

Climate Emergency Parking Program

Phase 1 Engagement Summary

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CITY OF VANCOUVER

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CITY OF VANCOUVER

Climate Emergency Parking Program
Phase 1 Engagement Summary

The City of Vancouver is conducting a two-phased engagement process on the *Climate Emergency Parking Program*. This report provides an overview of the overall engagement approach, and summarizes feedback from the first phase of engagement.

More information about the program is online at *shapeyourcity.ca/parking*.

Project Background

In November 2020, Vancouver City Council directed staff to explore a citywide residential parking program with a pollution surcharge as part of the Climate Emergency Action Plan, which aims to reduce carbon pollution in the city 50% by 2030. Transportation currently accounts for about 40% of emissions in Vancouver.

The Climate Emergency Parking Program is intended to:

- Encourage people who are purchasing new vehicles to choose clean options
- Reduce air and carbon pollution
- Help fund climate emergency actions

It would also allow the City to respond more effectively to localized parking issues as Vancouver grows.

Overall Engagement Approach

The idea of a citywide parking program with a pollution surcharge was vetted with the public and stakeholders at a high level as part of the Climate Emergency Action Plan engagement process that took place in 2020, which supported its inclusion in the suite of actions approved by Council.

Focused public and stakeholder engagement began immediately following approval of the Climate Emergency Action Plan, and includes:

- **Ongoing stakeholder engagement** including online discussions, presentations, and workshops with citizen advisory bodies and other key groups
- **A two-phase public engagement process** including online information and surveys for the public to share their experiences, perspectives, and concerns

The two phases of public engagement are described below.

1. **Phase 1 (January 27 – March 1, 2021)** gathered feedback on how residential parking functions within Vancouver today, providing the public with an opportunity to share information about their own behaviour, experiences, and concerns as they relate to parking. This input—together with the City's existing parking programs, detailed technical analysis, and best practices from other cities—helped shape a detailed proposal for Phase 2.

2. **Phase 2 (June 8 – June 30, 2021)** will provide the public with an opportunity to review and comment on a more detailed proposal. Feedback will be used to refine directions before going to Council for approval later this year.

Stakeholder Mapping

Virtually all people living in or visiting Vancouver would be impacted by this project in some way.

It would directly impact many people, including:

- Residents who own motor vehicles and park on the street
- Residents who receive visitors that own motor vehicles and park on the street
- People who visit residential areas in Vancouver by car (including residents, non-residents, and service providers)
- People who live in their motor vehicles in Vancouver

From a geographical perspective:

- Residents in areas that do not already have parking permit requirements would be particularly affected, especially if they own motor vehicles, since (a) they may need to purchase parking permits to continue current behaviour, and (b) it could affect how their visitors park
- Residents living in areas that already have parking permits or other curbside regulations may feel less impacted, since permits are already required to park on the street. However, they would also be affected since:
    - The program would result in the implementation of new pollution surcharges on existing permit zones
    - The proposed policies could inform longer-term changes to established zone areas
    - If they drive, they likely visit residential areas in non-regulated parts of the city, or know people who do

More broadly, all residents and visitors would be indirectly impacted by this project, even those who don't drive. This is because the policies are intended to provide broad benefits including:

- Improving air quality and reducing carbon pollution
- Funding other climate actions with benefits including improved walking, rolling, cycling, and transit infrastructure
- Making it easier to convert some road space from private vehicle storage to other uses with broad community benefits (e.g. green infrastructure, public space, improved walking and cycling, more shared mobility)
- Making it easier to receive visitors, including service providers (since permit programs can help free up curb space by encouraging more people to park off-street)

Given the project entails increased regulation and most likely new fees, groups and individuals concerned about affordability and equity may be particularly concerned.

Climate Emergency Action Plan Engagement

Climate Emergency Action Plan Engagement Process

From February to May 2020, the City of Vancouver undertook an engagement process to get feedback on 19 draft climate actions. Unfortunately, the COVID-19 pandemic struck in the middle of our engagement process, which required a significant pivot away from in-person engagement tactics from March 2020 onwards.

In the end, feedback was collected through an online survey, 25 dialogues, 10 stakeholder meetings, and three market-research surveys, as well as 94 interviews conducted in Mandarin, Cantonese, and Punjabi. Actions were reviewed by External Advisory Groups and the Climate and Equity Working Group. In total, 16,926 comments were received from 3,284 respondents, including 204 staff. During this period, we also attended or hosted an additional 31 events with 3,447 attendees.

Details of the Climate Emergency Action Plan engagement are available online in Appendix P of the final report to Council.

Market Research Survey Results on Citywide Parking Permits with a Pollution Surcharge

As part of the Climate Emergency Action Plan engagement process, Sentis was retained to conduct market research on proposed climate actions.

On-street parking initiatives were framed as part of a 'zero emission' parking plan, with the following description:

> ***Action: Zero Emission Parking Plan***
>
> *Currently, only 10% of residential streets in Vancouver have residential permit parking regulations. The City is proposing expanding this system city-wide, making it more market-based to better reflect price of the space used, and introduce surcharges on more polluting vehicles purchased when clean options exist.*

Results from 435 demographically-representative Vancouver residents aged 20 or over indicated:

- 45% of respondents were comfortable with the proposed direction, 25% were neutral, and 31% were uncomfortable
- Respondents identifying as male, over 40 years of age, English home language speakers, and/or gas/diesel vehicle drivers were more likely to be uncomfortable

Respondents were asked follow-up questions whether their level of comfort would change if adjustments to the program were made. Exempting low income households from higher rates and applying pollution surcharges to new vehicles only both had a net-positive impact on level of comfort:

- Comfort if low-income households wouldn't be subject to higher rates
  (38% more comfortable, 46% same level of comfort, 16% less comfortable)
- Surcharges on polluting vehicles would apply to new vehicles only
  (37% more comfortable, 45% same level of comfort, 18% less comfortable)

Additional detail on Sentis' market research is provided in *Figures 1* through *4*.

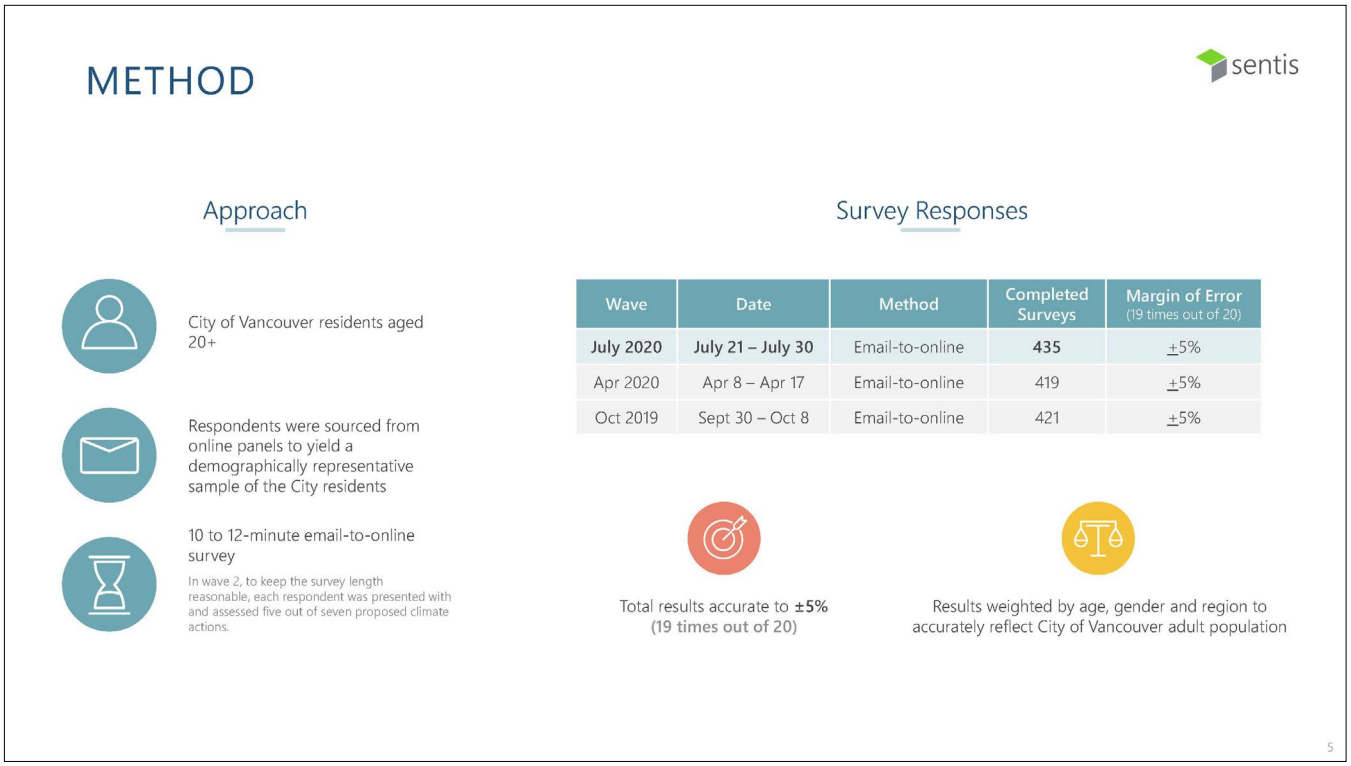


Figure 1. Overview of Climate Emergency Action Plan market research methodology conducted by Sentis on behalf of the City of Vancouver

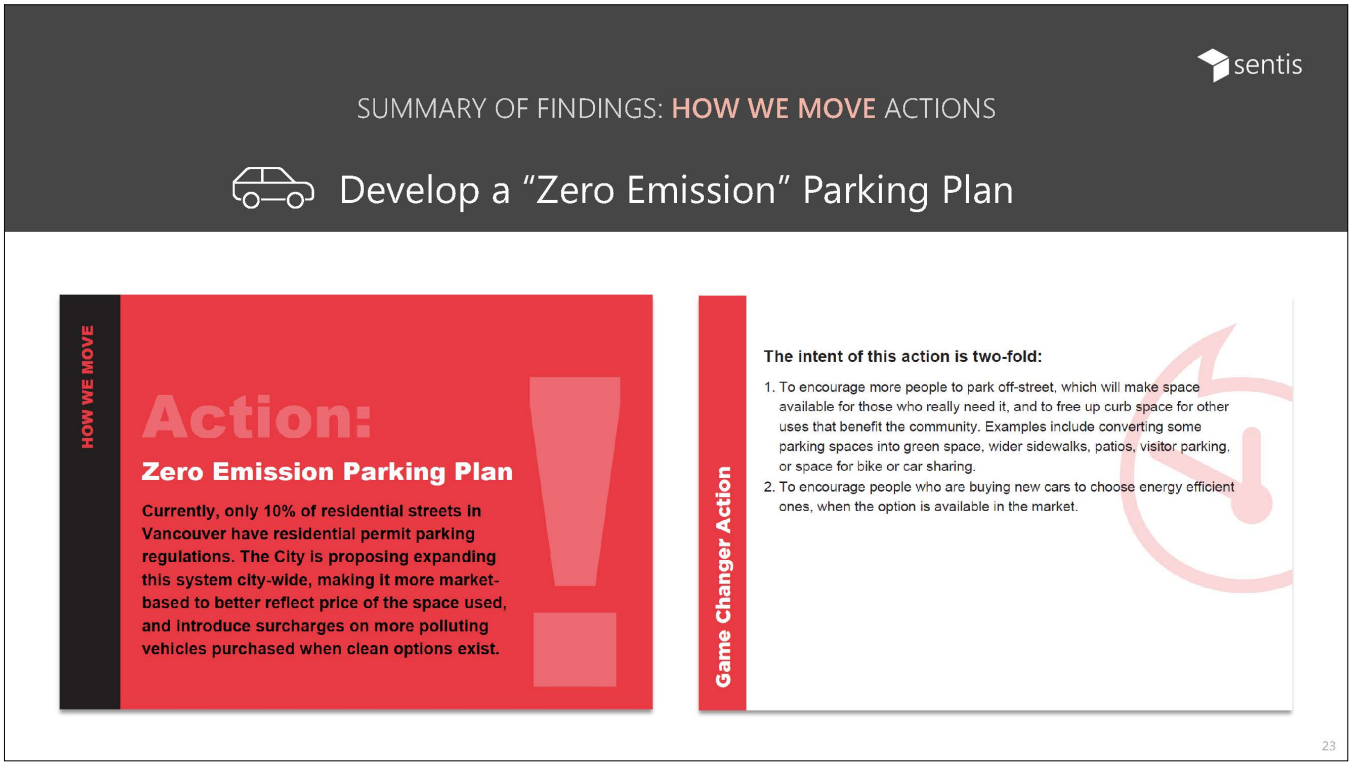


Figure 2. How the Climate Emergency Parking Program was described in market research conducted by Sentis on behalf of the City of Vancouver, July 2020

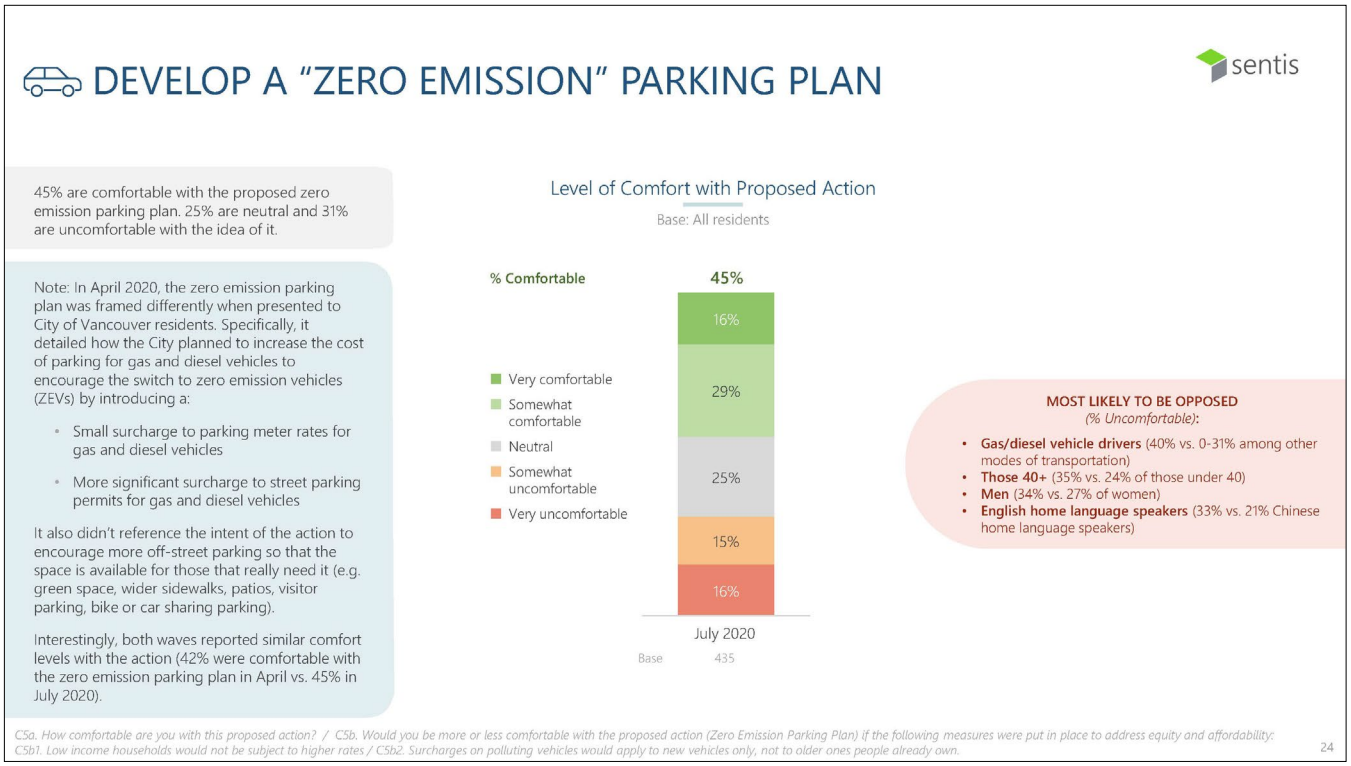


Figure 3. Level of comfort with developing a 'zero emissions' parking plan (Sentis market research, July 2020)

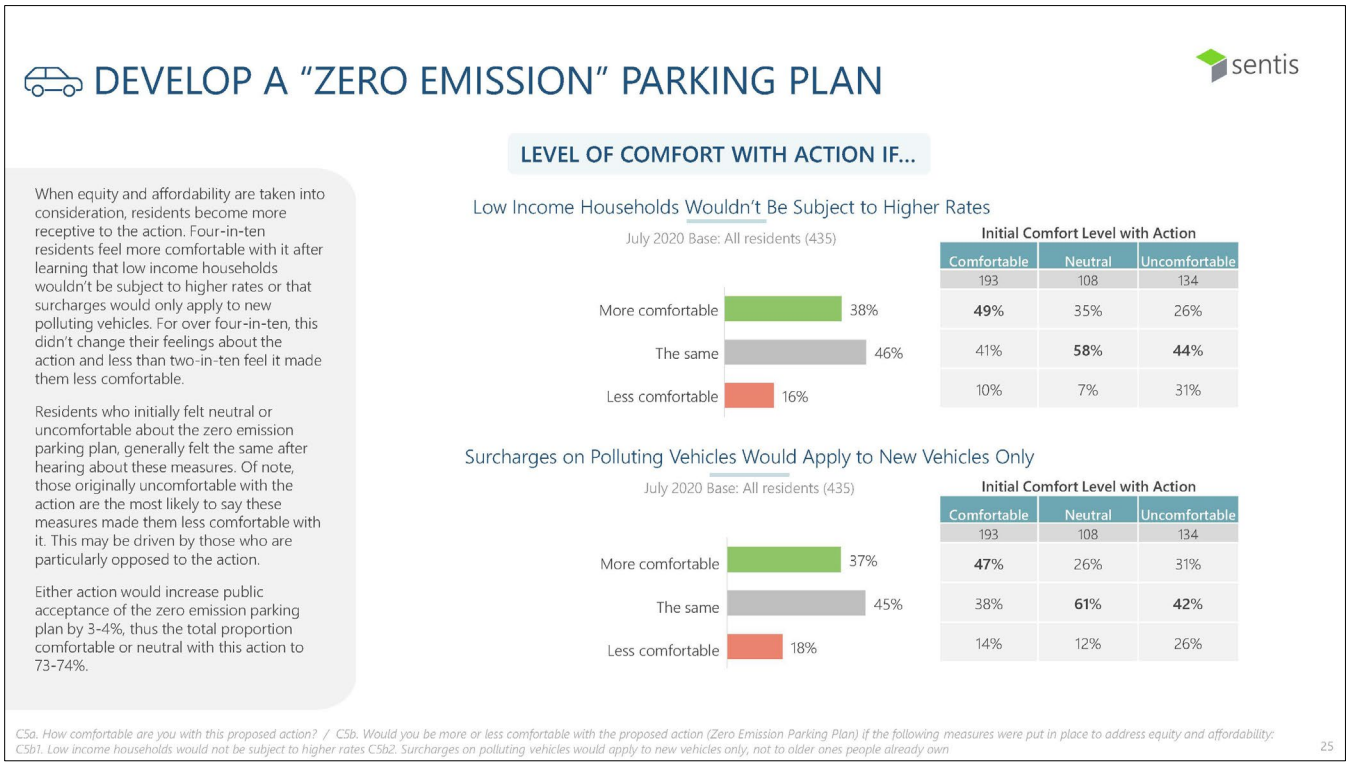


Figure 4. Level of comfort with 'zero emissions parking plan' if (a) low income households wouldn't be subject to higher rates, or (b) pollution surcharges would apply to new vehicles only (Sentis market research, July 2020)

Stakeholder Engagement

Tactics

City staff are engaging with stakeholders on an ongoing basis. Due to the pandemic, engagement methods have been limited to online meetings and workshops.

Citizen Advisory Committees

Staff met individually with citizen advisory committees representing transportation, seniors, persons with disabilities, and renters throughout January 2021, providing a multimedia presentation and inviting feedback through discussion. A joint workshop with all of these groups together took place in late February, to allow for a deeper discussion and sharing of ideas and concerns. The work was also broadly discussed with other citizen advisory committees at an 'all committees' Climate Emergency workshop, where groups were invited to reach out if they were interested in further discussion.

Other Stakeholders

Staff reached out to a wide variety of stakeholders at the outset of the project, including groups representing local resident and business associations, transportation, sustainability, public space, affordability, and equity. An email was sent out (a) letting them know about the program and why they might care; (b) offering to speak with them directly if they were interested in learning more; and (c) asking them to spread the word to their networks.

Focussed virtual presentations and discussions took place during place as part of the January BIA Partnerships meeting and at a lunch-and-learn with the Climate Emergency Amplifier Network.

From early January through May 1, 2020, staff held 11 stakeholder sessions with more than 140 participants (see *Table 1* below). Additional sessions will take place in parallel with Phase 2 public engagement, and as staff finalize recommendations to Council.

Table 1: Stakeholder groups engaged

Stakeholder Group	Date	# of attendees
Citizen Advisory Committees – Virtual Presentation & Discussion		
Transportation Advisory Committee (TAC)	2021-01-27	~11
Persons with Disabilities Advisory Committee (PDAC)	2021-01-14	~24
Seniors' Advisory Committee (SAC)	2021-01-22	~15
Renters Advisory Committee (RAC)	2021-01-27	~12
Virtual Workshops		
Climate Emergency Workshop – all citizen advisory committees	2021-02-16	~14
Parking Workshop – TAC, PDAC, SAC, RAC, SPARC BC	2021-02-25	~24
Other Stakeholders – Virtual Presentation & Discussion		
All BIAs (via citywide BIA Partnership meeting)	2021-01-06	~14
SPARC BC	2021-01-29	2
Developmental Disabilities Association	2021-03-05	1
Climate Emergency Amplifier Network	2021-02-22	~21
MODO	2021-02-16 & 18	4, 4
Peer cities with existing pollution charges on parking permits	February	5

Public Engagement

Outreach Tactics

A communications outreach plan was developed to support the engagement process by ensuring diverse public awareness of the scope, timeline, and opportunities for input. The plan included an extensive print, digital, and media campaign to ensure a broad, multilingual, and regional reach.

Communications tactics included the following:

- **Print:** advertisements in 6 papers across Vancouver and the Lower Mainland including Chinese-language print
- **Social Media:** organic and paid posts across the City's Instagram, Facebook and Twitter platforms, with the paid campaign reaching over 60,000 people
- **Earned media:** a combined total of 15 unique pieces of news/media coverage across all media formats (print, web, TV and radio)
- **Partner networks:** stakeholders and the Climate Amplifier Network of 50+ influencers were encouraged to share engagement opportunities with their networks
- **PaybyPhone ad:** ads for the survey on the splash page of the PaybyPhone app (used for metered parking transactions in the City of Vancouver) were viewed by approximately 240,000 unique users.
- **Greenest City newsletter:** the project was promoted in the February 2020 Greenest City newsletter, with approximately 6,500 email subscribers

As part of the communications strategy, a project-specific website was launched at shapeyourcity.ca/parking on January 27, 2021. It includes an overview of the program, responses to frequently asked questions, related materials, and a link to sign up for the project e-newsletter. To date, approximately 5,000 people have signed up to receive updates on future engagement opportunities and other project updates.

Public Survey

Due to pandemic restrictions, public engagement was limited to an online survey. **In total 12,384 completed surveys were received.** Comments were also received via email, 311, and other correspondence. See *Table 2* below.

Table 2: Summary of engagement events and surveys

Engagement Events & Feedback Tools	Purpose	Participants
Phase 1 Survey • Dates: January 27 to March 1, 2021	• Provide opportunity for public to share information about parking-related behaviour, experiences, and concerns	12,384
Other Submissions • Dates: January 27 to May 1, 2021 • Format: Letters, 3-1-1, Emails	• Provide opportunity for individuals and organizations to learn more and share additional comments	193

Who We Heard From

Summary

As noted earlier, the program would impact virtually everyone living in or visiting Vancouver, including:

- People who live in existing parking permit zones and park on the street, since they might have to pay an additional pollution surcharge in addition to the base permit fee
- People who live in unregulated residential areas and park on the street, since they might have to purchase a permit in the future to continue existing behaviour
- People who visit currently unregulated residential parts of the city by car, since they might be required to follow new visitor parking requirements
- People interested in purchasing a new motor vehicle in the future, since the pollution charge would apply differently depending on vehicle emissions and other factors
- Everyone living in, working in, or visiting the city, since the program would improve air quality and help fund climate actions such as improvements to walking, cycling, and transit

While everyone would be affected in some way, people who park privately owned motor vehicles on the street are most likely to feel directly impacted, especially if they live in unregulated areas today. This explains the over-representation of survey responses from home owners, lower density housing types, households with high vehicle ownership, and people who use a motor vehicle as their primary mode of transportation (See *Table 3* below).

Table 3. Over-representation from home owners, low density housing types, high vehicle ownership, drivers[1]

	Survey Responses	Actual Portion of City Households
% single family	60%	15%
% ground-oriented	80%	39%
% owner	67%	49%
% car-free household	5%	27%
% motor vehicle as primary mode	69%	46%

[1] Based on 12,384 survey responses. Sources for Citywide numbers: 2016 Census, 2017 TransLink Trip Diary, 2019 COV Vancouver Transportation Panel Survey

Responses by Area of Residence

Self-reported postal code data indicated responses from across the city and region, with higher representation in lower density parts of the city (see *Figure 5* below).

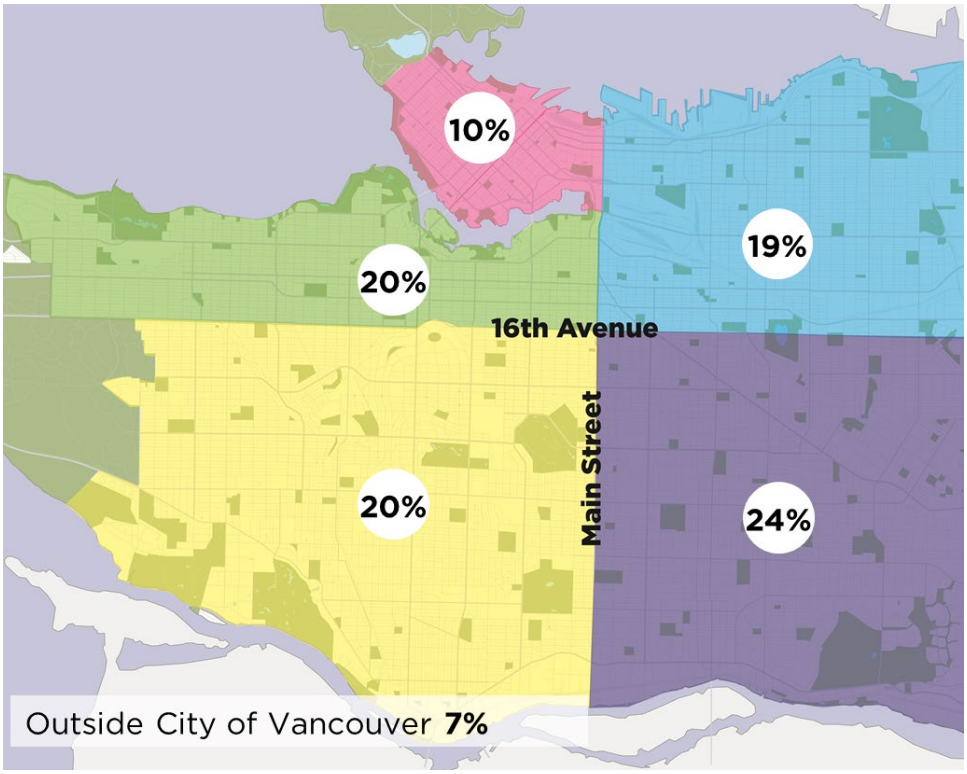


Figure 5. Geographic distribution of survey responses, based on self-reported home postal code

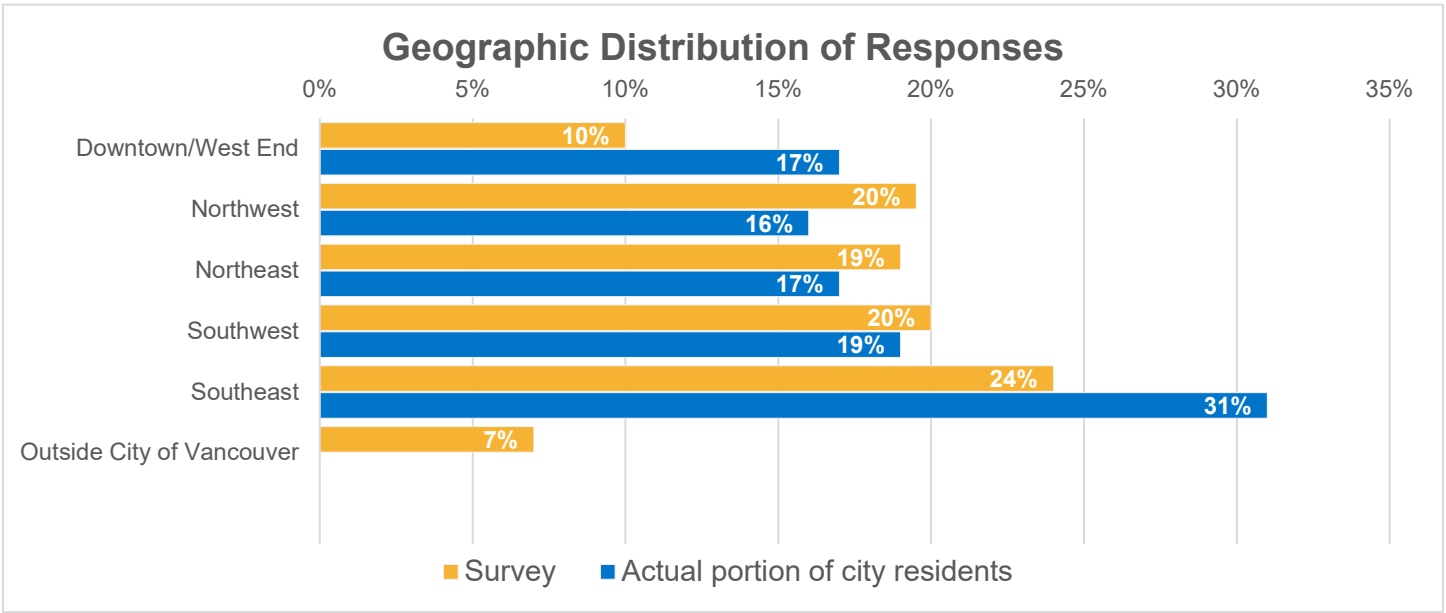


Figure 6. Geographic distribution of survey responses compared to actual city population[2]

[2] Based on 12,384 survey responses. Citywide statistics from 2016 Census. Refer to Figure 5 map for area boundaries, where pink area = "Downtown/West End", green = "Northwest", blue = "Northeast", yellow = "Southwest", and purple = "Southeast."

Responses by Housing Type and Tenure

A relatively high percentage of survey respondents were home owners living in lower-density housing, compared to actual citywide numbers.

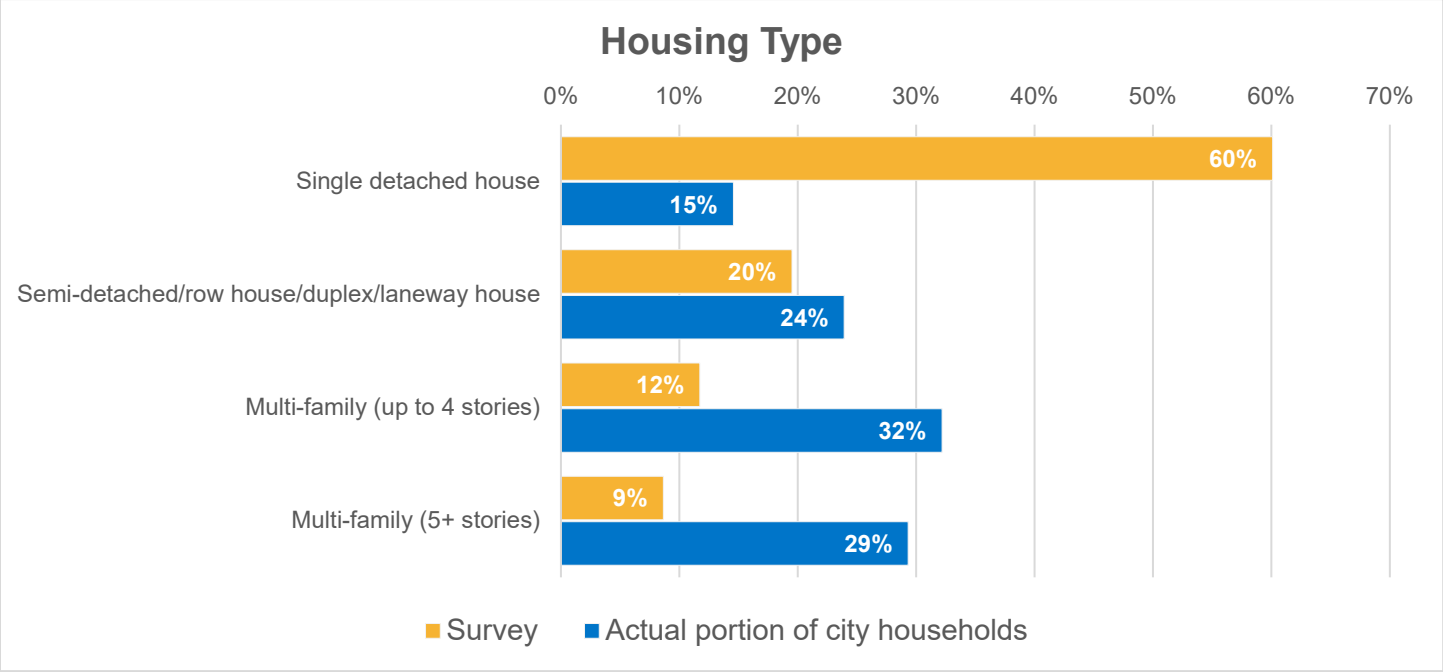


Figure 7. Survey responses by housing type[3]

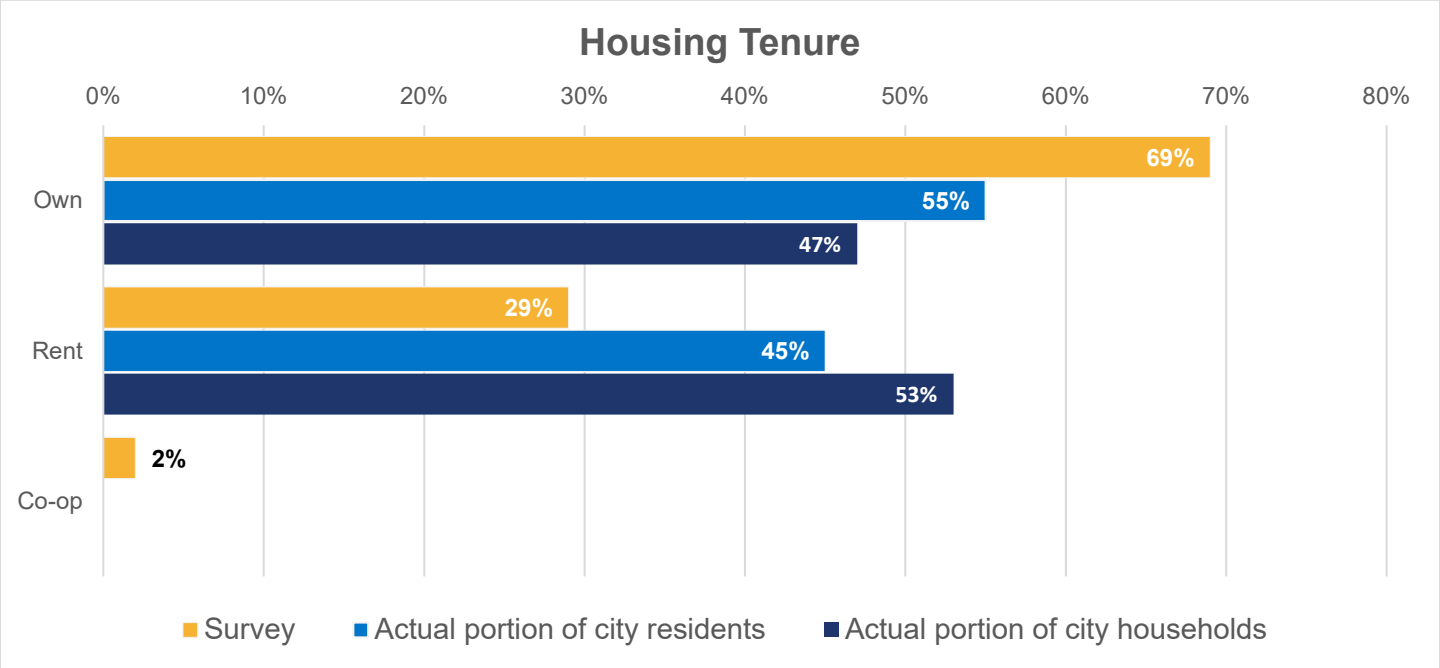


Figure 8. Responses by housing tenure[4]

[3] Based on 11,942 survey responses. Not including 375 'other' responses. Laneway responses (100) were grouped into 'townhouse or other semi-detached house.' Citywide statistics from 2016 Census.

[4] Based on 12,145 survey responses. Not including 12 responses from people living in vehicles or 211 open-ended responses. Citywide statistics from 2016 Census.

Responses by Household Income

On average, survey respondents had a higher household income when compared to actual citywide numbers.

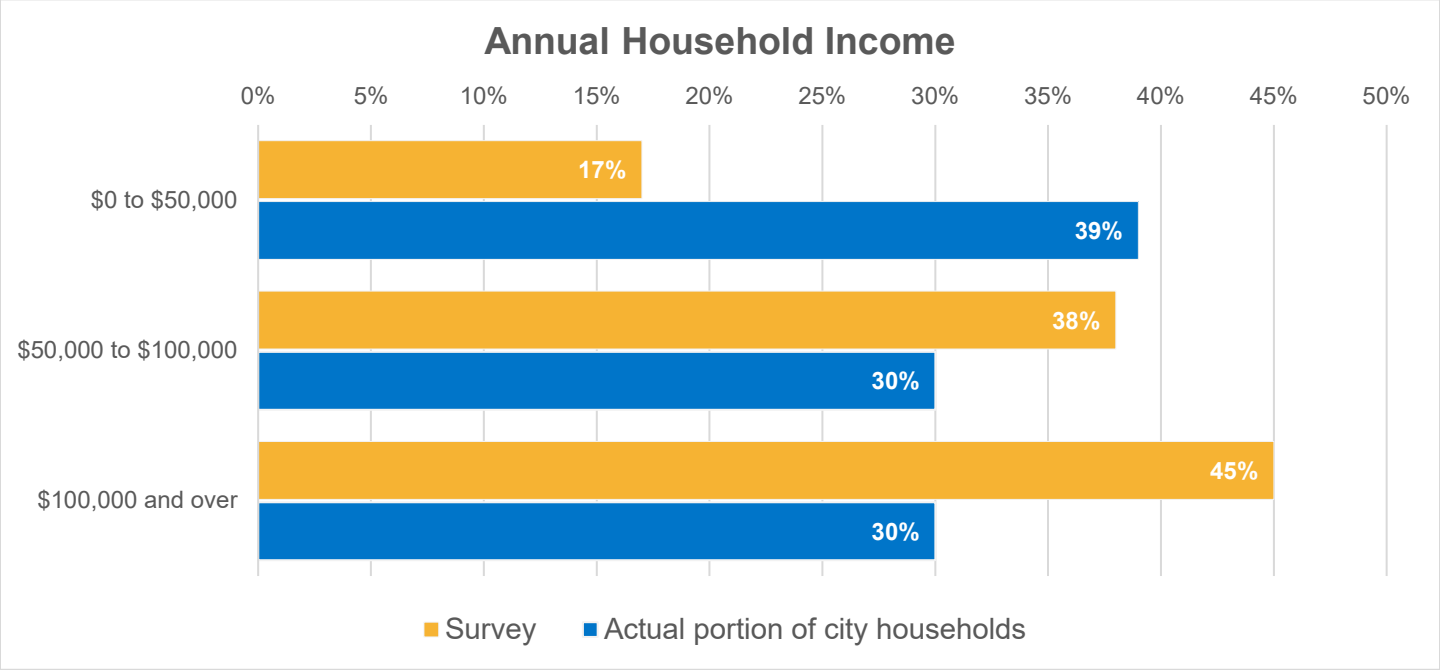


Figure 9. Responses by income[5]

[5] Based on 8,969 survey responses. Excluding 3,415 'Prefer not to say' responses. Citywide statistics from 2016 Census.

Responses by Age and Gender

A relatively high percentage of survey respondents identified as older and/or female, compared to actual citywide numbers.

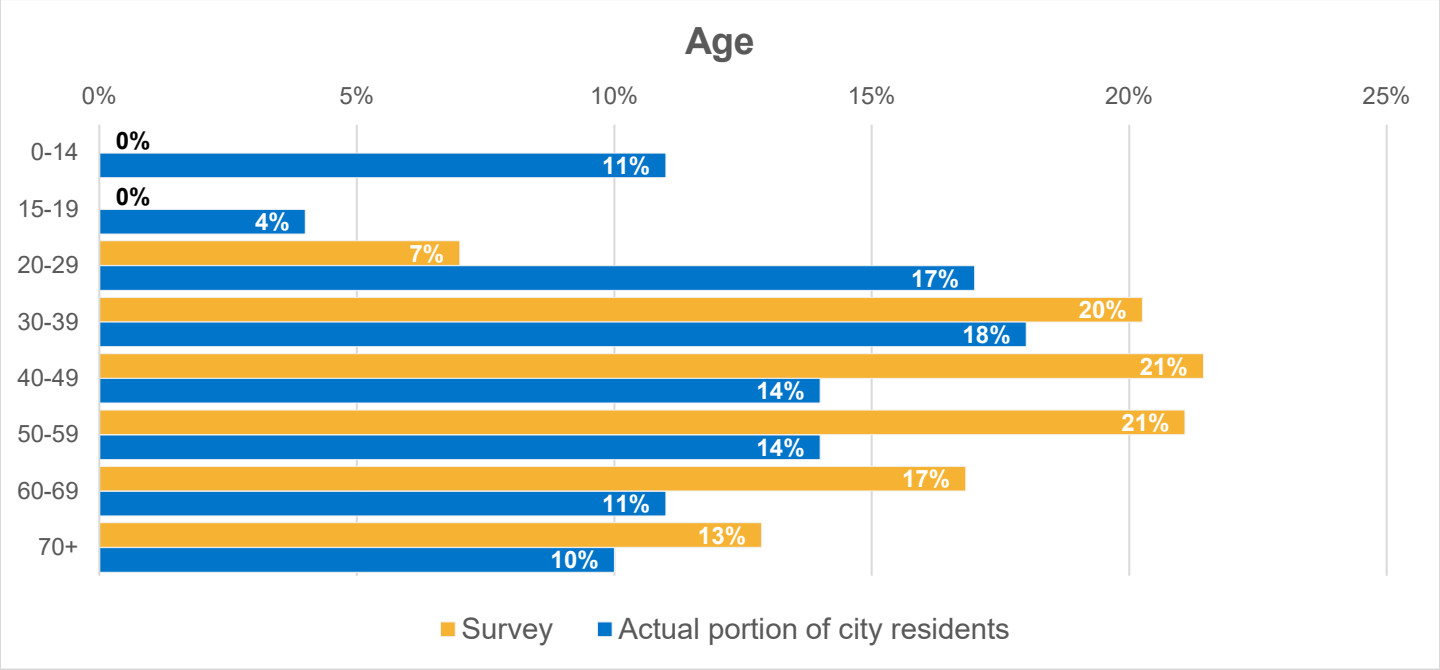


Figure 10. Responses by age[6]

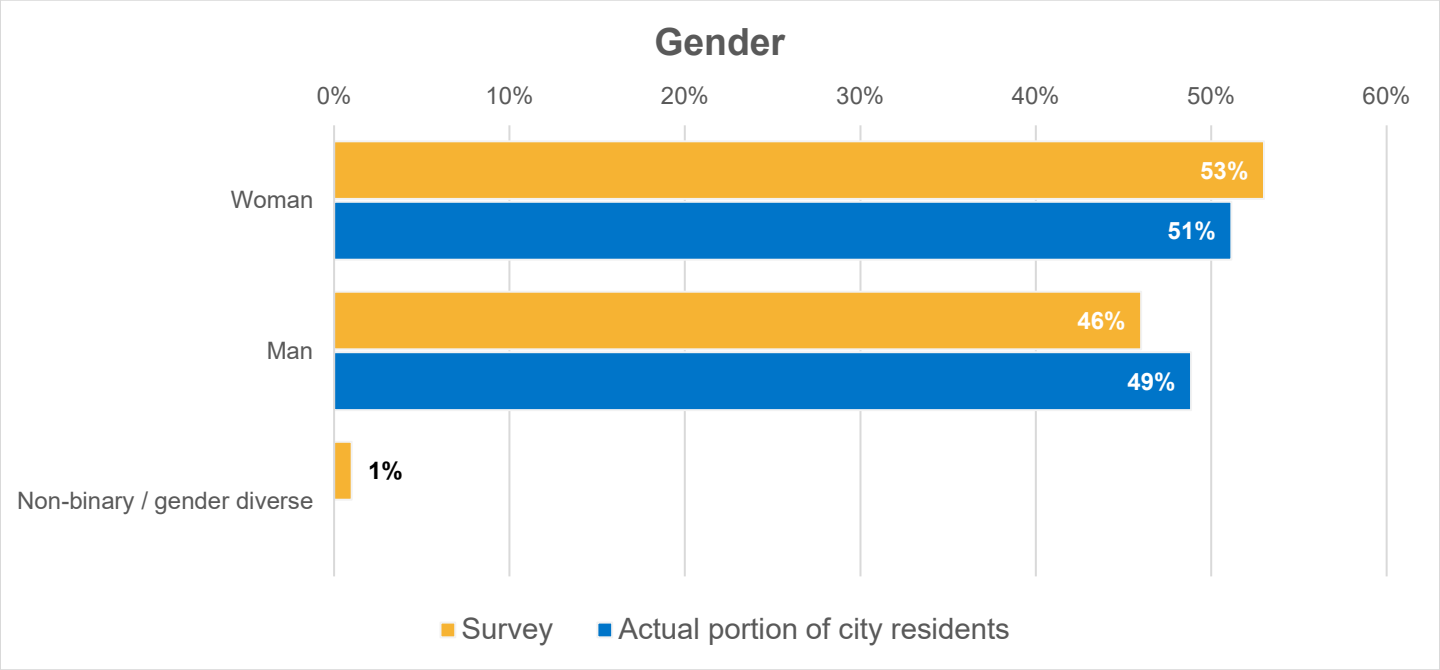


Figure 11. Responses by gender[7]

[6] Based on 12,089 survey responses Citywide statistics from 2016 Census.

[7] Based on 10,776 survey responses. Not including 1,608 'prefer not to say' or 'other' responses. Citywide statistics from 2016 Census.

Responses by Household Size and Composition

Survey respondents reported living in larger households relative to citywide averages. Just under 30% of respondents reported having children under 18 years of age living at home.

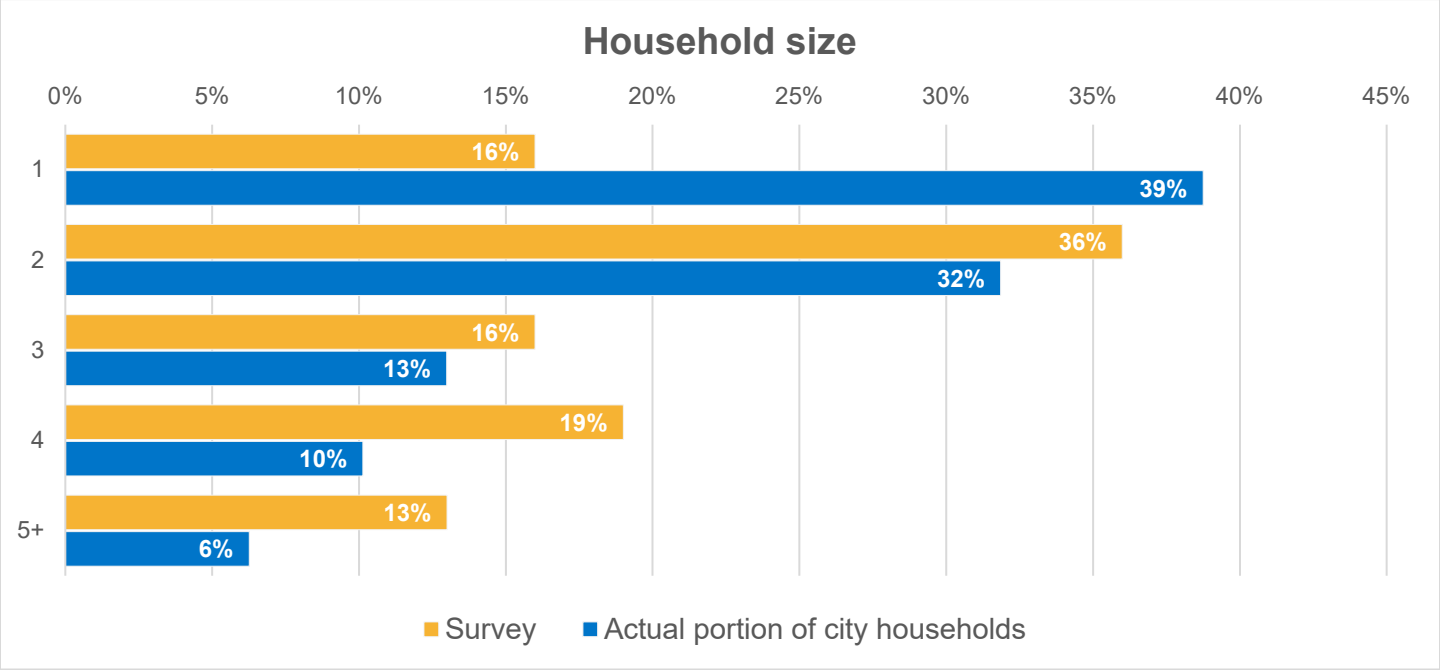


Figure 12. Responses by household size[8]

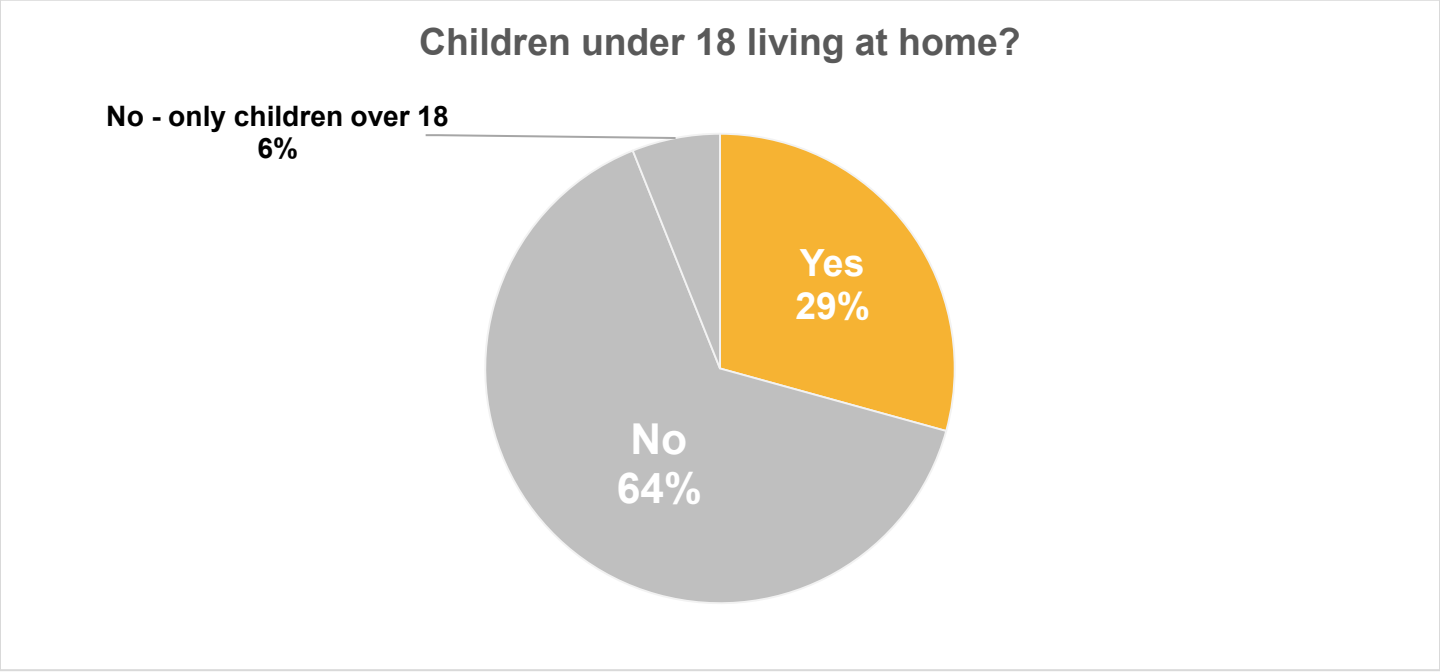


Figure 13. Responses with children under 18 living at home[9]

[8] Based on 12,381 survey responses.
[9] Based on 11,781 survey responses.

Responses Related to Disabilities Impacting Travel

About 12% of survey respondents identified as having a disability impacting their ability to travel. Of these respondents, 39% reported having a disabled parking permit (e.g. SPARC BC card).

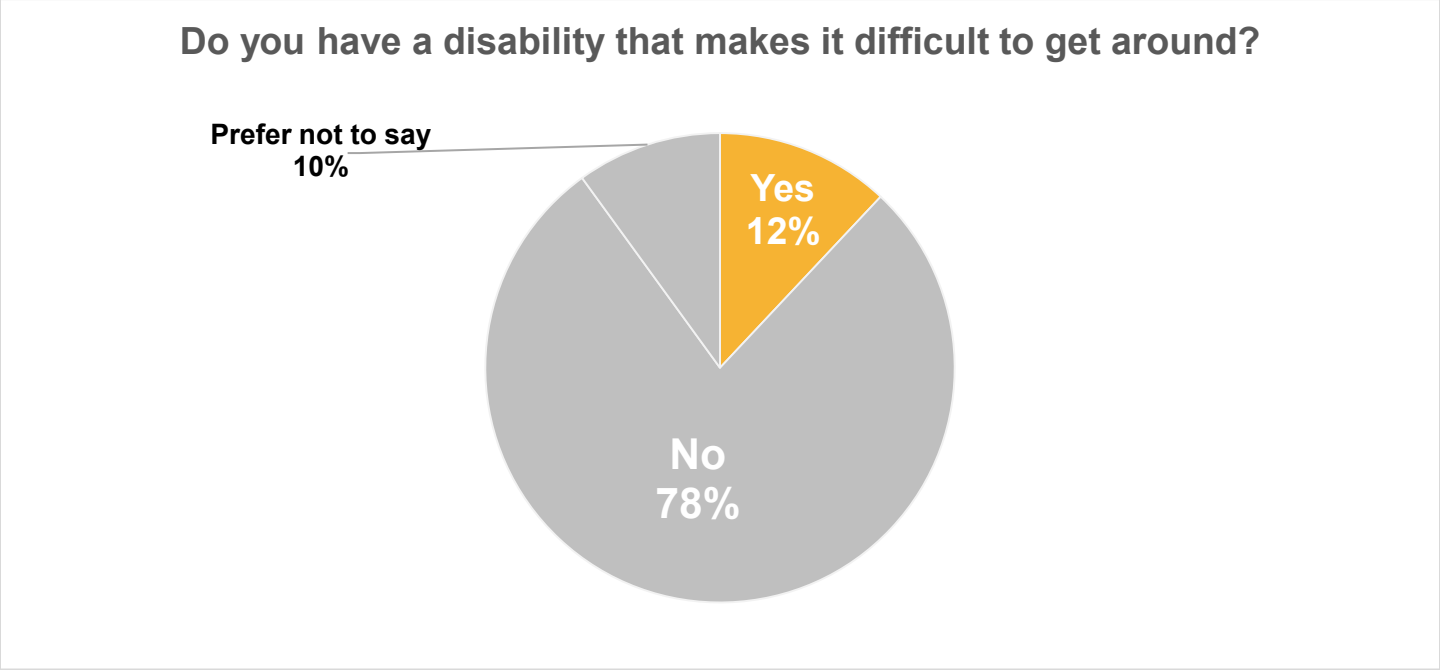


Figure 14. Respondents reporting a disability impacting travel[10]

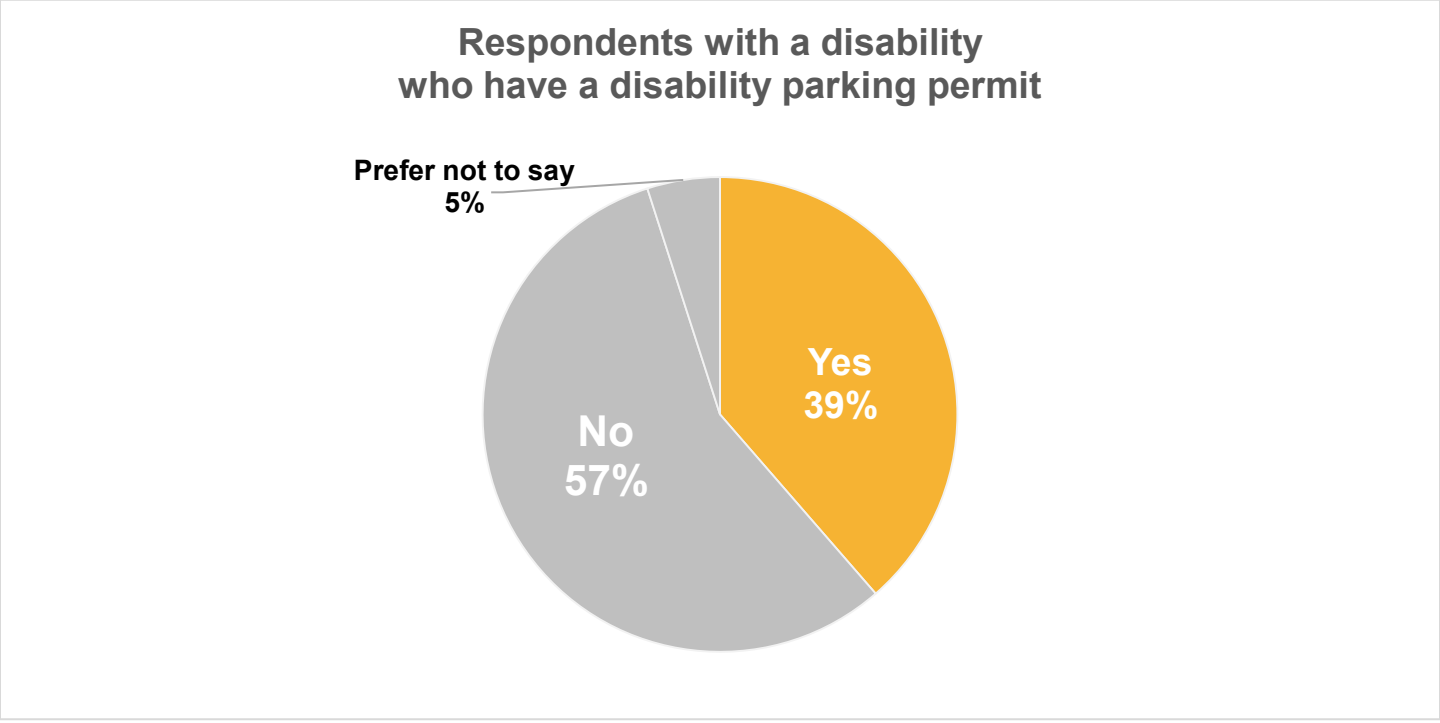


Figure 15. Respondents who report a disability impacting travel and have a disabled parking permit[11]

[10] Based on 12,384 survey responses.

[11] Based on 1,462 survey responses from those reporting they have a disability that makes it difficult to get around.

Responses by Primary Mode of Transportation, Vehicle Ownership, and Vehicle Access

Survey respondents were far more likely to own vehicles—and far more likely to use motor vehicles as their primary mode of transportation—compared to citywide figures.

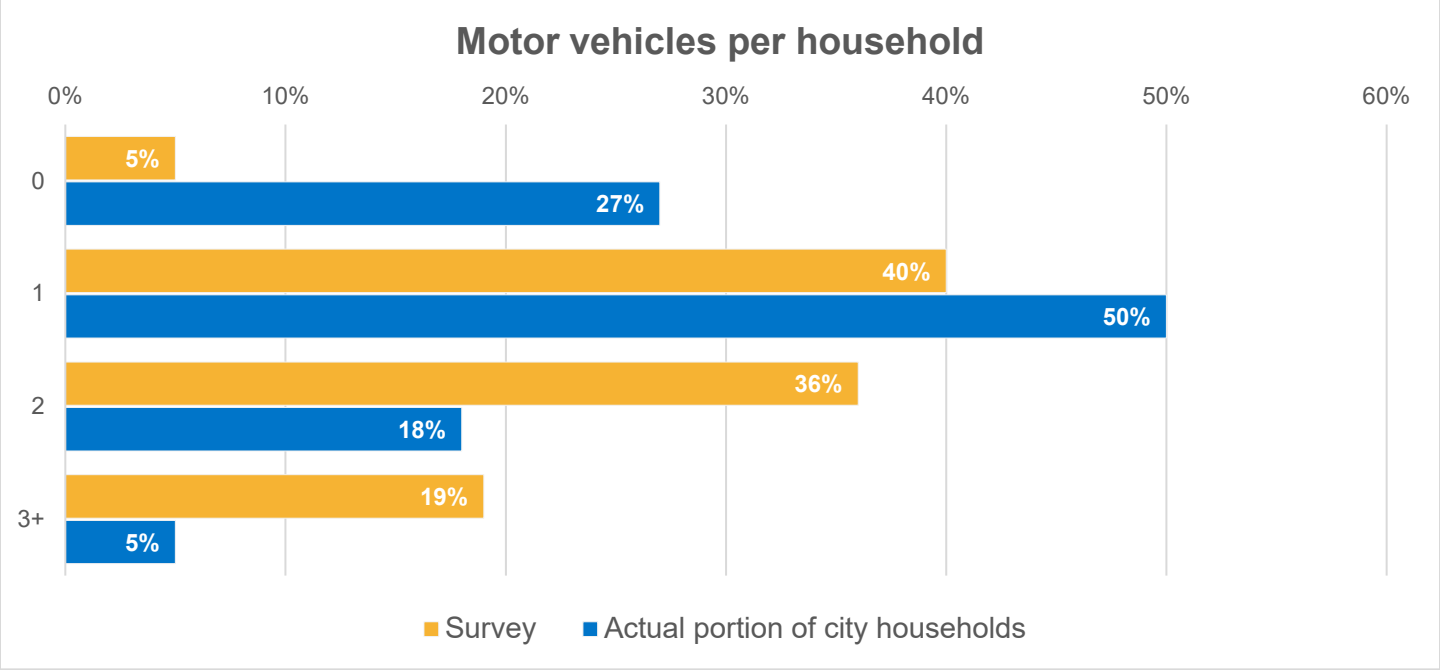


Figure 16. Number of motor vehicles per household[12]

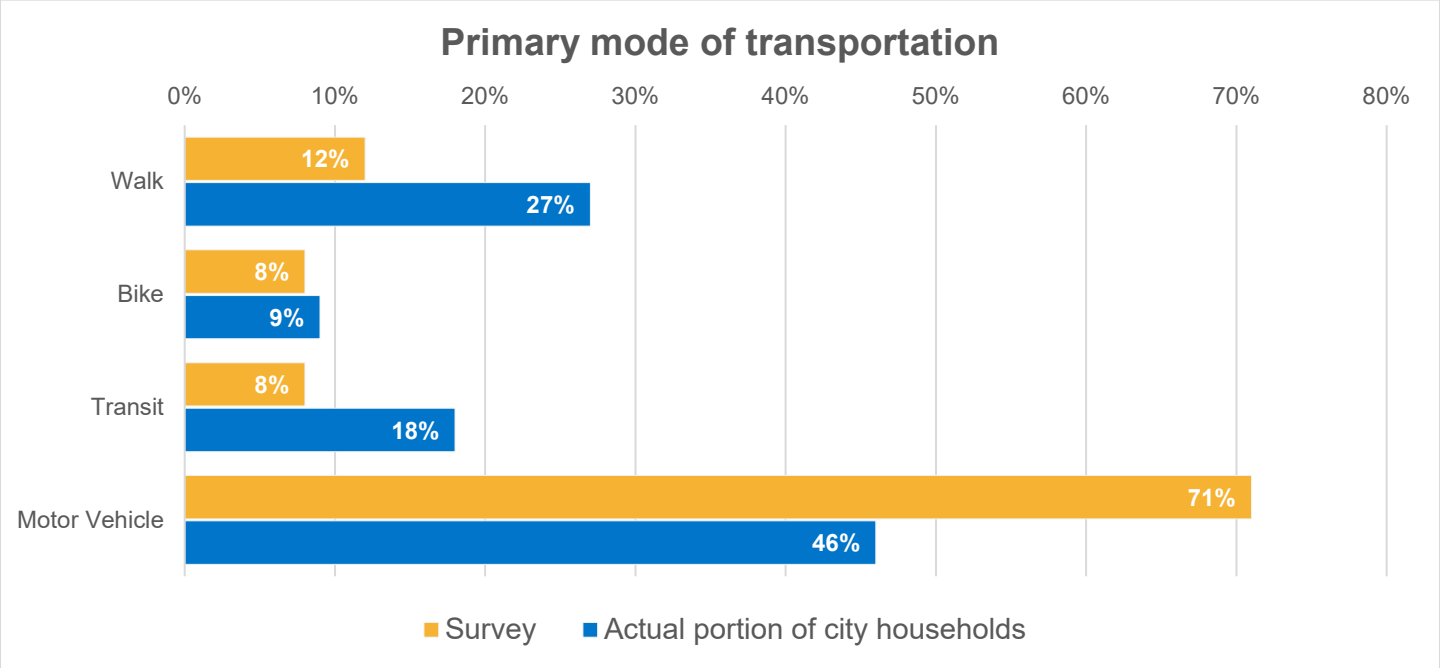


Figure 17. Primary mode of transportation[13]

[12] Based on 12,384 survey responses. Citywide numbers from 2017 TransLink Trip Diary.

[13] Based on 11,934 survey responses. Not including 450 'other' responses. Citywide figures from 2019 City of Vancouver Panel Survey.

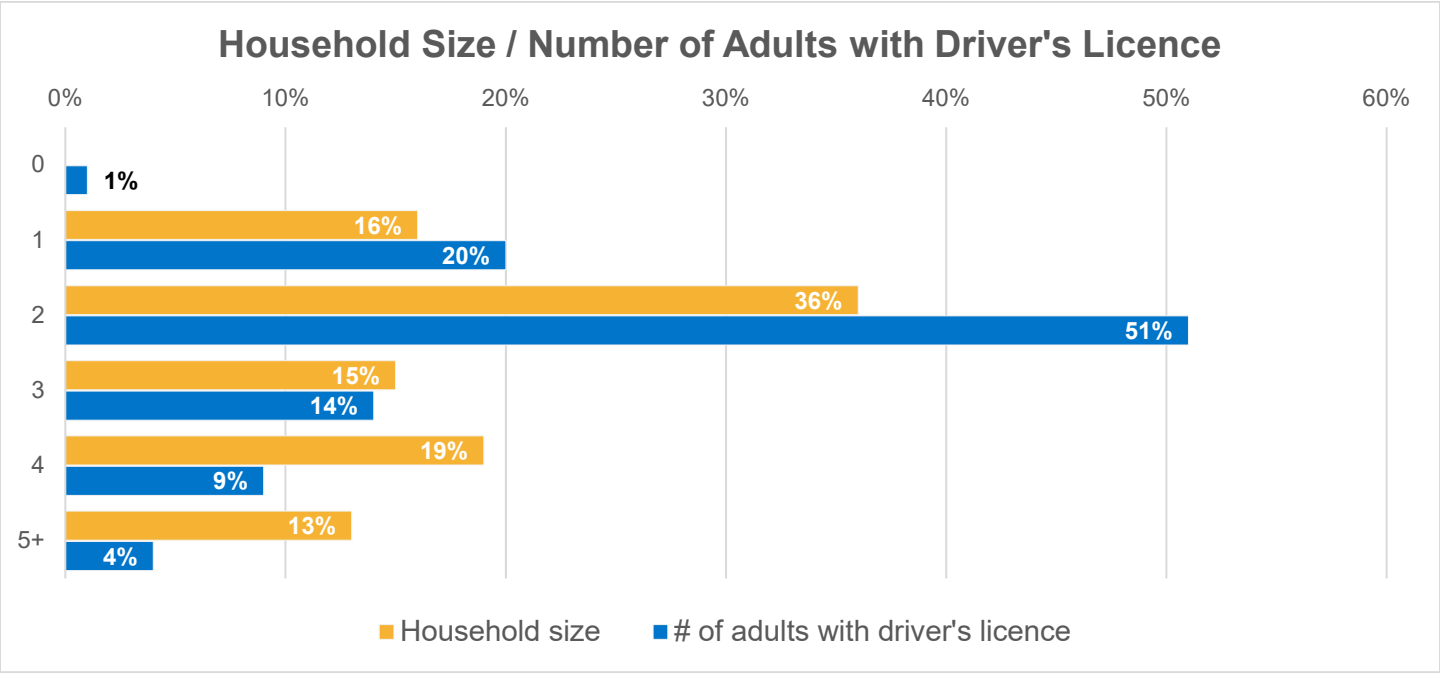


Figure 18. Number of adults per household with driver's licence[14]

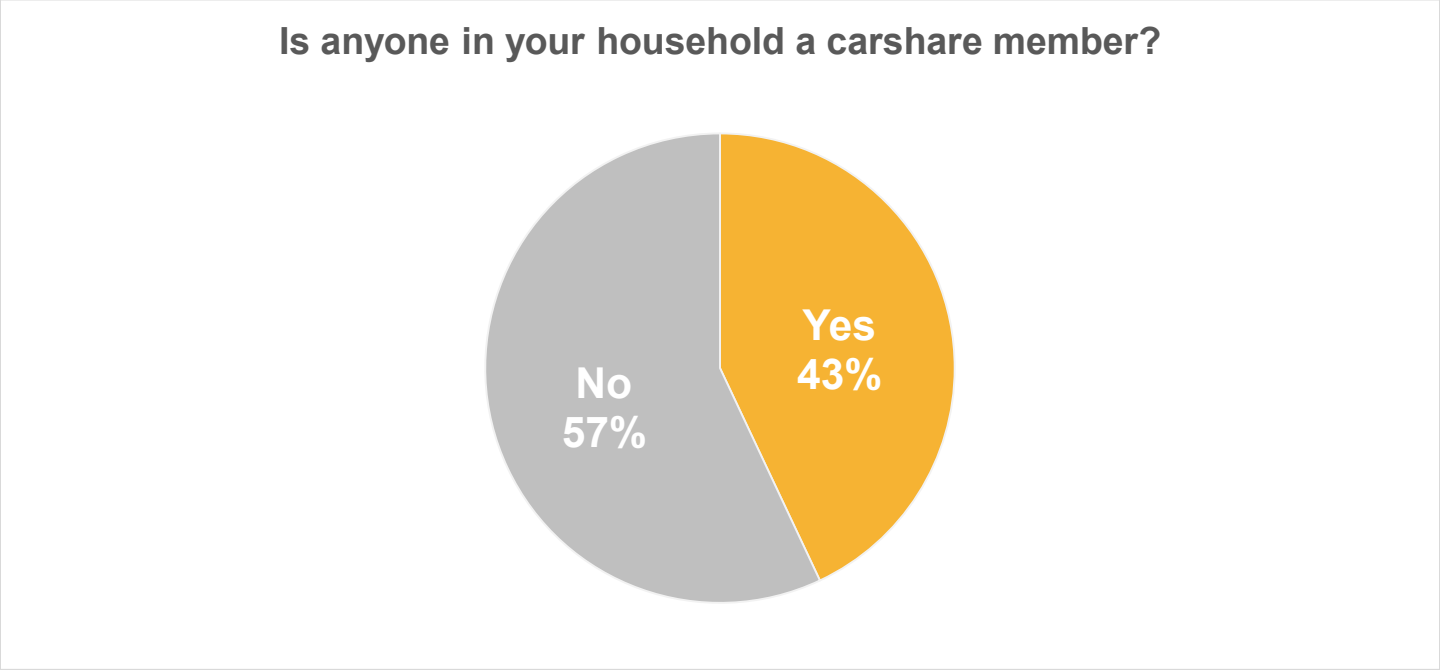


Figure 19. Respondents living in households with at least one carshare member[15]

[14] Household size based on 12,381 survey responses. # of adults with driver's licence based on 12,384 survey responses.

[15] Based on 12,184 responses. Does not include 200 'don't know' responses.

Off-Street Parking

Access to Off-Street Parking

About two-thirds of respondents have access to off-street parking, with most households having one space.

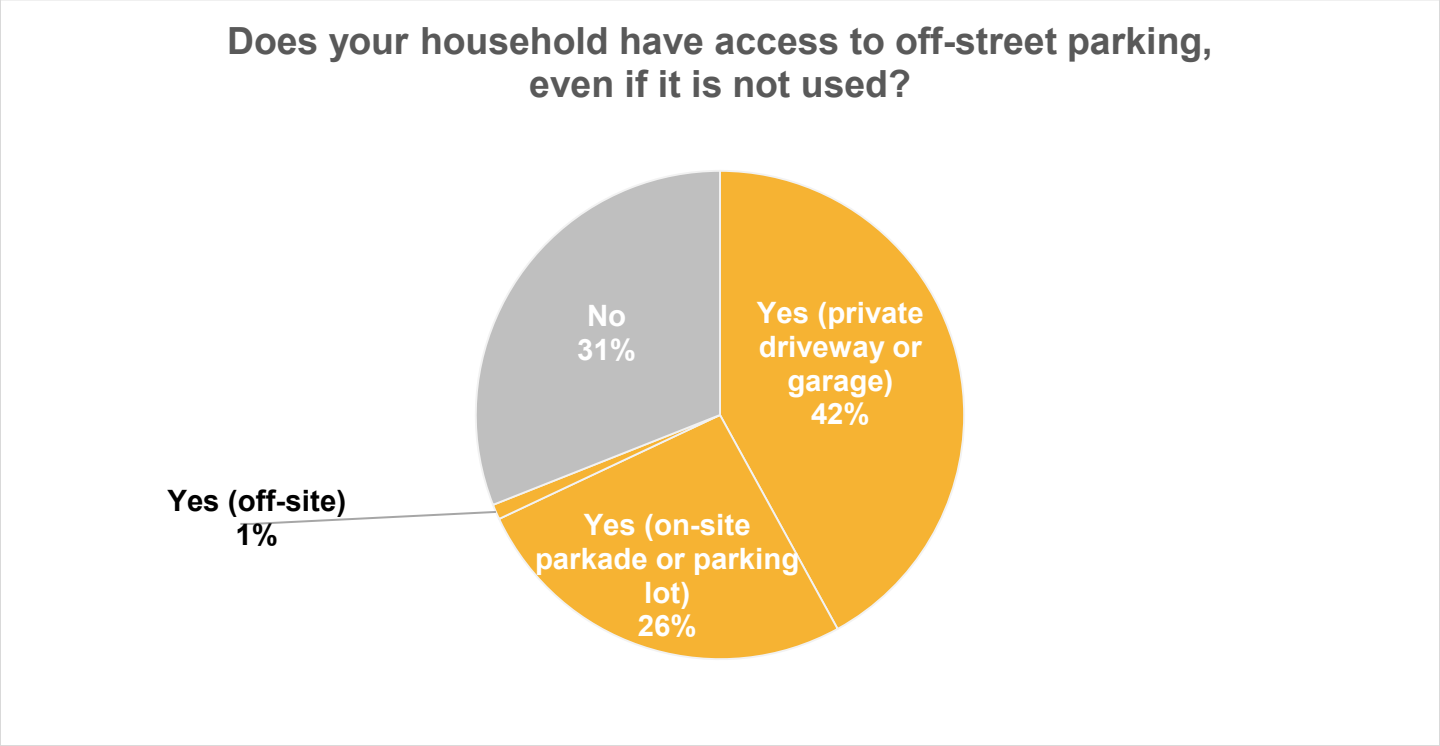


Figure 20. Access to off-street parking[16]

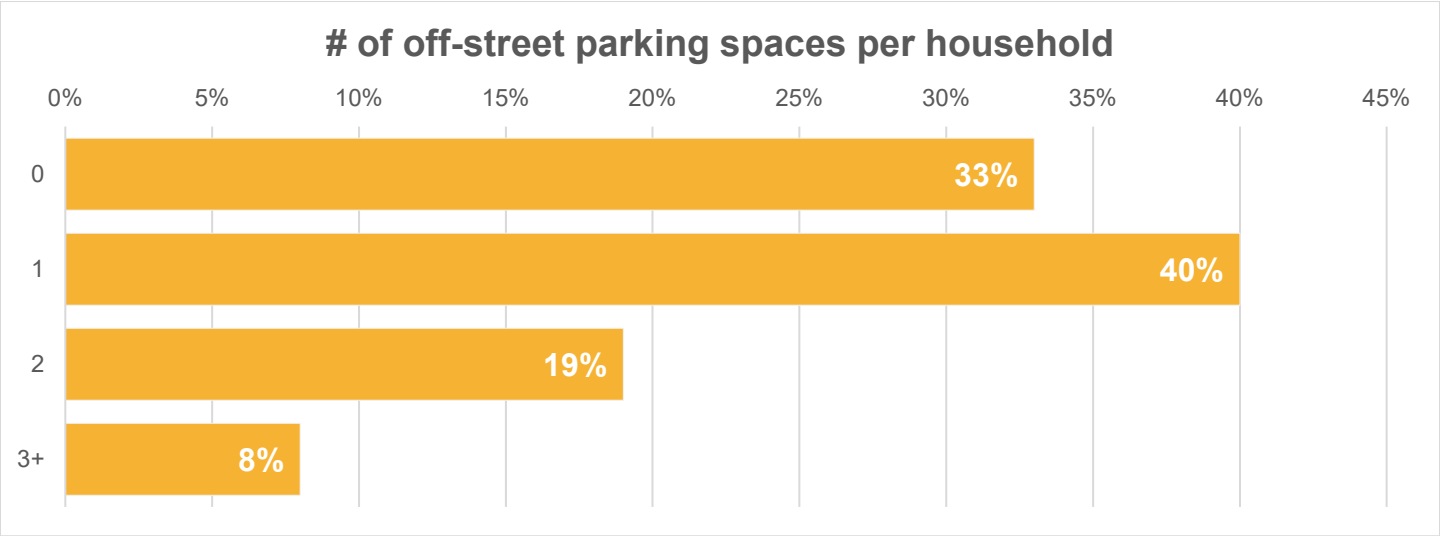


Figure 21. Number of off-street spaces vs. number of vehicles per household[17]

[16] Based on 11,709 survey responses (all responses from people living in the City of Vancouver).
[17] Based on 12,384 survey responses (all responses).

Access to Off-Street Parking vs Vehicles per Household

Most respondents reported that their households have more vehicles than off-street parking spaces, suggesting some vehicles must park on the street. However, results may be somewhat skewed, since overall respondents reported much higher vehicle ownership compared to actual city numbers (see *Figure 16* earlier).

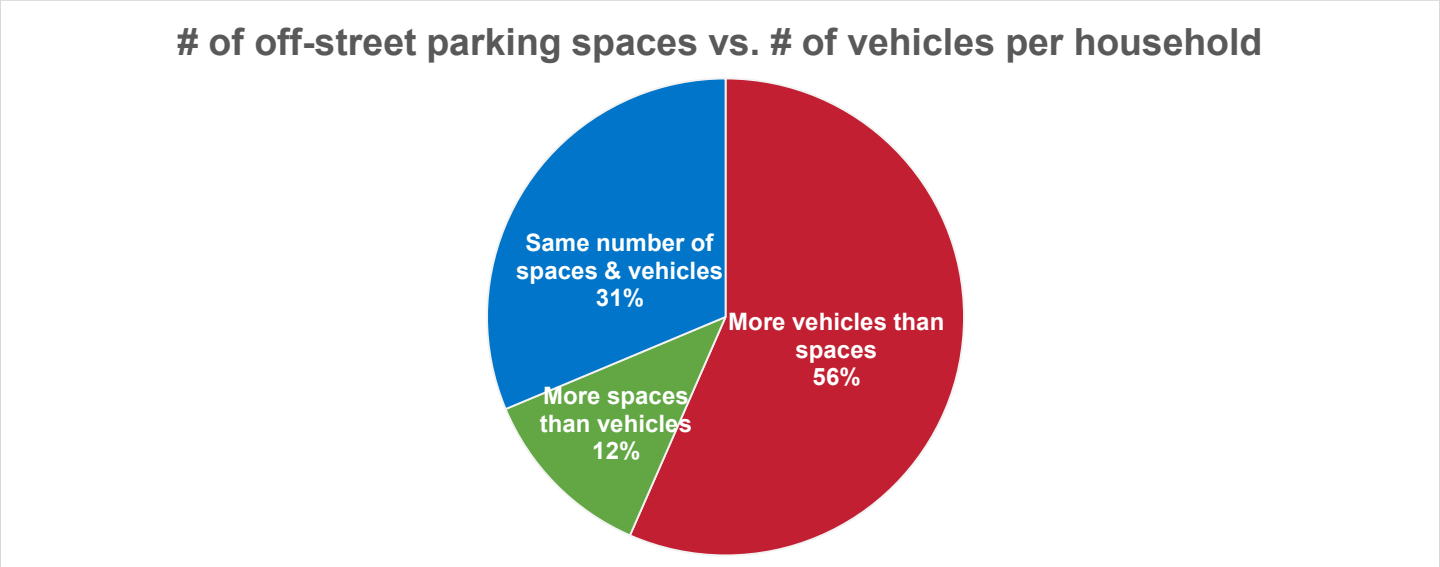


Figure 22. Survey respondent household access to off-street parking space versus reported household number of vehicles[18]

Availability of Off-Street Spaces at Night

Respondents with access to off-street parkades or parking lots were asked how full they were at night, after 10pm. About two-thirds reported having empty spaces.

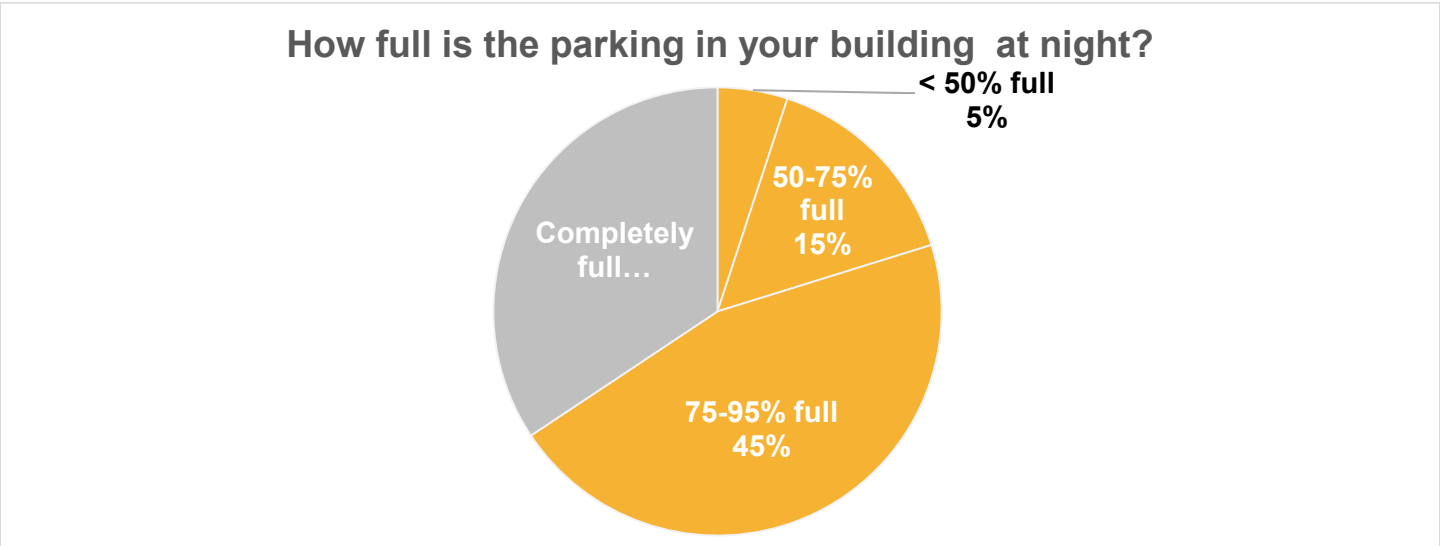


Figure 23. Parking space availability at night in buildings with parkades or parking lots[19]

[18] Based on analysis of 12,384 survey responses, linking responses on separate questions on number of vehicles per household and number of off-street parking spaces.

[19] Based on 2,963 responses from people living in buildings with parkades or parking lots. Does not include 204 'don't know' responses.

Cost of Off-Street Parking

Respondents who report having access to off-street parkades or parking lots were asked how much parking costs in their building. Most respondents either owned their parking or else it was included in the cost of rent.

For those that paid for their parking separately, rates varied, with more than a third paying over $50 per month (over $600 per year), and almost 20% paying over $100 per month (over $1,200 per year). This is significantly more than the cost of residential permits in the city, which range from about $40 to about $400 per year depending on location.



Figure 24. Cost of off-street parking in buildings with parkades or parking lots[20]

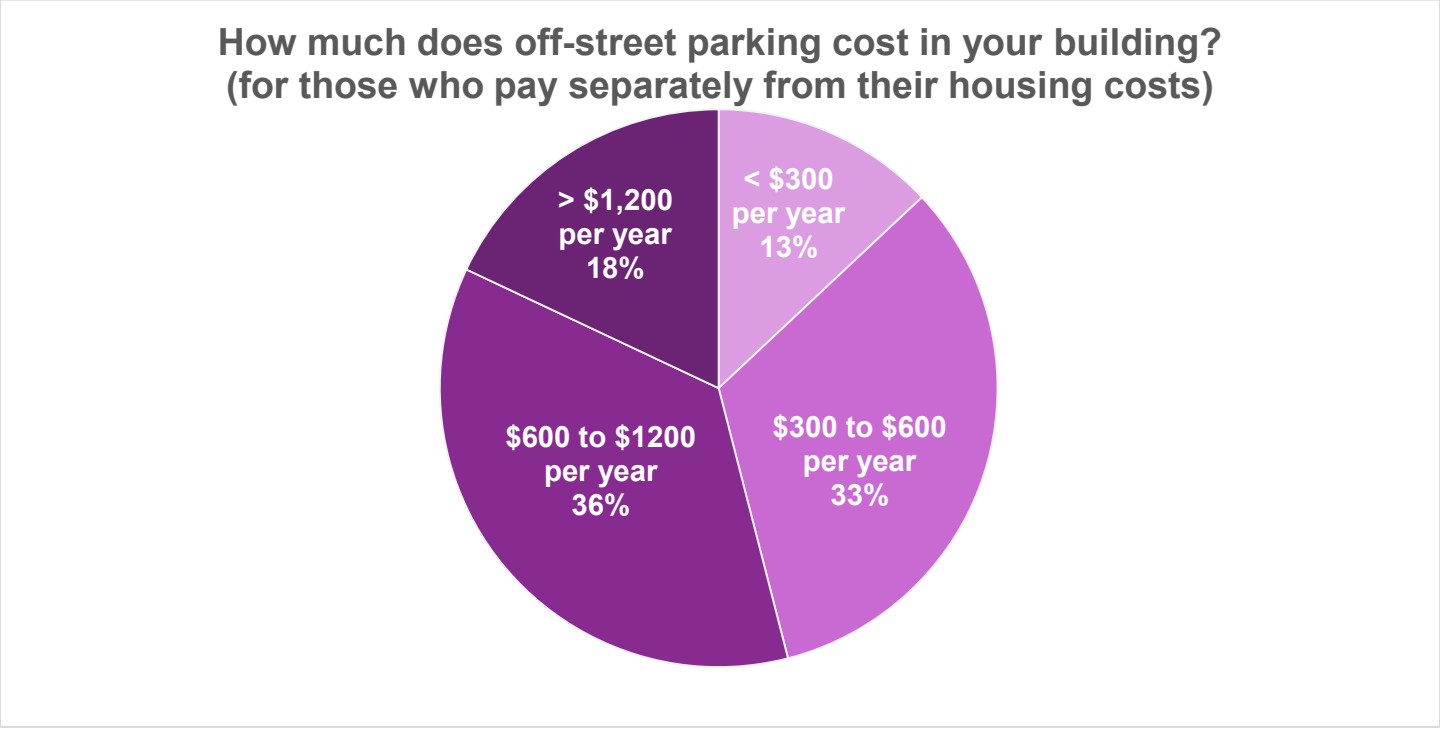


Figure 25. Cost of off-street parking in buildings with parkades or parking lots, for those who pay separately from their housing costs[21]

[20] Based on 3,054 survey responses. Asked for all responses who have access to off-street parking in parkades or parking lots. Not including 113 'don't know' responses.

[21] Based on 781 responses from those indicating they pay for parking separately from housing costs.

On-Street Parking - Residents

On-Street Parking Behaviour

Over 80% of respondents from households who drive reported parking on the street at least sometimes. Respondents who park on the street even when they have off-street parking cited a number of reasons, with convenience and price being top factors.

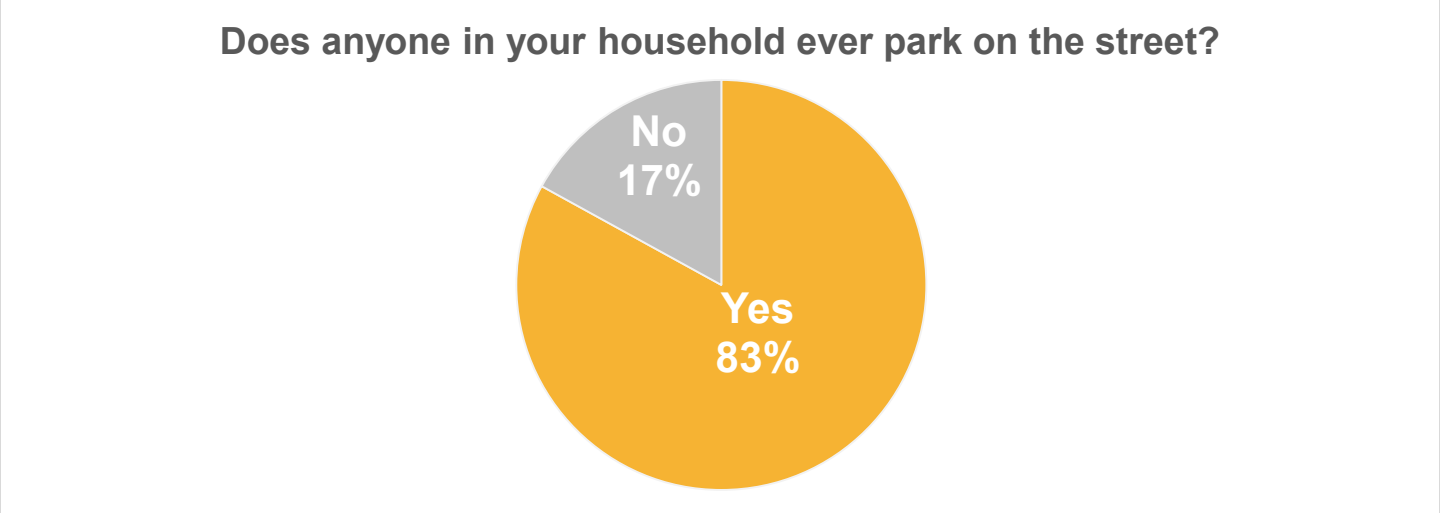


Figure 26. Likelihood of respondents who drive to park on the street[22]

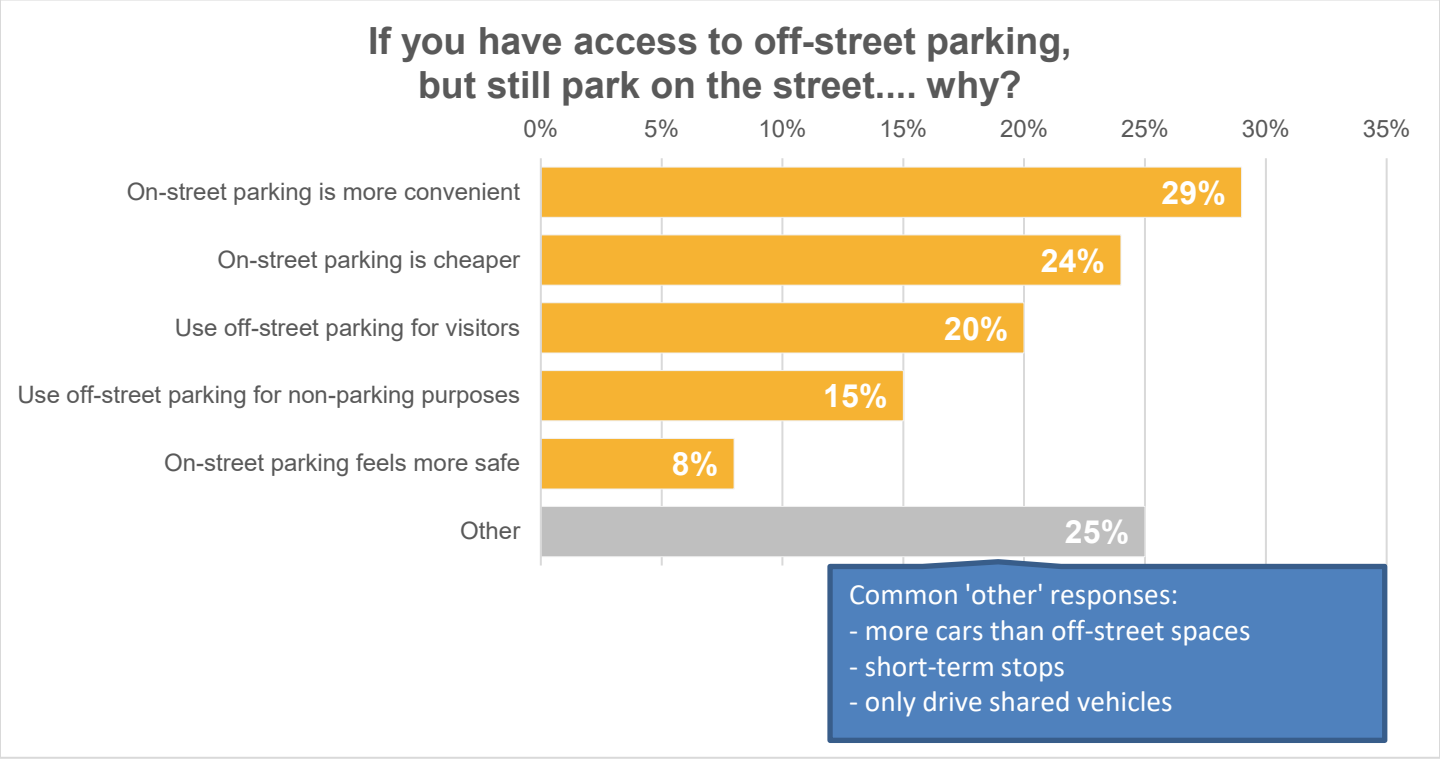


Figure 27. Reasons for parking on the street when off-street options are available[23]

[22] Based on 11,200 responses. This question was not asked if respondents reported that no one in their household ever drives.
[23] Based on 5,558 responses.

Difficulty Finding On-Street Parking

Over 40% of respondents with household members who park on the street reported that they often or sometimes have difficulty finding parking near their home (i.e. have to park more than a block away, or circle the block more than once). Just over 30% reported never having difficulty finding parking.

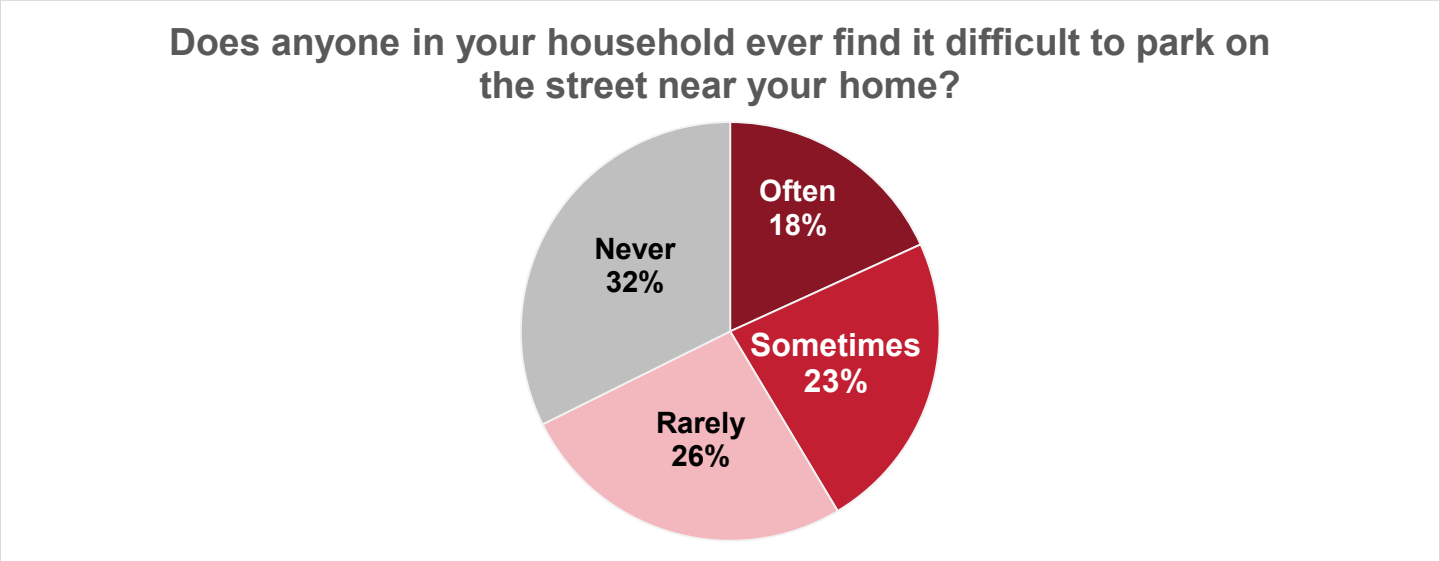


Figure 28. Households that report having difficulty finding parking on the street[24]

Parking difficulties are not evenly distributed, and are more likely in higher density neighbourhoods or near destinations that generate many car trips.

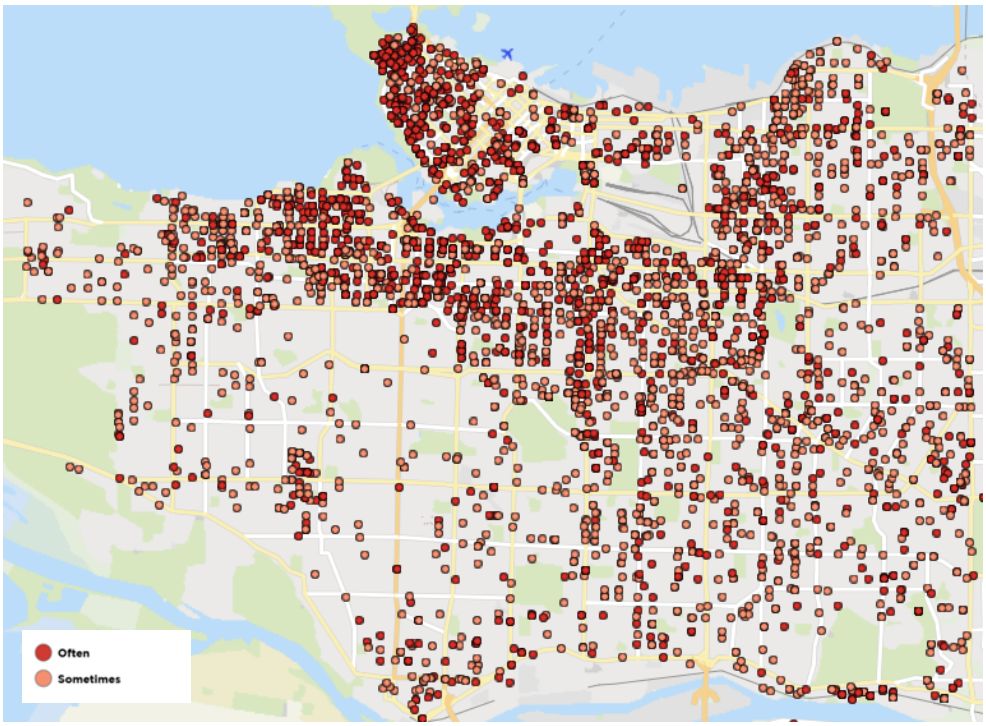


Figure 29. Map of households that report having difficulty finding parking on the street[25]

[24] Based on 9,247 responses. This question was only asked of respondents with household members who park on the street.
[25] Ibid.

Parking issues are distributed throughout the day, but tend to be more common in the afternoon or evening.

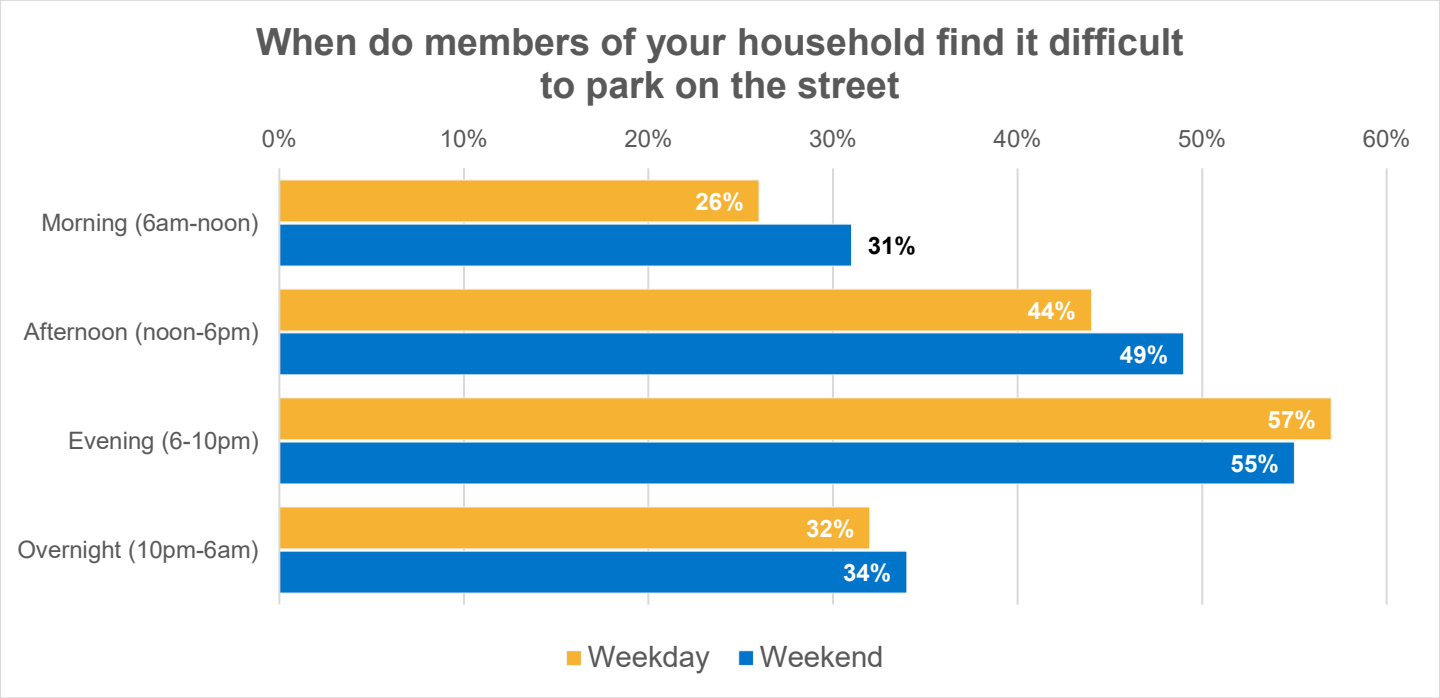


Figure 30. Time of day and week when on-street residential parking difficulties occur[26]

Most respondents with parking issues cite other residents as the primary cause.

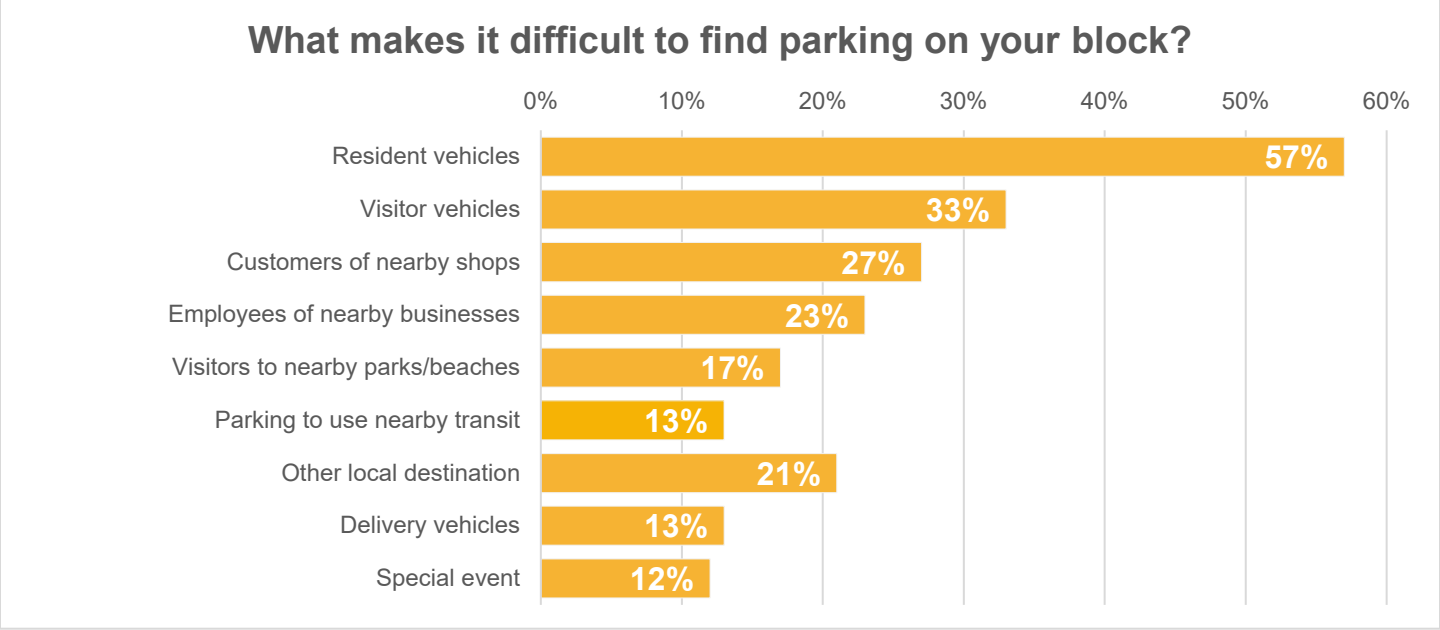


Figure 31. Reasons for on-street parking issues in residential areas[27]

[26] Based on 6,217 survey responses from residents reporting their household has difficulty finding parking on the street.
[27] Ibid.

Existing Permit Areas versus Unregulated Areas

Most respondents live in unregulated parts of the city that do not require permits to park on the street.

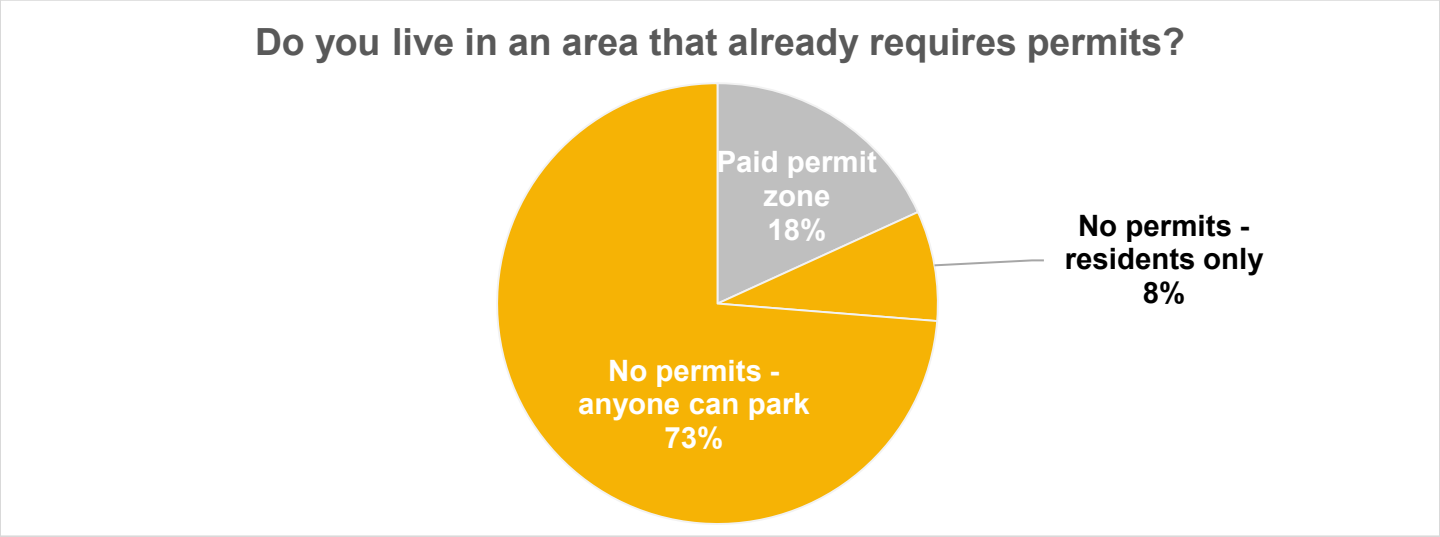


Figure 32. Responses based on current on-street regulations[28]

Almost half of respondents living in existing permit areas have not purchased any parking permit—likely because they don't own a vehicle, or because they only park off-street. Respondents in unregulated areas—when asked how many permits they think they would need if permits were required—estimate much higher numbers. It is possible respondents in unregulated areas are overestimating how many permits they would actually need. Results may also reflect that survey respondents reported much higher vehicle ownership rates when compared to actual city numbers, as reported in *Figure 16* earlier.

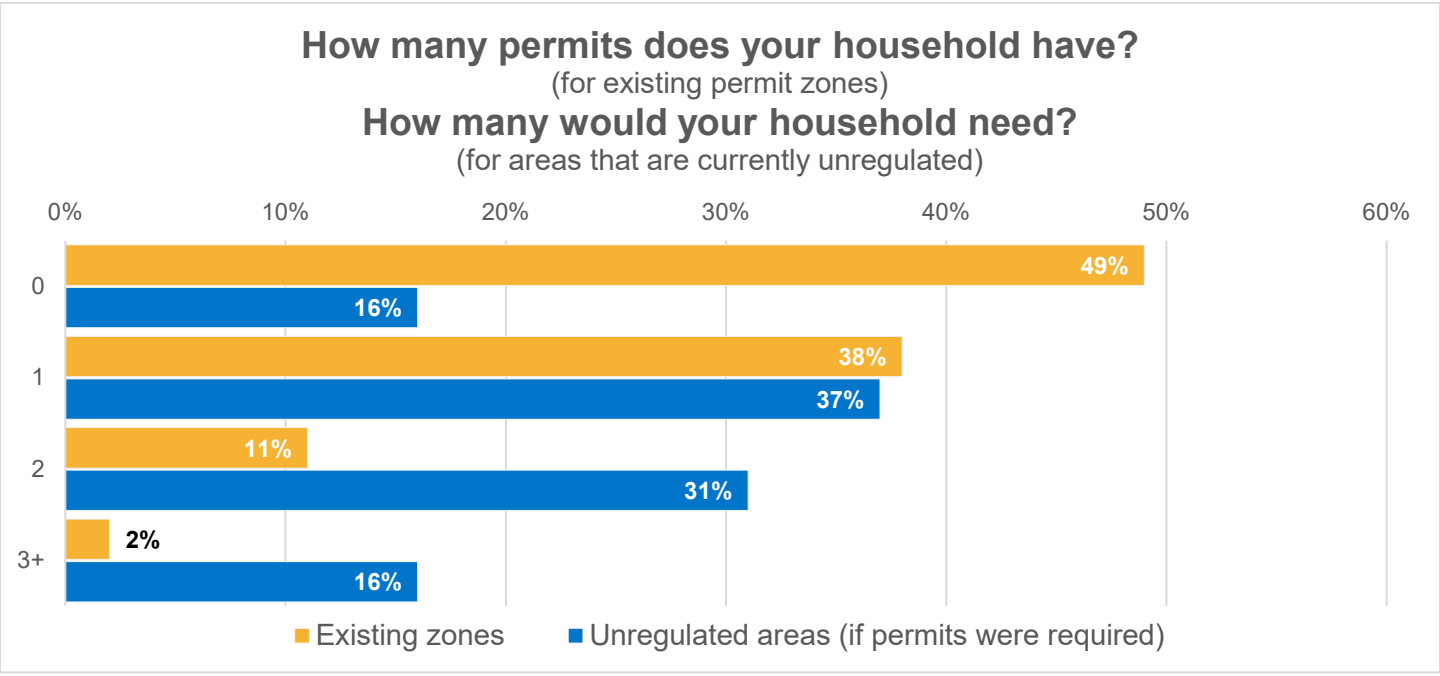


Figure 33. Number of permits respondents have or think they would need[29]

[28] Based on 11,495 responses from residents of Vancouver. Does not include 214 'don't know' responses.

[29] Based on 2,079 results from respondents who live in permit zones, and 9,415 results from respondents who do not live in permit zones.

Potential Impact of New Permit Zone on Parking Behaviour

Over 80% of respondents living in unregulated areas today (i.e. where parking is free and no permit is required) reported that members of their household sometimes park on the street. However, fewer than 50% responded that they would be likely to park on the street if a permit were required.

While it is possible respondents are over-estimating the impact of a permit fee, the results do suggest that implementing a permit system would have some impact on behaviour, i.e. encouraging more people to park off-street. This would have the effect of freeing up road space for other people who need to park on-street, or for other public uses.

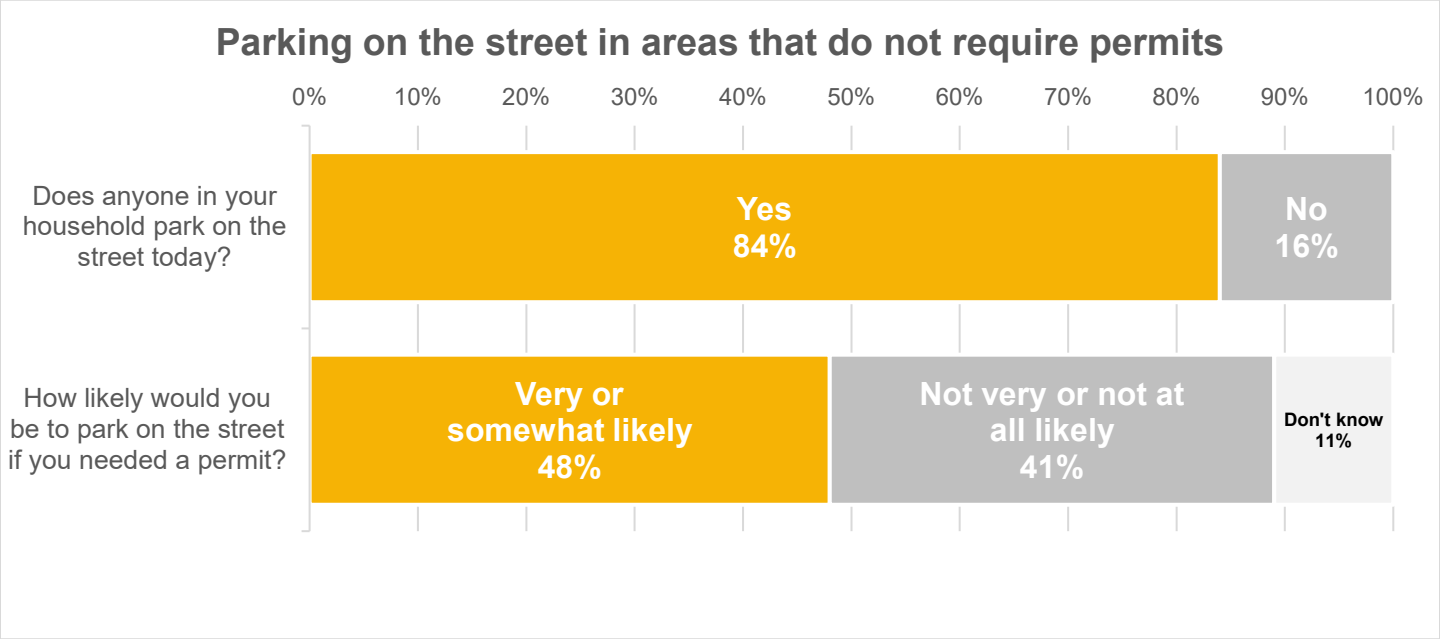


Figure 34. On-street parking behaviour in residential areas that do not require permits[30]

[30] Q1 based on 8,206 responses from people who currently live on unregulated streets. Q2 based on 9,415 responses from people who currently live on unregulated streets.

On-Street Parking – Visitors

Respondents living in the City of Vancouver were asked a series of questions about how their visitors park. 'Visitors' was defined to include friends and family as well as service providers such as tradespeople, homecare providers, realtors, and landscapers.The definition did not include delivery vehicles dropping off parcels or food.

Where Residents' Visitors Park

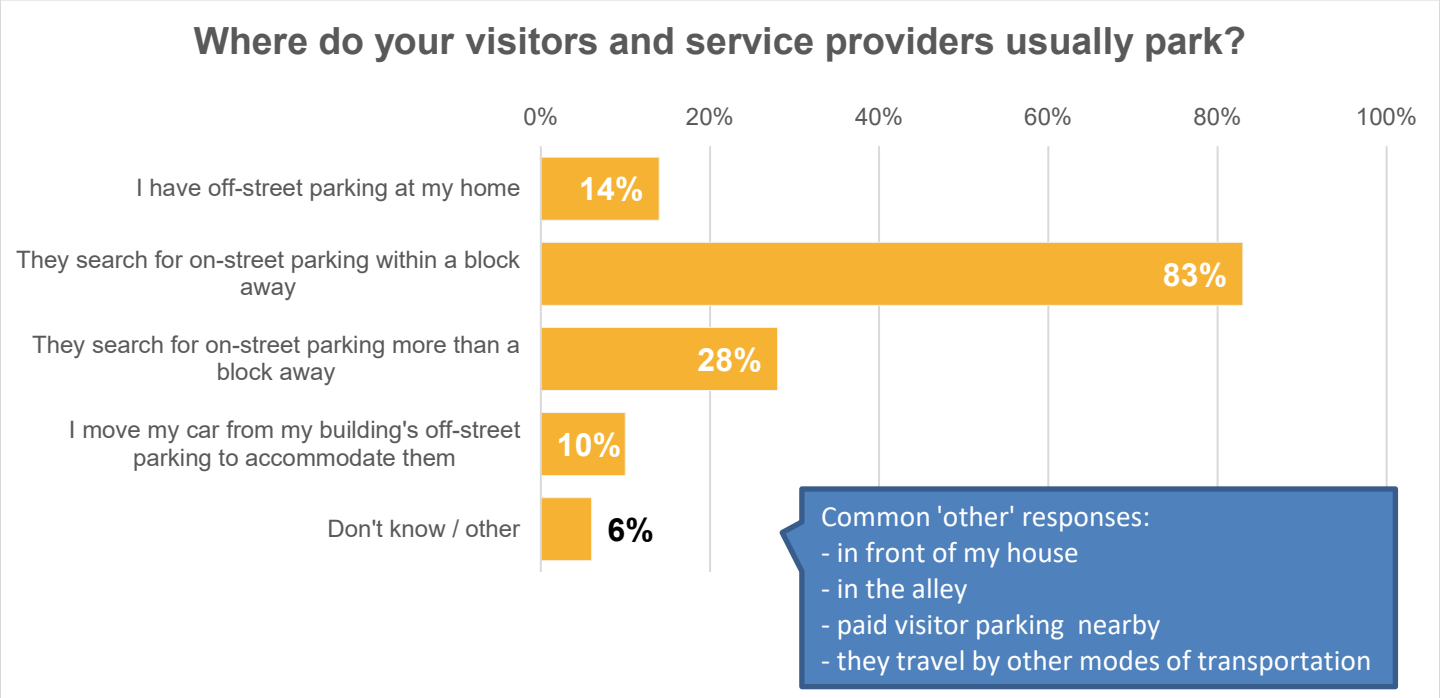


Figure 35. Where visitors to residential areas park[31]

[31] Based on 11,098 responses.

Difficulty Finding On-Street Parking

Almost half of respondents report their visitors who drive sometimes or often have difficulty finding parking near their home (i.e. have to park more than a block away, or circle the block more than once). Just over a quarter reported never having difficulty finding parking.

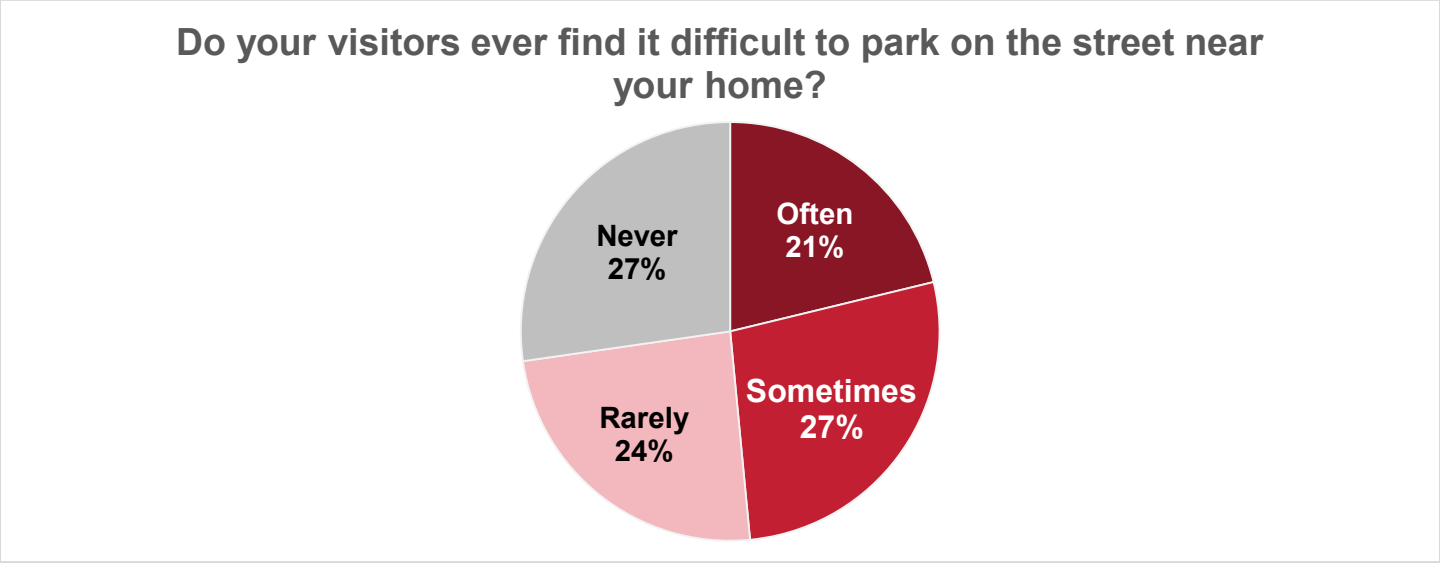


Figure 36. Households that report visitors having difficulty finding parking on the street[32]

Parking difficulties are not evenly distributed, and are more likely in higher density neighbourhoods or near destinations that generate many car trips.

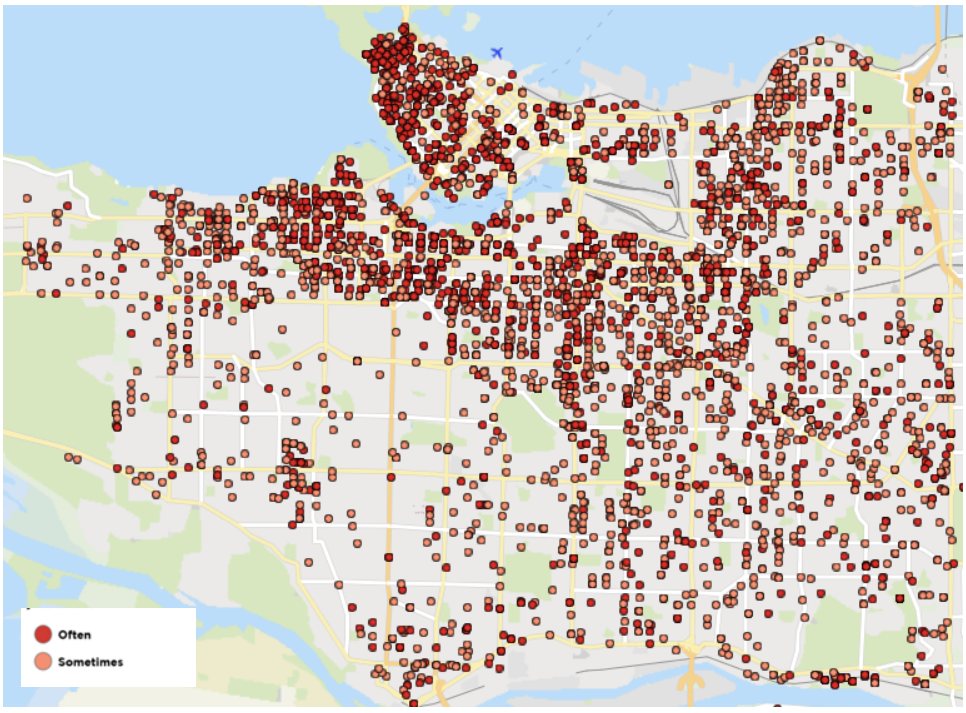


Figure 37. Map of households that report visitors having difficulty finding parking on the street[33]

[32] Based on 10,907 responses from respondents with visitors or service providers who that sometimes drive to visit. Not including 191 'don't know' responses.

[33] Ibid.

As with parking for residents, visitor parking issues are distributed throughout the day, but tend to be more common in the afternoon or evening.

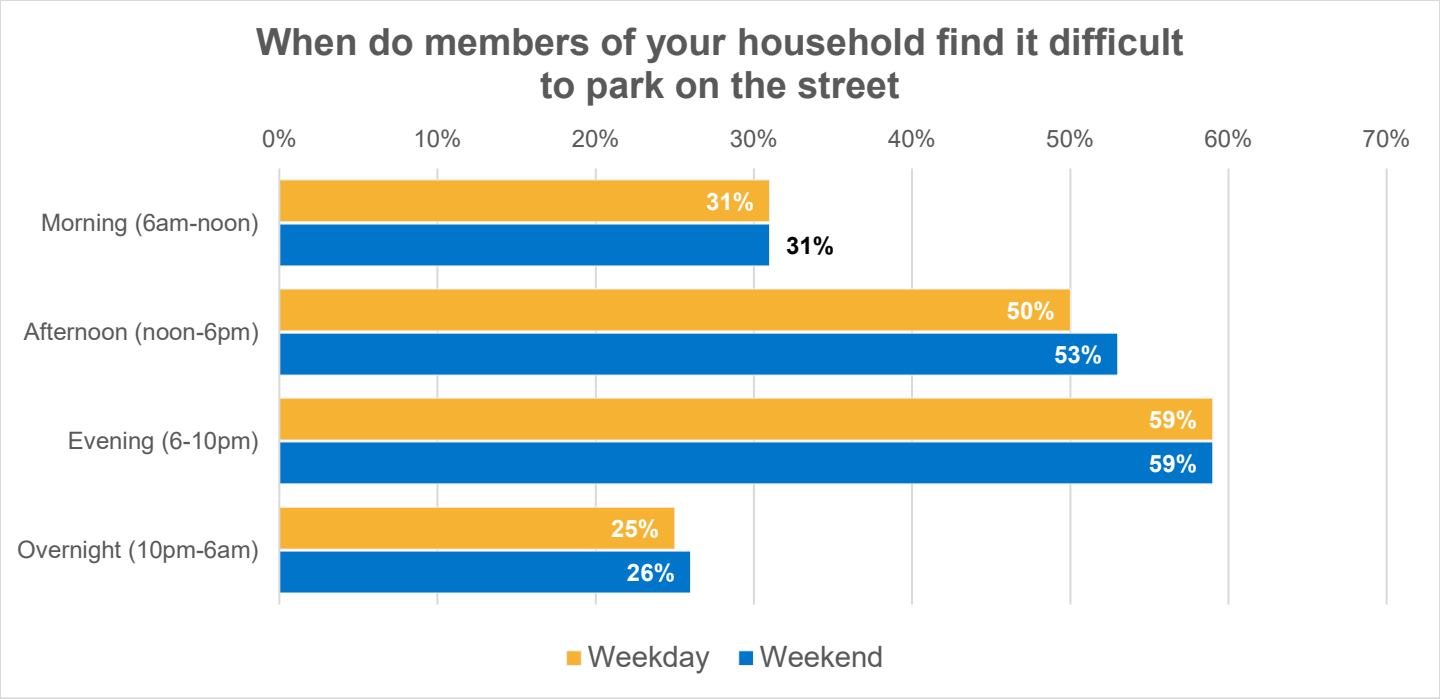


Figure 38. Time of day and week when on-street visitor parking difficulties occur in residential areas[34]

[34] Based on 7,923 responses from those reporting their visitors have difficulty finding parking on the street.

Delivery Vehicles Near Home

Residents were also asked about where delivery vehicles park, e.g. courier trucks and food delivery services. Most respondents report delivery vehicles park in empty spaces on the street. Illegal stopping was also commonly mentioned, however many noted it wasn't a major issue if it was for a very short period of time.

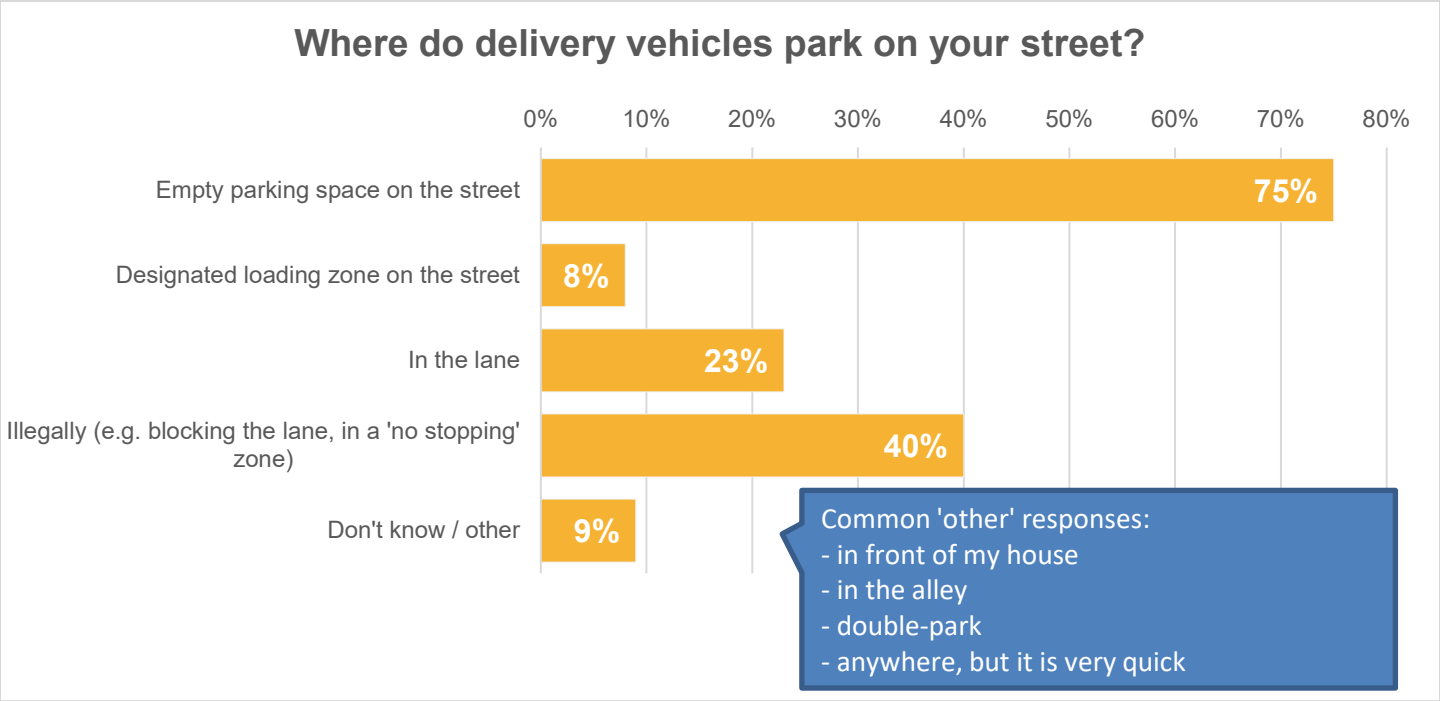


Figure 39. Deliveries to residential areas[35]

[35] Based on 11,708 responses.

Responses from Non-City Residents

A total of 676 surveys were completed by individuals living outside the City of Vancouver, compared to 11,708 responses from residents. Non-residents were asked a series of separate questions to understand where visitor parking issues in residential areas might be occurring.

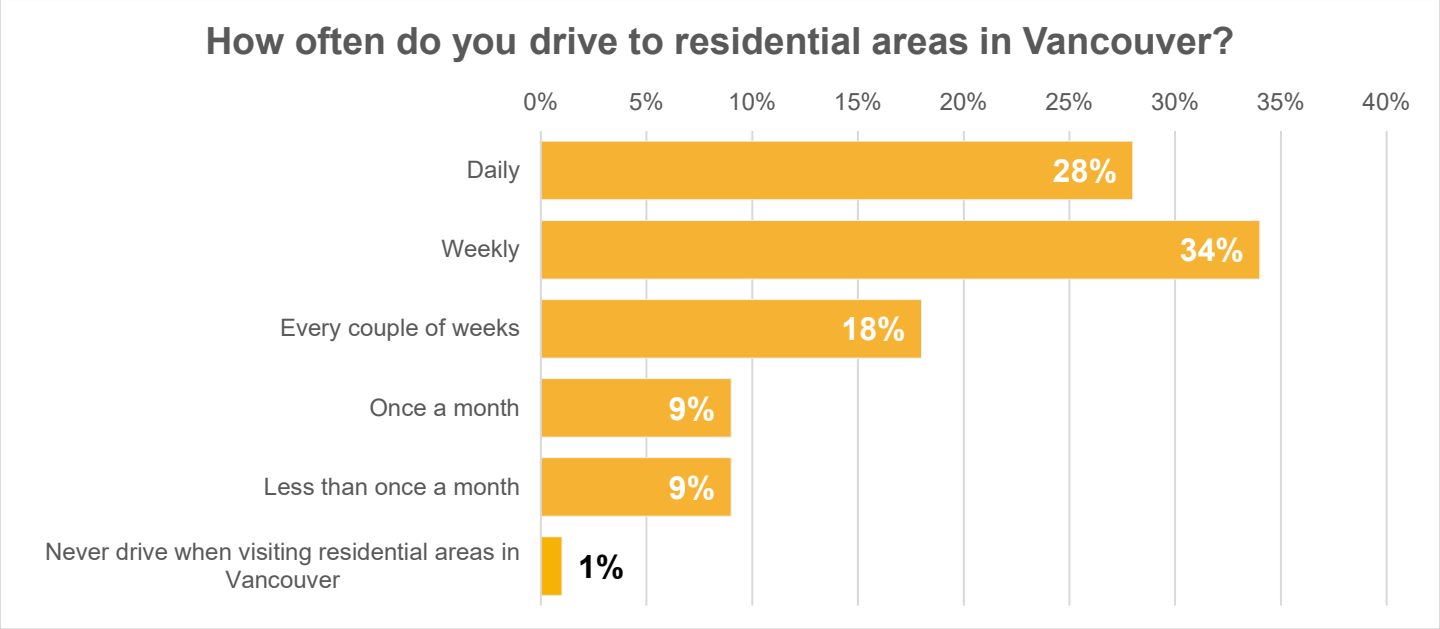


Figure 40. Frequency non-residential respondents drive to residential areas in Vancouver[36]

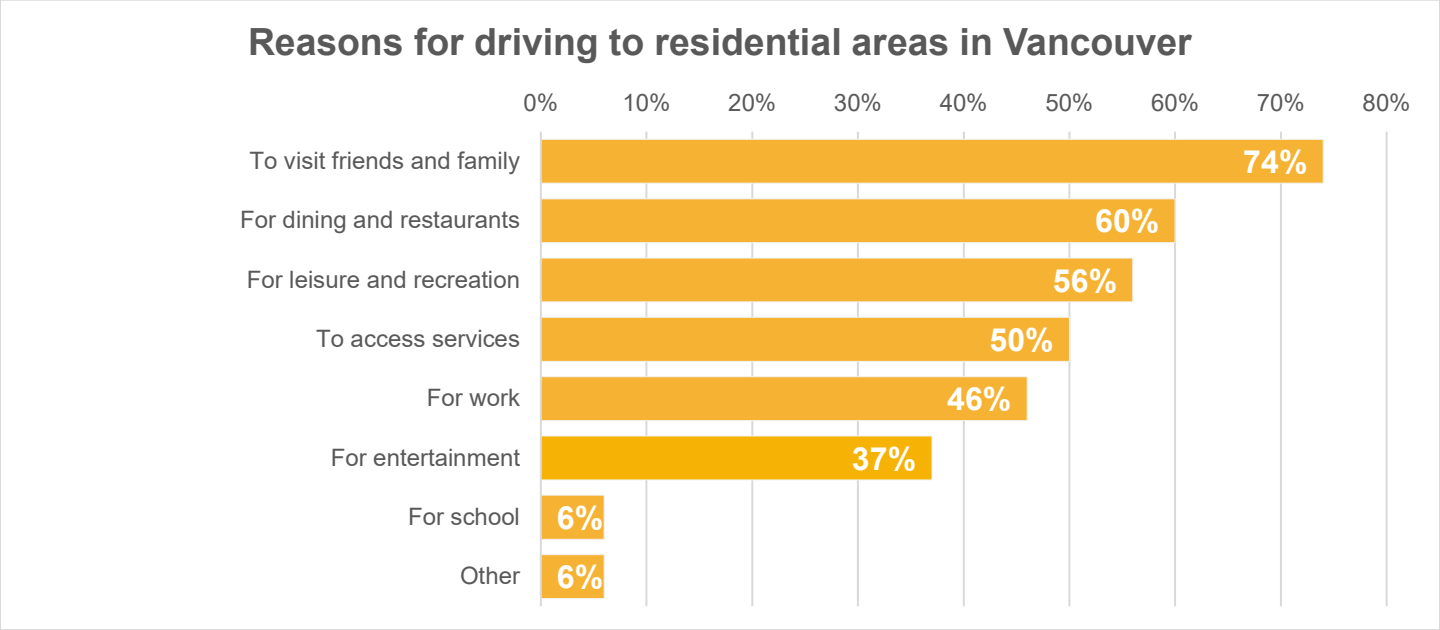


Figure 41. Reasons for driving to residential areas in Vancouver[37]

[36] Based on 676 responses from those living outside the City of Vancouver.

[37] Based on 668 responses from those living outside the City of Vancouver. This question was not asked to non-residents who never drive to the city (8 responses).

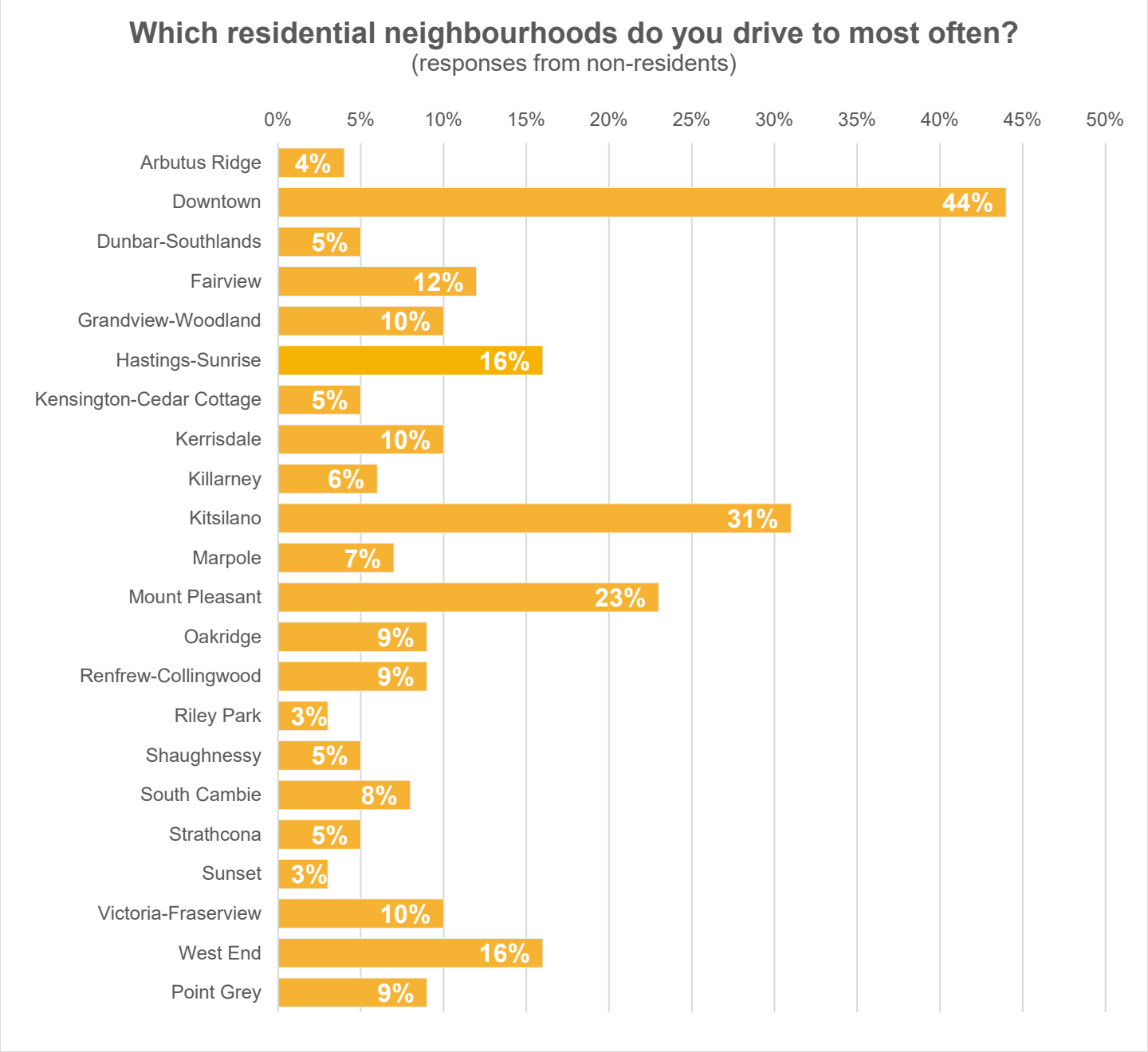


Figure 42. Residential areas that non-resident respondents most often drive to[38]

[38] Based on 668 responses from those living outside the City of Vancouver. This question was not asked to non-residents who never drive to the city (8 responses).

CITY OF VANCOUVER

Compared to responses from residents describing parking issues for their visitors (*Figures 36 and 37*, responses from actual non-residents were more likely to describe parking as difficult. However, the sample size is much lower.

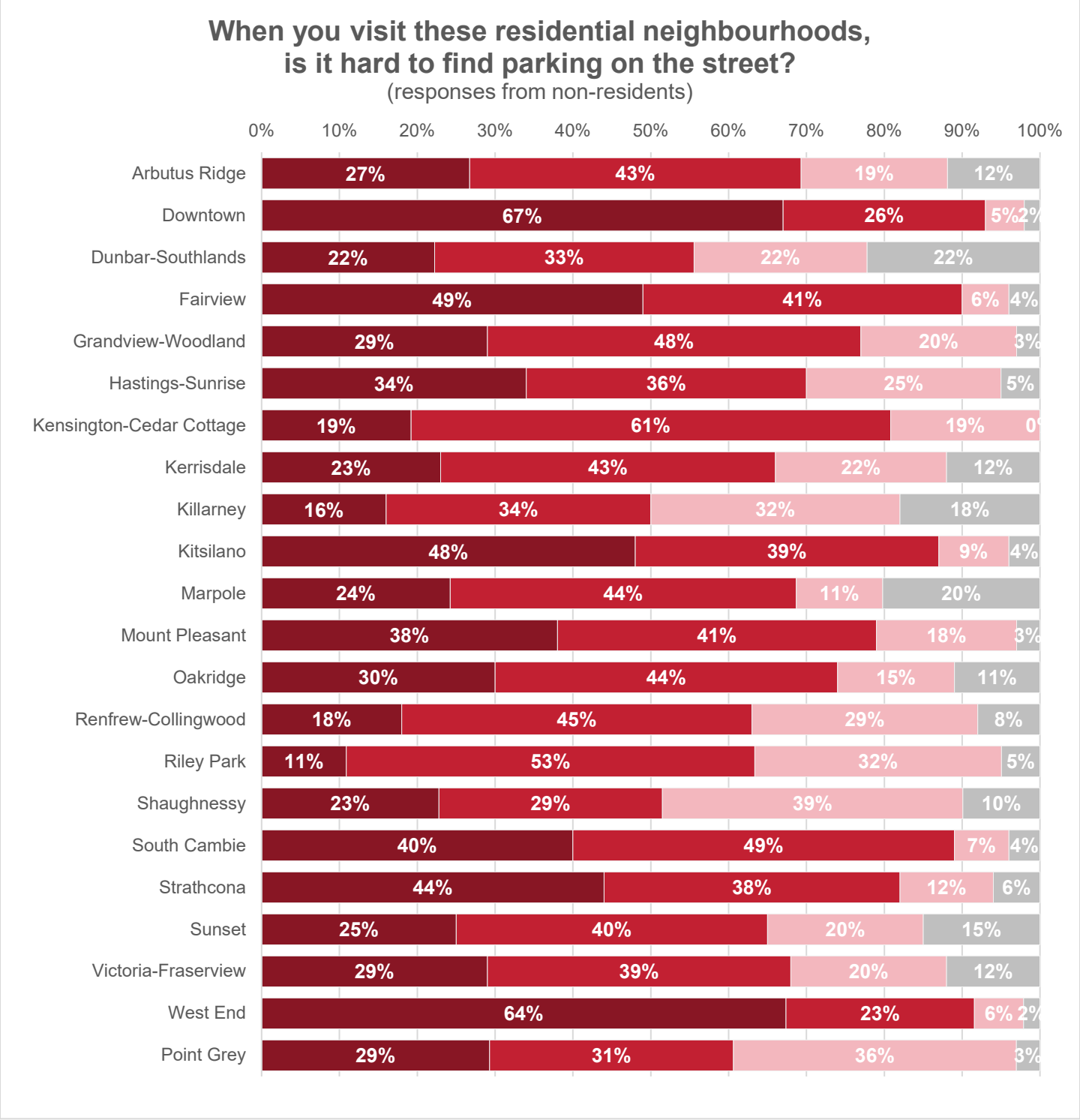


Figure 43. Difficulty finding parking in residential areas, as reported by non-resident respondents[39]

[39] This question was asked depending on whether respondents selected the neighbourhood in the previous question, resulting in a low number of responses, varying depending on neighbourhood visited: Arbutus Ridge – 26, Downtown – 295, Dunbar-Southlands – 36, Fairview – 80, Grandview-Woodland – 65, Hastings-Sunrise – 106, Kensington-Cedar Cottage – 36, Kerrisdale – 65, Killarney – 39, Kitsilano – 205, Marpole – 45, Mount Pleasant – 152, Oakridge – 61, Renfrew-Collingwood – 65, Riley Park – 19, Shaughnessy – 31, South Cambie – 55, Strathcona – 34, Sunset – 20, Victoria-Fraserview – 66, West End – 106, Point Grey – 58.

Future Motor Vehicle Purchases

A series of questions were aske relating to potential motor vehicle purchases, since the pollution charge under consideration would only apply to more polluting new vehicles bought in the future.

- About a third of respondents indicated their household is planning to buy a vehicle in the next two years
- SUVs/cross-overs are the most popular vehicle type for those interested in buying a new vehicle
- About half of respondents planning to buy a new vehicle are likely to choose electric
- Top reasons for not considering an electric vehicle included cost, lack of charging places, and concern about range

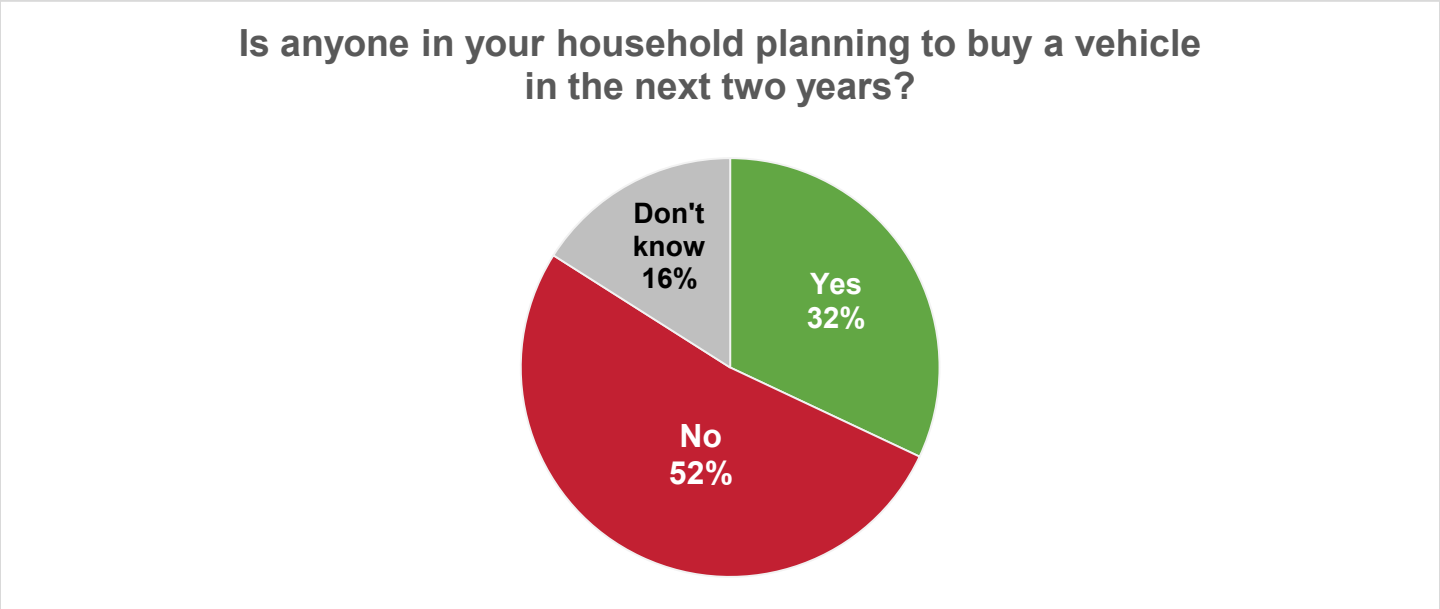


Figure 44. Households interested in new vehicle purchases[40]

[40] Based on 11,708 survey responses.

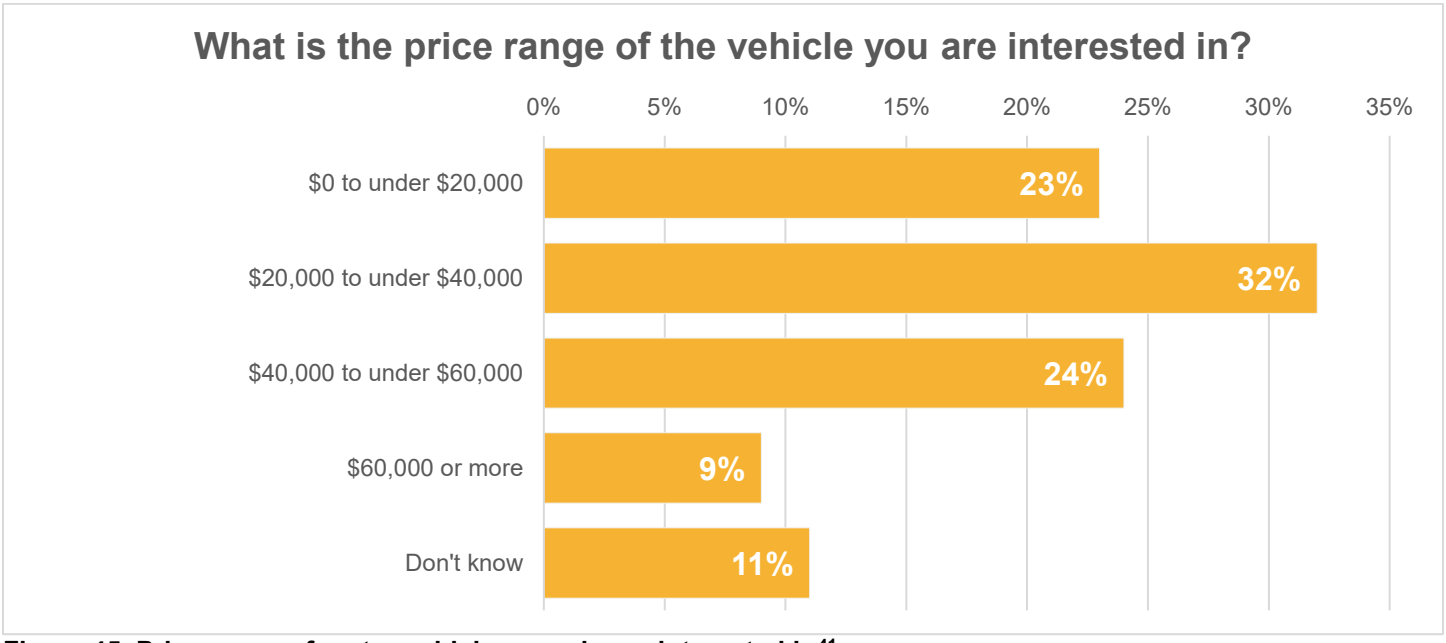


Figure 45. Price range of motor vehicles people are interested in[41]

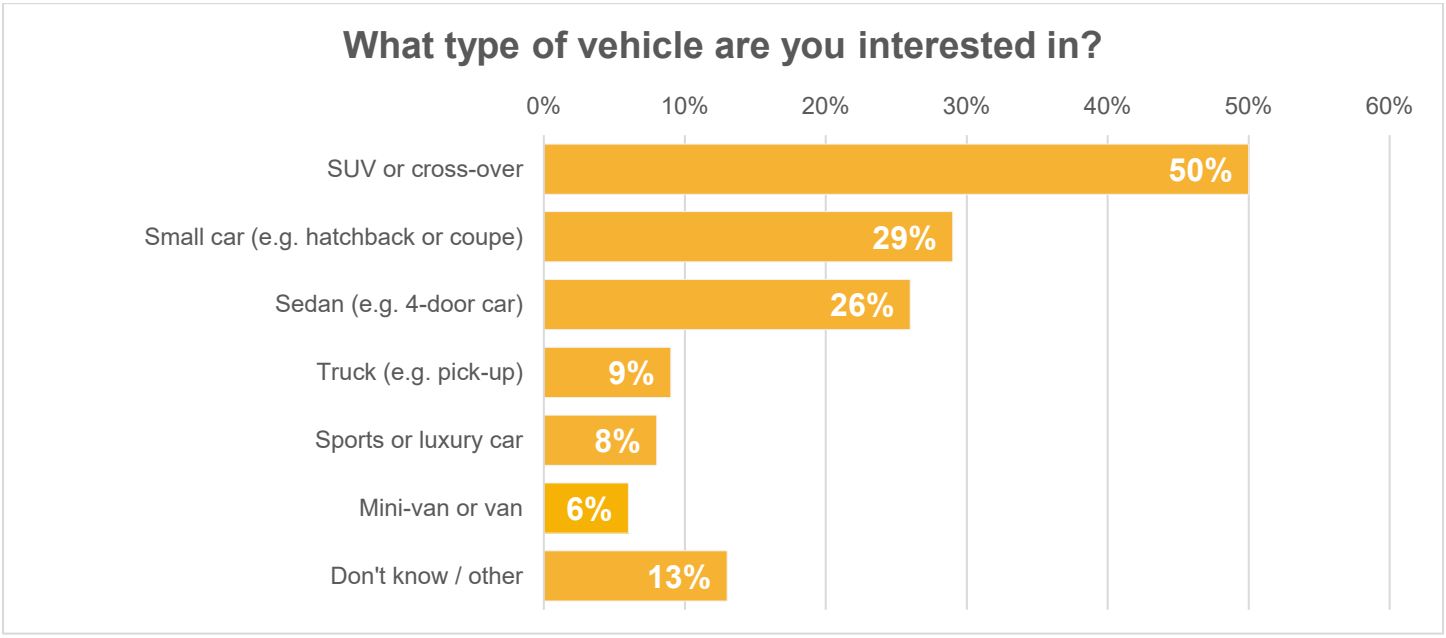


Figure 46. Types of motor vehicle people are interested in[42]

[41] Based on 3,743 responses from households interested in buying a vehicle in the next two years.
[42] Ibid.

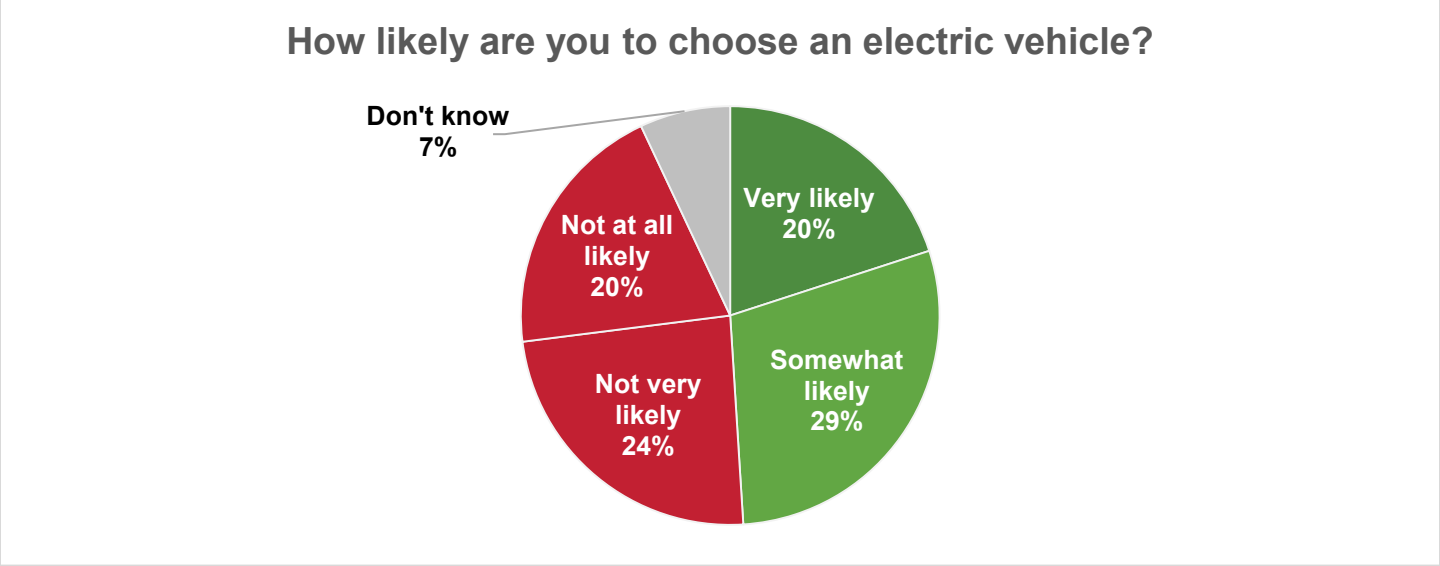


Figure 47. Likelihood of choosing an electric vehicle[43]

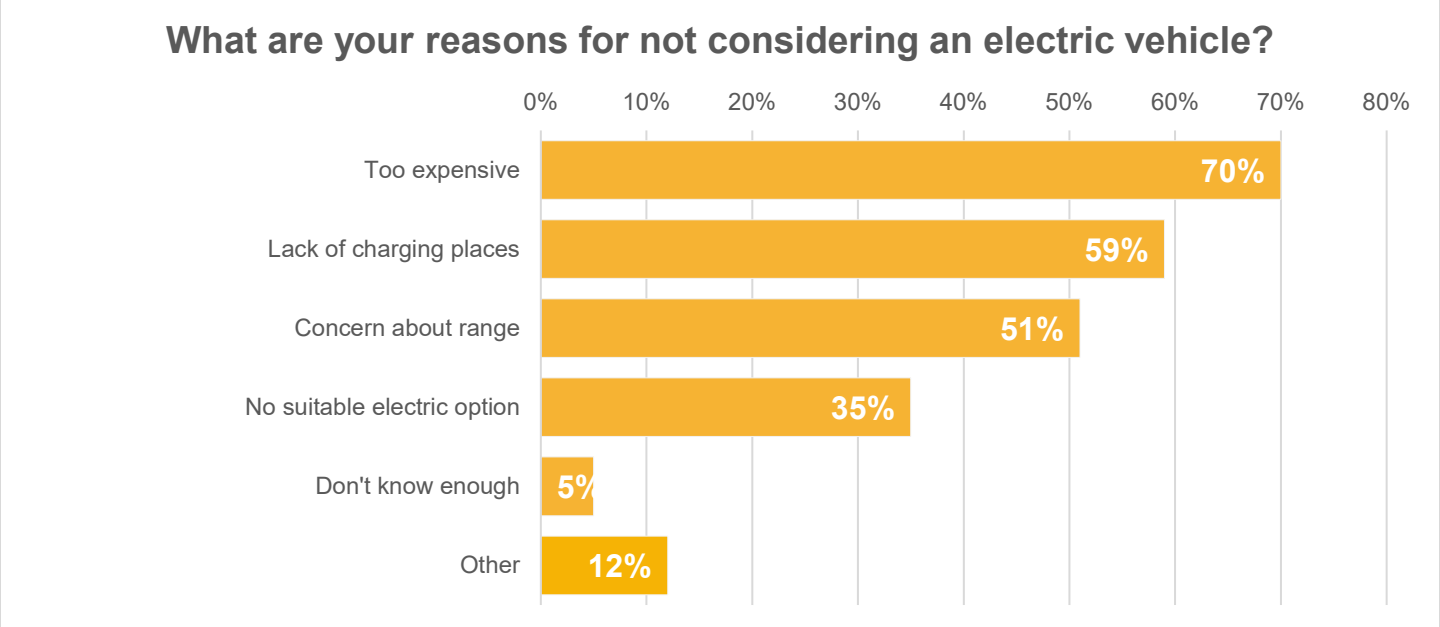


Figure 48. Reasons for not considering an electric vehicle[44]

[43] Based on 3,743 responses from households interested in buying a new vehicle in the next two years.

[44] Based on 1,656 responses from those interested in buying a car in the next two years, but unlikely to choose an electric one.

Concern about Climate Change

Almost 90% of respondents reported they were ‘very’ or ‘somewhat’ concerned about climate change, and only 4% were ‘not at all concerned.

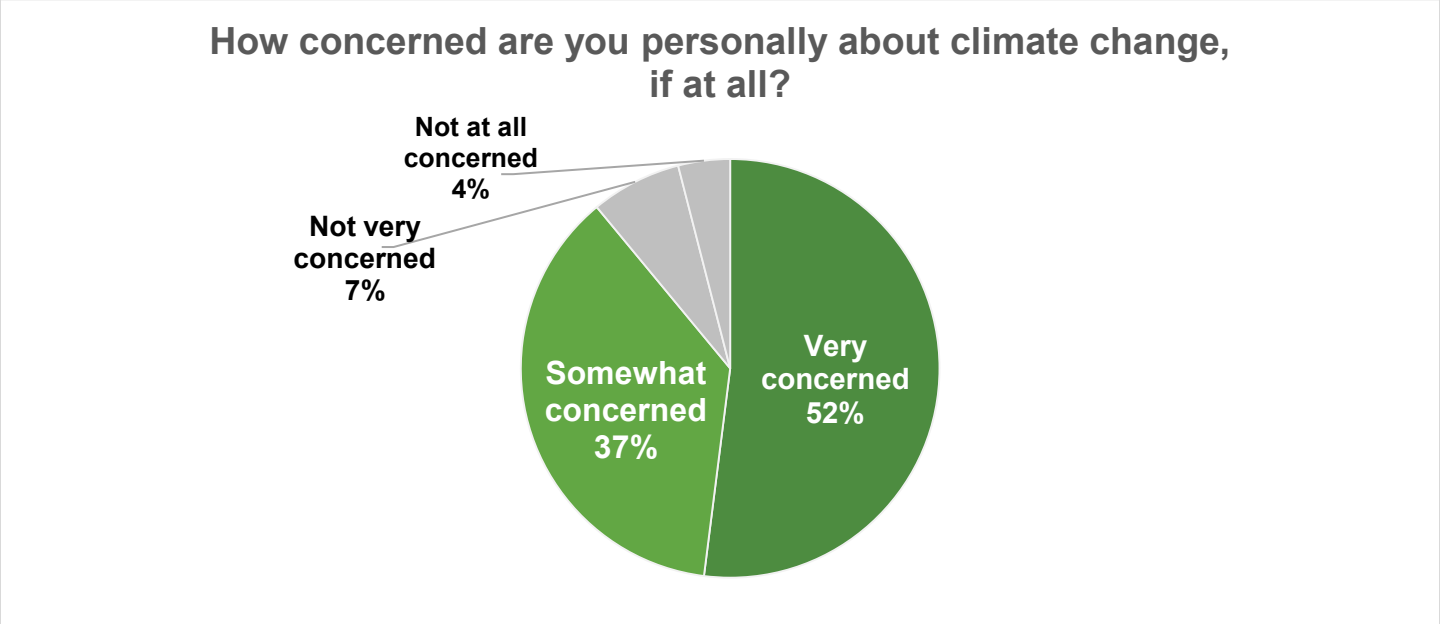


Figure 49. Level of concern about climate change[45]

[45] Based on 12,384 responses.

Open-Ended Comments

About half of respondents chose to provide additional feedback in the open-ended comments sections of the survey. Many of the comments expressed a generally negative outlook towards the project, while others expressed interest in program details which had not yet been developed. Feedback was generally more positive among households that do not own a motor vehicle.

Frequent comments included:

- Questioning the need for a citywide permit system when many areas do not experience parking issues
- Concerns about impact to visitors and service providers
- Concerns about impact to overall affordability in the city
- Criticisms that new fees are a 'cash grab' and desire to understand how revenue would be used

These issues are being carefully considered as staff develop a detailed program for public and stakeholder review in Phase 2.

Stakeholder-Specific Comments

In the meetings and workshops with specific stakeholders, a number of specific issues arose, including:

- Recognizing that employees in industrial or commercial areas often park on residential streets, some of whom are shift workers who may not have viable transportation alternatives
- Ensuring that visitors, service providers (such as contractors and caregivers), and delivery services are accommodated
- Meeting the needs of people with disabilities, many of who require the use of a personal vehicle and/or have particular homecare needs
- Using pricing to support sustainable transportation options
- Using curb management principles to enable other uses of the street besides parking
- Considering how on-street parking policies work together with off-street parking requirements

These issues are being carefully considered as staff develop a detailed program for public and stakeholder review in Phase 2.

Next Steps

Public and stakeholder input from the first phase of engagement is being used to help draft a more detailed Climate Emergency Parking Program. The public will have an opportunity to weigh in on detailed directions in June 2021, with stakeholder engagement taking place throughout the summer.

Feedback from the second phase of engagement will inform final recommendations, which will be brought forward to Council for a decision later in 2021. If approved, the program could launch in 2022.