanian, Argentinian, etc.)	*1%*
African (NET)	**1%**
North African (e.g. Algerian, Egyptian, Libyan)	*0%*
East African (e.g. Ethiopian, Sudanese, Kenyan, Somalian)	*0%*
West African (e.g. Ghanaian, Liberian, Senegalese)	*0%*
Southern African (e.g. Tanzanian, South African, Zimbabwean)	*0%*
Other regions (NET)	**5%**
Middle Eastern (e.g. Lebanese, Iranian, Syrian, Iraqi)	*1%*
Oceania (e.g Australian, New Zealander)	*1%*
Caribbean (e.g. Jamaican, Barbadian, Cuban)	*0%*
Other	*3%*
Prefer not to say	**12%**