



2026 Climate Priorities Survey

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July 30th, 2026



CITY OF
Vancouver
WASHINGTON

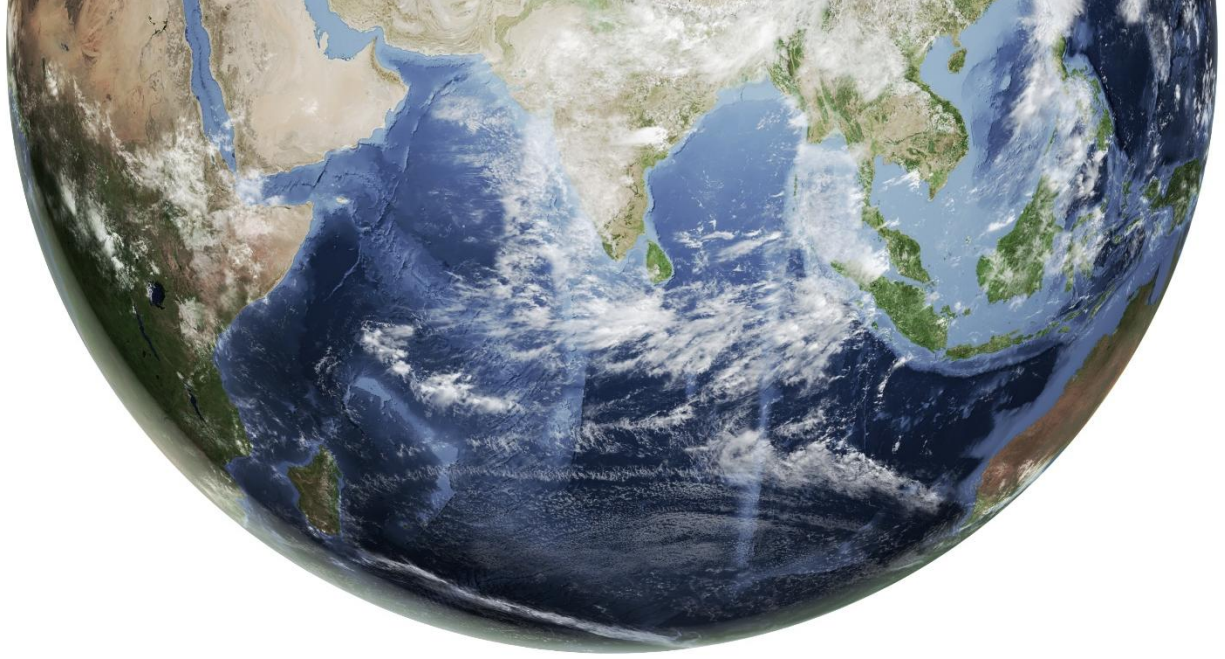


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1. Introduction

What is the Climate Action Framework?

On December 5, 2022, Vancouver City Council adopted the Climate Action Framework, a roadmap for reducing the community's greenhouse gas emissions and building resilience to climate impacts. The framework was developed after extensive community and stakeholder engagement and organizes the City's work around six vision areas, including equity in climate action, clean energy, active and electrified transportation, and connected natural systems. Three greenhouse gas reduction goals guide the work:

- An 80% reduction in greenhouse gas emissions by the Vancouver community by 2030.
- Carbon neutrality by both municipal operations and the Vancouver community by 2040.

The 2026 Update, Voted on this December

The Climate Action Framework is scheduled for its update in 2026, with a Council vote expected in December 2026. The update is an opportunity to:

- Evaluate progress
- Revise action items and focus areas
- Develop new strategies
- Revise action items and focus areas

Why We Chose Our Question Topics

The survey contained 18 questions total. Eight questions had defined answers, two questions were open-ended, and another eight questions asked about respondent demographics. The questions evaluated items related to three key areas:

1. Transportation Infrastructure
2. Buildings
3. Climate Impacts and Concerns

Climate concerns were added because many of climate change's effects are happening now, and transportation and buildings were a focus because those two sectors account for 87% of citywide greenhouse gas emissions, according to the 2023 Greenhouse Gas Inventory, as pictured below.

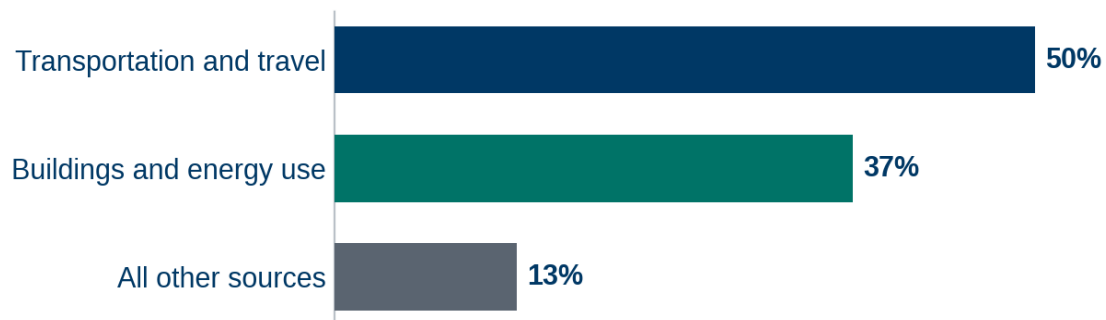


Figure 1. Share of Vancouver community greenhouse gas emissions by sector. Source: City of Vancouver 2023 Greenhouse Gas Inventory and Green Building Program. Figures are approximate and rounded.

Finally, questions on funding priorities and willingness to pay were asked to analyze the financial feasibility of action items related to climate.

2. Summary of Findings

Between July 6 and July 27, 2026, 165 Vancouver residents completed a survey on city priorities. Results below are weighted to Census benchmarks where the data supports it, using the rule described in Section 3. Percentages are rounded.

1. CLIMATE IMPACTS ARE ALREADY WIDELY EXPERIENCED, AND UNEVENLY FELT

- About 89% of respondents report at least one climate impact in Vancouver. Roughly seven in ten report both extreme heat (72%) and wildfire smoke (71%).
- Exposure is broadly similar across income groups. Reported harm is not. Residents in households under \$50,000 report health impacts from heat or smoke at 37%, compared with 14% among households at \$100,000 or more, and report higher utility bills at 70% compared with 41%.

2. CONCERNS CENTER ON POWER RELIABILITY AND INDOOR AIR

- Losing power in a weather event is the most widely shared concern in the survey. 88% of respondents register at least some concern, the highest of any item.
- Indoor air quality draws the most intense concern, with 31% very or extremely concerned.
- Concern about cooling a home (14% very or extremely concerned) is roughly four times concern about heating one (3%).

3. FOR CYCLING, PERCEIVED SAFETY LEADS, AND DESIGN MATTERS MORE THAN MILEAGE

- The most cited barrier is that bike lanes do not feel safe enough (41%), ahead of there not being enough of them (31%).
- Protected mobility lanes would moderately or strongly encourage 77% of respondents to bike more. Painted mobility lanes would encourage 29%.
- Bike-share draws 67% support against 11% opposition. 41% expect they would use it monthly or more often.

4. TREES & GREEN SPACES VIEWED AS MOST IMPORTANT TO FUND, EV CHARGERS LEAST.

- Trees and green spaces rank first at 83%, with 66% calling it very important to fund. In 10,000 bootstrap resamples it ranked first 95% of the time.
- Clean and renewable energy (76%) and walkable and bikeable spaces (75%) are statistically tied, as are home energy upgrades (61%) and backup power (59%). EV charging stations rank last at 40%.

- Demographic differences in funding priorities are small. Reweighting to Census benchmarks moves every figure by six points or less.

5. WILLINGNESS TO CONTRIBUTE EXISTS AND SCALES STEEPLY WITH INCOME

- 81% of respondents would contribute something each month. The median is \$5.
- Median stated contribution is \$1 among households under \$50,000 and \$10 among households at \$100,000 or more. 40% of lower-income respondents would contribute nothing.

6. TWO MAIN LIMITATIONS

- The survey under-reached younger residents, renters, and people of color. Weighting corrects the observable composition but cannot correct for people who were never reached.
- 19.7% of Vancouver residents speak a language other than English at home. One of 165 responses was submitted in Spanish, despite the survey being translated into Spanish and Russian.

3. Outreach & Methodology

HOW THE SURVEY WAS DISTRIBUTED

The survey was fielded between July 6 and July 27, 2026. It was distributed two ways. Staff tabled at community events across the city, handing out flyers with a QR code linking to the survey. Flyers were also left at everyday locations chosen to reach residents who would be unlikely to encounter a City survey otherwise, including laundromats, grocery stores and coffee shops. Locations included Fred Meyer on Columbia House Boulevard, New Seasons on Main Street, Daily Deals Market, China Cook, the O Street Laundromat and The Laundry Wizard.

Two choices shaped what the survey could measure:

Neutral framing to reduce selection bias: the survey was introduced as being about city priorities, and the word climate did not appear in the recruitment language. This was intended to reduce the degree to which residents selected themselves based on how much they already cared about climate.

Gift card incentives and venue choice to promote access across underrepresented groups:
A \$50 gift card raffle was offered as an incentive to help combat selection bias.

COST

Total direct cost of planning, administering, and analyzing the survey was under \$500, consisting of \$225 in gift cards plus tabling materials and supplies.

WHO RESPONDED

165 residents completed at least part of the survey. Not every respondent answered every question, and item counts are reported alongside each result. The table below compares respondents to Vancouver adults using the 2024 American Community Survey five-year estimates.

Group	Respondents	Vancouver adults	Weight applied
18-29	8%	21%	2.58x
30-44	37%	28%	0.76x
45-64	29%	30%	1.03x
65+	26%	21%	0.80x
Woman	63%	52%	0.82x
Man	37%	49%	1.32x
Homeowner	64%	53%	0.82x

Group	Respondents	Vancouver adults	Weight applied
Renter	36%	47%	1.33x
White, not Hispanic or Latino	78%	65%	0.84x
People of color	22%	35%	1.59x

Table 1. Respondent composition compared with Vancouver adults. Sources: ACS 2024 five-year tables B01001 (age and sex), B25008 (tenure), B03002 (race and Hispanic origin). Race benchmark is all ages; sensitivity testing across adult shares from 65% to 71% moved every result by less than 1.5 percentage points.

Three gaps stand out. Residents aged 18 to 29 make up 8% of respondents and 21% of Vancouver adults. People of color make up 22% of respondents and about 35% of residents. Renters make up 36% of respondents and 47% of residents. Women are over-represented at 63%. Household income is the one demographic where the sample came close to the city. Respondent income is within a few points of the citywide distribution across all six bands, with no band requiring a weight above 1.3. This appears to reflect the decision to distribute flyers at laundromats and grocery stores rather than only at community events.

WEIGHTING RESULTS FOR EQUITY

Weighting adjusts results so that groups under-represented among respondents count in proportion to their share of the city. Weighting on a demographic that does not relate to a question adds statistical noise without reducing bias, so weights were applied selectively according to a fixed rule:

Weighting rule: A demographic is used as a weighting variable for a question only if a reliable Census benchmark exists for it and it predicts responses within that question. Selection is based on whether a demographic predicts the responses, not on whether weighting changed the resulting estimate.

Qualifying tests:

- For age and household income, both of which are ordered, the test is a trend test across all categories. For gender, housing tenure, and race, the test compares group means.
- Multi-select questions are tested option by option, limited to substantive options selected by at least 20 respondents. The threshold throughout is $p < 0.05$, and all significance tests were run on unweighted data.
- Length of residence in Vancouver was the strongest single predictor of responses to the transportation questions, but the Census does not measure how long a person has lived in a particular city. Because no benchmark exists, it could not be used as a weighting variable. It is reported as a subgroup comparison in Section 7 instead.

EFFECTIVE SAMPLE SIZE AFTER ADJUSTMENTS

Question	Weighted on	Respondents	Effective sample
Q1. Climate impacts	Income, tenure	112	102.7

Question	Weighted on	Respondents	Effective sample
Q2. Home concerns	Income, gender	119	108.7
Q3. Barriers to biking	Age, income	122	94.6
Q4. Bike infrastructure	Age, gender	139	104.5
Q5 and Q6. Bike-share	Age, tenure	130	96.2
Q7. Funding priorities	Age, gender, race	127	88.4
Q8. Willingness to contribute	Income	122	116.9
Q9 and Q10. Open responses	Not weighted	126 / 71	n/a

Table 2. Weighting applied to each question. Effective sample size accounts for variation in weights and is lower than the number of respondents. Questions 9 and 10 are open-ended and were coded thematically rather than weighted.

EQUITY CONSIDERATIONS

Two distinct equity questions arise in a survey like this one. The first is whether the people who responded reflect the community. The second is whether the results say anything about how climate burdens are distributed.

On the first, the answer is partly. Choosing everyday locations rather than only civic events appears to have worked for economic reach, since respondent income closely matches the citywide distribution. It did not work for age or race. Income correlates with where people shop, which venue selection can influence. Age and race do not sort the same way, and reaching younger residents and communities of color appears to depend more on trusted messengers than on location. The single clearest gap is language, as described in Section 2.

On the second, the survey does provide evidence. Section 4 reports that exposure to heat and smoke is broadly similar across income groups while reported harm from that exposure is not. This is the clearest equity finding in the data, and it is a finding about the community rather than about the sample.

Weighting should not be mistaken for a solution to either question. It adjusts for the observable composition of people who did respond. It cannot speak for residents who were never reached, and the residual uncertainty that leaves is not quantified anywhere in this report.

4. Climate Concerns

Respondents were asked which climate impacts they had personally experienced in Vancouver, and how concerned they currently feel about conditions in their own homes. Taken together, the answers describe conditions residents report living with now rather than anticipating for the future.

WHAT RESIDENTS REPORT EXPERIENCING

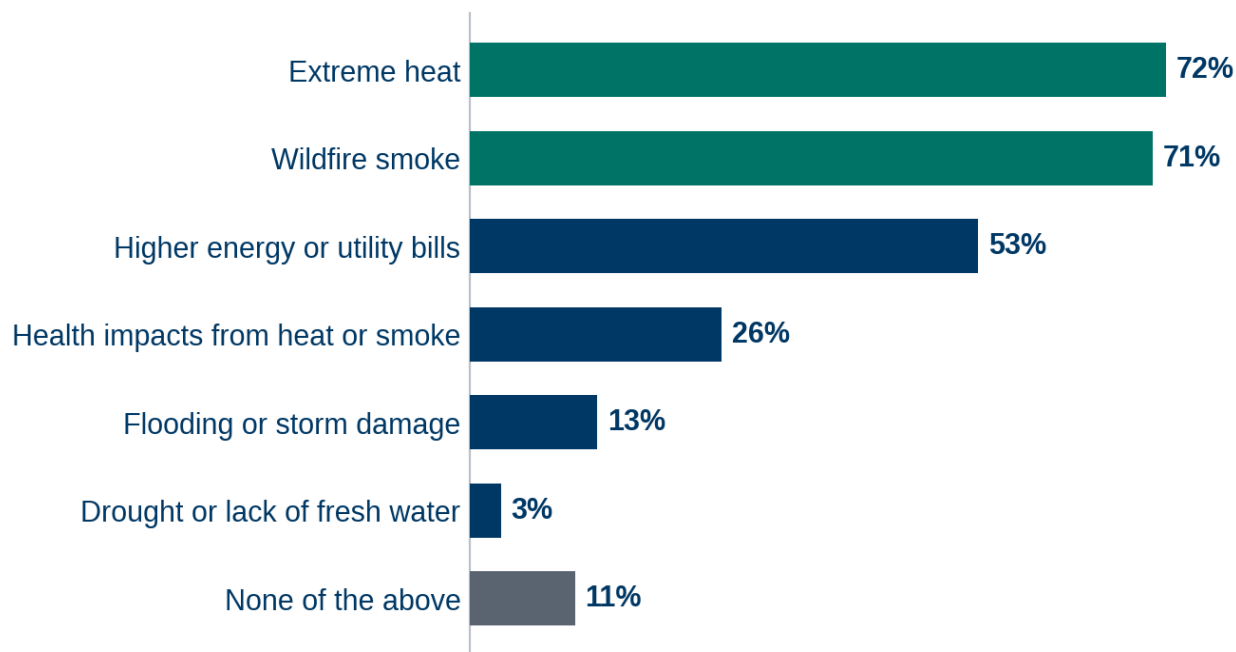


Figure 2. Climate impacts personally experienced in Vancouver. Q1, n = 162, multiple answers allowed so figures sum to more than 100%. Weighted on household income and housing tenure.

About 89% of respondents report at least one impact. Extreme heat and wildfire smoke are reported at nearly identical rates, roughly seven in ten, and higher energy or utility bills follow at 53%.

REPORTED HARM IS NOT EVENLY DISTRIBUTED

Grouping respondents into three income bands shows a consistent pattern. Exposure to heat and smoke varies little. Reported consequences of that exposure vary considerably.

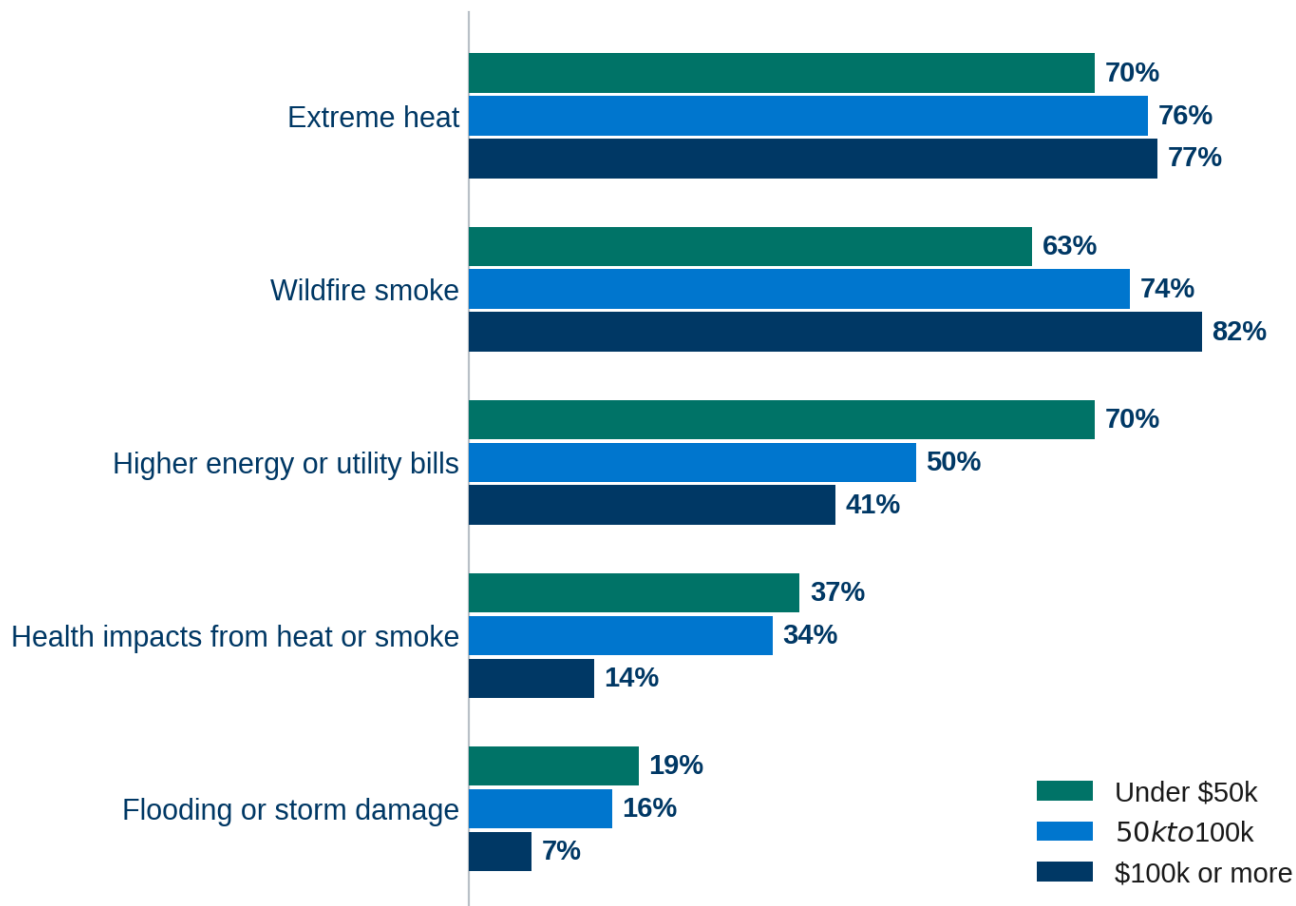


Figure 3. Climate impacts experienced, by household income. Q1, unweighted subgroup shares. Group sizes: under \$50k n = 27, \$50k to \$100k n = 38, \$100k or more n = 57.

Impact reported	Under \$50k	\$50k to \$100k	\$100k or more	Trend p
Extreme heat	70%	76%	77%	0.97
Wildfire smoke	63%	74%	82%	0.07
Higher energy or utility bills	70%	50%	41%	0.02
Health impacts from heat or smoke	37%	34%	14%	0.01
Flooding or storm damage	19%	16%	7%	0.19

Table 3. Climate impacts by household income band, unweighted. Trend p values are Spearman tests across all six income categories.

Residents in households under \$50,000 report health impacts from heat, smoke or air quality at 37%, compared with 14% among households at \$100,000 or more. Higher utility bills follow the same pattern, 70% compared with 41%. Reported exposure to smoke runs in the opposite direction, which may reflect differences in how salient the exposure was rather than differences in exposure itself. Sample sizes within each income band are small, between 27 and 57 respondents, so these figures should be read as an indication rather than a measurement. The direction is consistent across two

separate items and matches the pattern in Section 6, where lower-income respondents report substantially more concern about affording energy bills.

WHAT CONCERNS RESIDENTS AT HOME

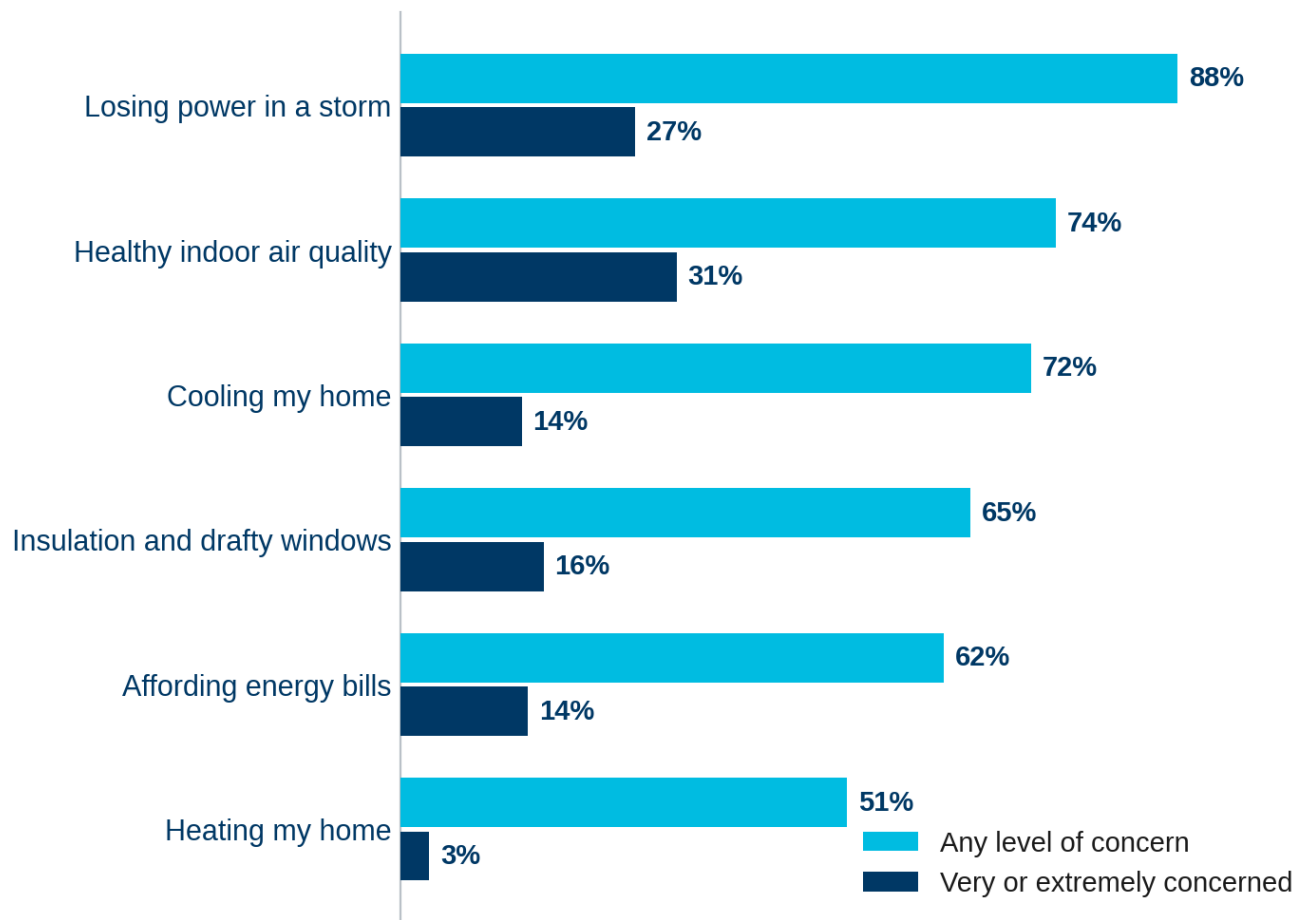


Figure 4. Concern about conditions in the home. Q2, n = 152 to 162 depending on item. Weighted on household income and gender.

Two items lead, and they lead in different ways.

Losing power during a weather event has the widest reach of any concern in the survey: 88% of respondents report at least some concern, and only 12% report none.

Indoor air quality draws the most intense concern, with 31% very or extremely concerned, though a quarter of respondents report no concern about it at all.

The comparison between heating and cooling is also notable. 72% of respondents express at least some concern about adequately cooling their home, compared with 51% about heating it, and the gap widens at the intense end, 14% against 3%.

Concern is concentrated rather than universal. Among respondents who answered all six items, 47% reported no item at the very or extremely concerned level.

5. Transportation

Transportation accounts for roughly half of Vancouver’s community emissions, and three survey questions addressed it: what prevents residents from cycling, what would change that, and whether they would support a bike-share system.

WHAT PREVENTS RESIDENTS FROM CYCLING

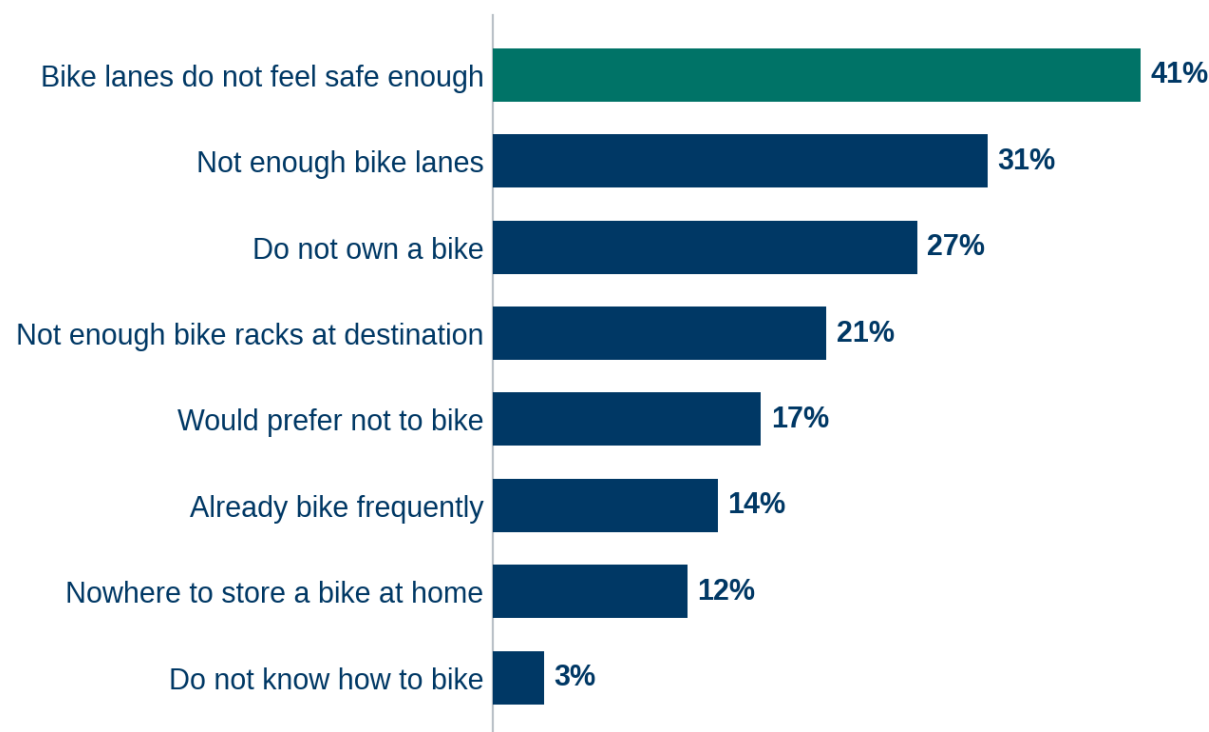


Figure 5. Barriers to biking or e-biking more often. Q3, n = 163, multiple answers allowed. Weighted on age and household income. An additional 48 respondents wrote in an answer under "Other."

The **most commonly cited barrier is that existing bike lanes do not feel safe enough**, at 41%. That sits above the number of respondents who say there are not enough bike lanes, 31%. The two are different problems.

Access to equipment also appears more often than the raw counts suggest. Once weighted for age and income, **27% of respondents report not owning a bike, 21% report not enough bike racks at their destination**, and 12% report nowhere to store a bike at home.

Only 17% say they would prefer not to bike at all.

WHAT WOULD ENCOURAGE MORE CYCLING

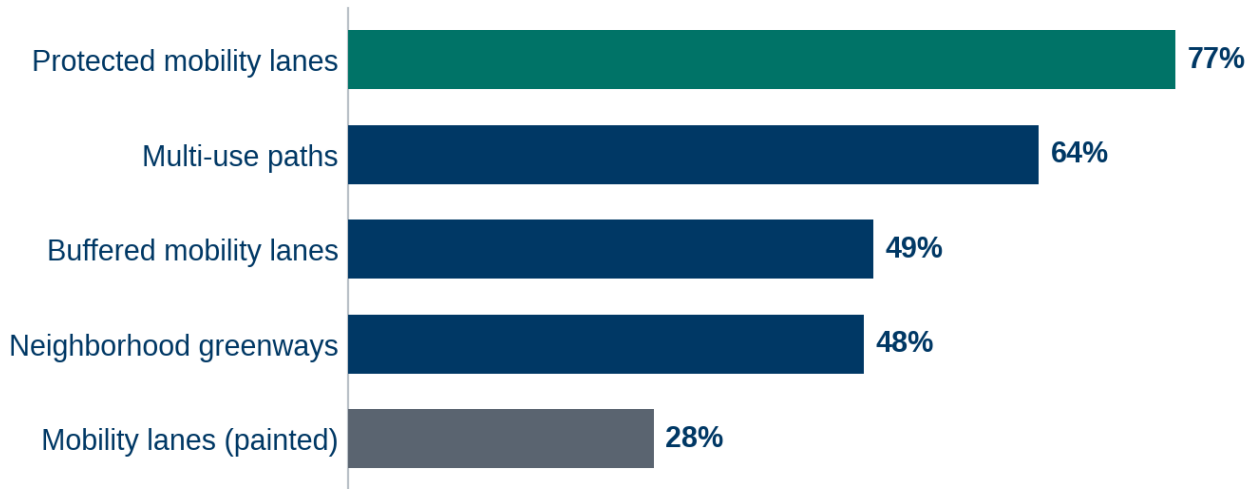


Figure 6a. Share who say each facility type would moderately or strongly encourage them to bike more often. Q4, n = 147 to 158 depending on item. Weighted on age and gender. Respondents answering "I already bike as much as possible" are excluded from each item.

Three of the five options describe the same treatment at increasing levels of physical separation from traffic, and responses increase steadily with separation: painted mobility lanes 29%, buffered mobility lanes 49%, protected mobility lanes 77%. Separately, 37% of respondents say a painted lane would not encourage them at all, compared with 14% for a protected lane.

Besides using the descriptors, respondents were given the following 5 items to rate from "Would not encourage me at all" to bike more, to "Would strong encourage me" to bike more. An option to the right is provided for those who "already bike as much as possible", implying that bike lane type would have no or minimal bearing on their decision to bike.

Multi-use paths 	☐	☐	☐	☐	☐
Protected mobility lanes 	☐	☐	☐	☐	☐
Buffered mobility lanes 	☐	☐	☐	☐	☐
Mobility lanes 	☐	☐	☐	☐	☐
Neighborhood greenways (low-traffic and low-speed streets) 	☐	☐	☐	☐	☐

Figure 6b: A picture of what the bike lane type question looked like on the survey. Options are pictured with their representative image.

DO PEOPLE WANT BIKE-SHARE?

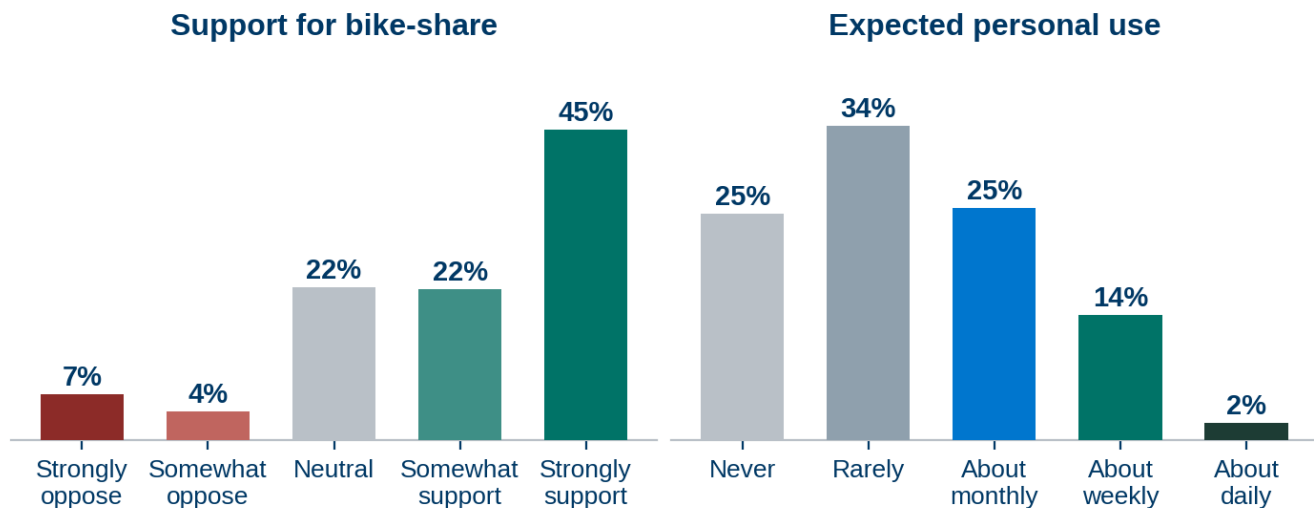


Figure 7. Support for bike-share and expected personal use. Q5 n = 161, Q6 n = 160. Weighted on age and housing tenure.

Support runs 67% in favor against 11% opposed, with 22% neutral. Expected use is lower: **41% say they would use it monthly or more often**, and 16% weekly or more often.

The gap between the two is worth noting. Among respondents who support bikeshare, 54% say they would use it never or only rarely themselves. Support therefore reflects a broader view about the service being available rather than personal demand for it, and the support figure should not be read as a usage estimate.

This question is also where the sample composition matters most. Renters report expected monthly use at 51% compared with 21% among homeowners, and expected use declines steadily with age from 58% among respondents aged 18 to 29 to 11% among those 65 and older. Because renters and younger residents are both under-represented, the unweighted figure for expected use is 29% and the weighted figure is 41%.

This is the largest weighting adjustment anywhere in the survey. Respondents aged 18 to 29 number only 12, so that subgroup figure carries substantial uncertainty.

Expected use is hypothetical. Stated intentions about future behavior are generally higher than observed behavior, and this figure should be read as an indication of interest rather than a forecast of ridership.

AN OBSERVATION ABOUT ALTERNATIVES

One theme came up repeatedly in conversation at tabling events but was not measured by any survey question, and it is recorded here as an observation rather than a finding. Several residents expressed support for bike infrastructure in general while objecting to bike facilities that reduce general traffic capacity, on the grounds that they cannot substitute cycling for many of their trips.

The written responses touch on the same premise and mostly draw the opposite conclusion. Four of the 197 written comments describe car dependence as a problem and ask the City to expand

alternatives, for example "make this entire city and counties navigable without needing a car" and "walkability and ability to travel without needing a car." One comment objects directly to lane reallocation. Cars, traffic and parking is nonetheless the most common theme in the general comments question, appearing in 21% of responses.

The survey did not ask what residents would be willing to give up in order to gain something else, and it did not ask about lane reallocation specifically. That is a gap in the instrument rather than a conclusion about resident opinion, and it is the change most worth making before the next round of outreach.

6. Funding Priorities & Willingness to Pay

RELATIVE FUNDING PRIORITY

Respondents rated six candidate investments on a five-point scale from "should not be taxpayer funded" through "very important to fund."

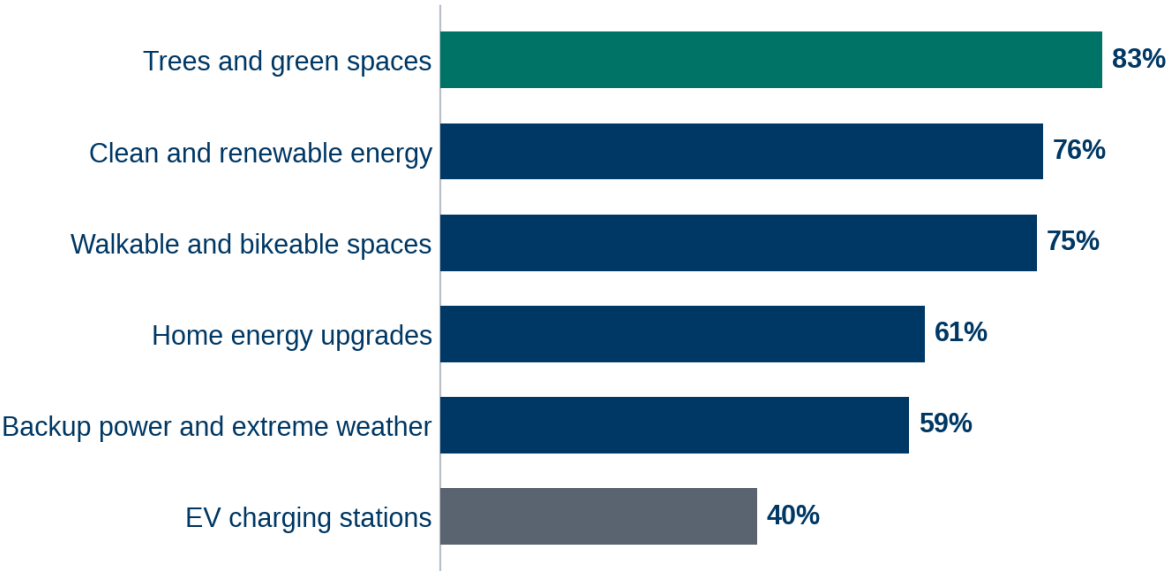


Figure 8. Share rating each investment important or very important to fund. Q7, n = 156 to 161 depending on item. Weighted on age, gender and race.

Trees and green spaces rank first at 83%, and the margin is concentrated: 66% of respondents rate it very important to fund, and no other item exceeds 50% in that top category. To test how stable the ordering is, results were resampled 10,000 times. Trees and green spaces ranked first in 95% of resamples.

The same test shows that not all of the ordering is meaningful. Clean and renewable energy outranked walkable and bikeable spaces in 59% of resamples, and home energy upgrades outranked backup power in 66%, both close to even. Those two pairs are best read as tied. EV charging stations ranked last in every resample.

Grouping	Investment	Important or very important
Ranks first	Trees and green spaces	83%
Statistically tied	Clean and renewable energy	76%
	Walkable and bikeable spaces	75%

Grouping	Investment	Important or very important
Statistically tied	Home energy upgrades	61%
	Backup power and extreme weather	59%
Ranks last	EV charging stations	40%

Table 4. Funding priorities grouped by whether the survey can distinguish between them. Groupings derived from 10,000 bootstrap resamples of the weighted data.

Differences between demographic groups on these six items are small. Reweighting to Census benchmarks changes every figure by six percentage points or less, and the ordering is unchanged. One pattern is worth noting: respondents of color rated five of the six items lower than white respondents, and rated home energy upgrades higher, 64% against 53%. That is the one item on the list which directly reduces a household's costs. With 29 respondents of color, this is a pattern to examine further rather than a result.

OBJECTION IS SEPARATE FROM PRIORITY

The scale included a distinct option for respondents who felt an item should not be taxpayer funded at all. That is a different response from rating something a low priority.

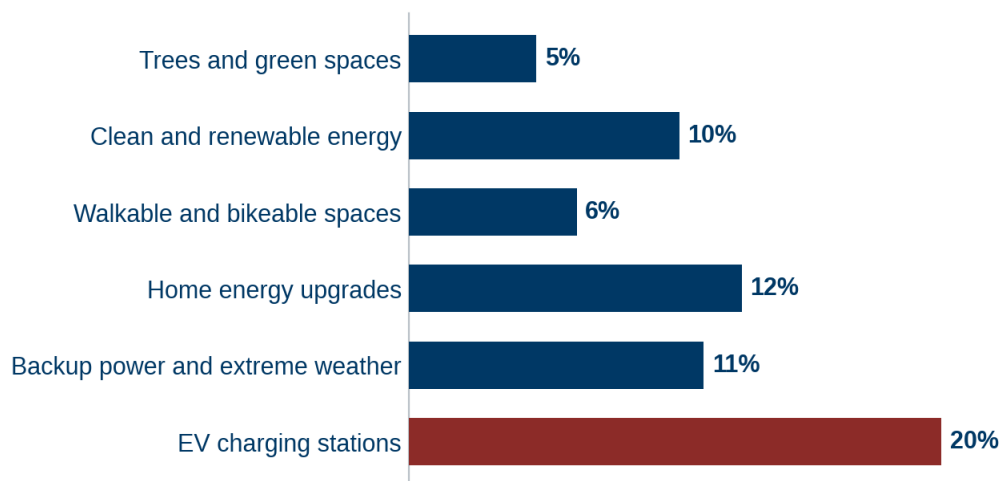


Figure 9. Share selecting "should not be taxpayer funded." Q7, weighted on age, gender and race.

EV charging stations draw the highest rate at 20%, roughly four times the rate for trees and green spaces. Read alongside its 40% priority rating, this indicates that the item is not only ranked lowest but is also the one where the largest share of residents question public funding as the right mechanism. Clean and renewable energy shows a different shape: 10% say it should not be publicly funded while only 1% rate it a low priority.

WILLINGNESS TO CONTRIBUTE

Respondents were asked how much additional money, if any, they would be willing to contribute per month to support the programs listed in the previous question.

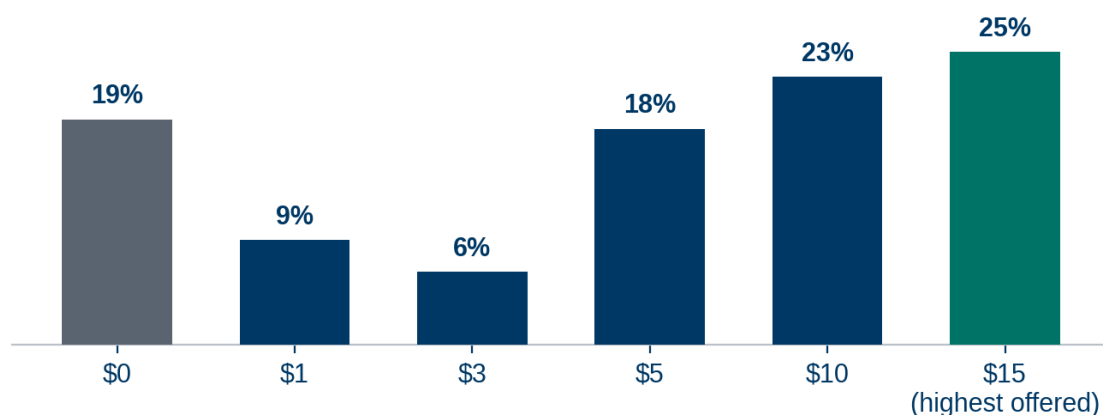


Figure 10. Additional monthly contribution respondents would support. Q8, n = 155. Weighted on household income.

81% of respondents would contribute something, and the median amount is \$5 per month. Two features of the question limit what the amounts can support. The highest option offered was \$15 and 25% of respondents selected it, so the distribution is cut off at the top and the figures represent a floor rather than an estimate. The question also asked about the six programs collectively, so the amounts cannot be attributed to any individual program.

Household income	Mean	Median	Would contribute \$0	Selected \$15 (the maximum)
Under \$50,000	\$4.48	\$1	40%	16%
\$50,000 to \$100,000	\$7.00	\$7.50	14%	8%
\$100,000 or more	\$8.93	\$10	11%	43%

Table 5. Willingness to contribute by household income band, unweighted. Group sizes 25, 36 and 56. Trend across all six income categories $p = 0.0001$. As a consistency check, stated contribution correlates with respondents' own funding priority ratings at $\rho = 0.42$, $p < 0.0001$.

Stated willingness rises steeply with income. The median is \$1 among households under \$50,000 and \$10 among households at \$100,000 or more, and 40% of lower-income respondents would contribute nothing. Because 43% of higher-income respondents selected the maximum option, the true difference between groups is likely larger than these figures show.

7. Additional Findings

OPEN-ENDED RESPONSES

Two optional open-ended questions closed the survey. Question 9 asked what single action respondents would want the city to take in the next four to six years, answered by 126 respondents. Question 10 invited comments on anything not covered elsewhere, answered by 71. Responses were coded by theme, and a response may contain more than one theme.

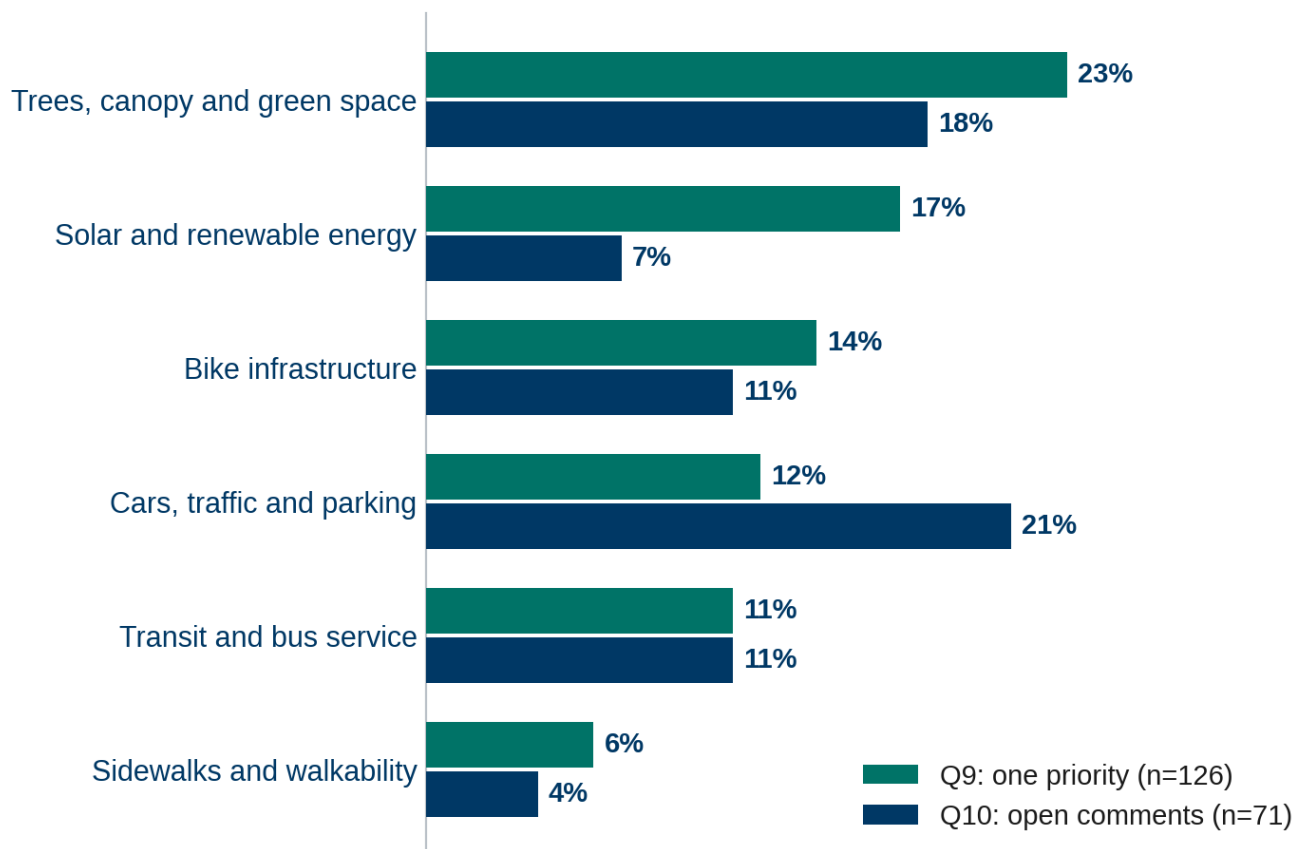


Figure 11. Most frequent themes in the two open-ended questions. Q9 n = 126, Q10 n = 71. Coded by keyword and reviewed; unweighted.

Trees, canopy and green space is the most frequent theme in Question 9, appearing in 23% of responses without being prompted. This is consistent with the ranking in Section 6. Solar and renewable energy follows at 17%, and bike infrastructure at 14%.

The pattern shifts in Question 10, where cars, traffic and parking becomes the most common theme at 21%. Because Question 10 invited comments on topics the survey did not cover, that shift suggests the closed questions did not give residents a place to discuss road capacity and traffic. A small number of responses reject the premise of the survey. Three of 197 written comments describe climate spending as misdirected or the underlying issue as overstated. One respondent noted that the survey asked about trees in general but not about tree canopy or park access in their own neighborhood, which is a reasonable observation about the instrument.

LENGTH OF RESIDENCE

Length of residence in Vancouver was the strongest single predictor of responses to the transportation questions. Newer residents reported markedly more interest in cycling infrastructure and bike-share than long-term residents, and the pattern is consistent across four groups.

Question item	Under 4 years	4 to 10 years	11 to 20 years	Over 20 years
Bike-share support, 0 to 4 scale	3.29	2.95	2.69	2.40
Protected lanes would encourage me, 0 to 3	2.61	2.13	2.07	1.66
Multi-use paths would encourage me, 0 to 3	2.27	2.08	1.83	1.45
Walkable and bikeable funding, 0 to 4	3.71	2.70	2.93	2.74

Table 6. Mean responses by length of residence, unweighted. Group sizes 24, 45, 29 and 48. Differences are statistically significant on all four items. No comparable Census benchmark exists, so this variable was not used for weighting.

This finding is reported for completeness and carries a specific limitation. Because no Census measure of length of residence in a city exists, there is no way to determine whether the distribution among respondents matches the community. Approximately a third of respondents have lived in Vancouver for more than 20 years.

OBSERVATIONS ABOUT THE INSTRUMENT

- Every closed question presented options without a stated cost or tradeoff. The survey asked what residents want and never asked what they would forgo.
- The willingness to contribute question was capped at \$15, and a quarter of respondents selected the cap. A higher ceiling would produce a usable estimate.
- Because contributions were asked about the six programs as a group, the amounts cannot be attributed to any single program.
- The five bike facility types were named without descriptions, which may have affected how respondents distinguished between them.
- ZIP code was collected, but Vancouver ZIP codes extend into unincorporated Clark County, so ZIP code cannot confirm residency inside city limits. Asking for neighborhood would be more useful.
- Flyers and tabling used a single survey link, so responses from tabling events cannot be distinguished from responses to flyers. Separate links per location would allow that comparison at no cost.

Appendix A. Weighting Rule and Census Benchmarks

Weighting was applied using iterative proportional fitting, in which weights are adjusted repeatedly until the weighted distribution of each weighting variable matches its Census benchmark. Weights were fitted to each variable separately rather than to combinations of variables, because the number of respondents is too small to support joint cells.

BENCHMARKS USED

Variable	Categories and Census shares	Source
Age, adults 18+	18 to 29: 21.3%, 30 to 44: 27.8%, 45 to 64: 29.8%, 65 and over: 21.1%	ACS 2024 5-year, B01001
Gender, adults 18+	Women 51.5%, Men 48.5%	ACS 2024 5-year, B01001
Housing tenure	Owner-occupied 52.7%, Renter-occupied 47.3%	ACS 2024 5-year, B25008
Race and Hispanic origin	White alone not Hispanic or Latino 65.3%, People of color 34.7%	ACS 2024 5-year, B03002
Household income	Under \$25k 11.7%, \$25k to \$50k 15.4%, \$50k to \$75k 18.2%, \$75k to \$100k 15.9%, \$100k to \$150k 20.4%, \$150k or more 18.4%	ACS 2024 5-year, B19001

Table A1. Population benchmarks. All figures are for the City of Vancouver, Washington. The tenure benchmark is the share of people living in owner-occupied and renter-occupied units rather than the share of housing units, because the survey sampled people. The race benchmark covers all ages because no place-level table crosses race by age at this level of detail; sensitivity testing across adult shares from 65% to 71% moved every result by less than 1.5 percentage points. Household income is a household-level measure.

QUALIFYING TESTS BY QUESTION

The tests below determined which variables qualified for each question. All were run on unweighted data at a threshold of $p < 0.05$.

Question	Variables that qualified	Evidence
Q1. Climate impacts	Income, tenure	Income trend on energy bills $p = 0.019$ and health impacts $p = 0.014$; tenure on wildfire smoke $p = 0.030$

Question	Variables that qualified	Evidence
Q2. Home concerns	Income, gender	Income trend on affording bills p = 0.001, heating p = 0.005, cooling p = 0.031, insulation p = 0.037; gender on heating p = 0.046 and power loss p = 0.044
Q3. Barriers to biking	Age, income	Age on perceived safety p = 0.002 and home storage p < 0.001; income on bike ownership p = 0.040
Q4. Bike infrastructure	Age, gender	Age on multi-use paths p = 0.008 and protected lanes p = 0.001; gender on buffered lanes p = 0.031
Q5 and Q6. Bike-share	Age, tenure	Age p = 0.039 and p < 0.001; tenure p = 0.011 and p < 0.001
Q7. Funding priorities	Age, gender, race	Age on four items; gender on trees p = 0.004, backup power p = 0.017, clean energy p = 0.048; race on EV charging p = 0.004, clean energy p = 0.010, walkable p = 0.019
Q8. Willingness to contribute	Income	Income trend p = 0.0001

Table A2. Variables qualifying for each question and the evidence that qualified them. Length of residence predicted responses on several transportation items but was excluded throughout because no Census benchmark exists for it.

Because the full set of tests across all questions and demographics numbers well over one hundred, some individually significant results would be expected by chance alone. Where a variable qualified on the strength of a single isolated result, that is noted in the relevant section. The two patterns emphasized in this report, the income gradient in reported climate harm and the relationship between length of residence and interest in cycling, each appear across several related items in a consistent direction.

Appendix B. Full Results By Question

Both unweighted and weighted figures are shown for every item. Unweighted figures are the raw share of respondents who answered that item. Weighted figures apply the scheme in Table 2. Where the two differ, the weighted figure is the one used in the body of this report.

Q1. CLIMATE IMPACTS PERSONALLY EXPERIENCED

Have you personally experienced any of the following in Vancouver? (Select all that apply)

Response	Unweighted	Weighted	Respondents
Extreme heat	75%	72%	162
Wildfire smoke	75%	71%	162
Higher energy or utility bills	53%	53%	162
Health impacts from heat or smoke	27%	26%	162
Flooding or storm damage	15%	13%	162
Drought or lack of fresh water	5%	3%	162
None of the above	8%	11%	162

Table B1. Q1 results. Multiple answers allowed, so figures sum to more than 100%. Weighted on household income and housing tenure. Nine respondents wrote in an additional impact.

Q2. CONCERN ABOUT CONDITIONS IN THE HOME

How concerned do you currently feel about each of the following in your home?

Item	Not at all	Slightly	Moderately	Very	Extremely	Any concern
Cooling my home	29%	33%	24%	12%	2%	72%
Heating my home	49%	31%	17%	3%	0%	51%
Affording energy bills	38%	23%	25%	8%	6%	62%
Healthy indoor air quality	26%	16%	27%	17%	14%	74%
Insulation and drafty windows	35%	26%	22%	14%	2%	65%

Item	Not at all	Slightly	Moderately	Very	Extremely	Any concern
Losing power in a storm	12%	33%	29%	17%	9%	88%

Table B2. Q2 full distribution, weighted on household income and gender. Rows may not sum to 100% because of rounding. Item counts range from 152 to 162.

Q3. BARRIERS TO BIKING OR E-BIKING MORE OFTEN

If you wish to bike or e-bike more, what are your biggest barriers? (Select all that apply)

Response	Unweighted	Weighted	Respondents
Bike lanes do not feel safe enough	41%	41%	163
Not enough bike lanes	33%	31%	163
Do not own a bike	21%	27%	163
Not enough bike racks at destination	22%	21%	163
Would prefer not to bike	22%	17%	163
Already bike frequently	17%	14%	163
Nowhere to store a bike at home	7%	12%	163
Do not know how to bike	3%	3%	163

Table B3. Q3 results. Multiple answers allowed. Weighted on age and household income. An additional 48 respondents wrote in an answer under "Other."

Q4. FACILITY TYPES THAT WOULD ENCOURAGE MORE CYCLING

To what extent would each type of bike lane encourage you to bike more often?

Facility type	Not at all	A little	Moderately	Strongly	Mod. or strongly (unwtd)	Mod. or strongly (wtd)
Protected mobility lanes	14%	9%	25%	52%	70%	77%
Multi-use paths	18%	18%	22%	42%	62%	64%
Buffered mobility lanes	26%	26%	26%	23%	45%	49%
Neighborhood greenways	25%	27%	22%	26%	49%	48%
Mobility lanes (painted)	37%	35%	16%	12%	29%	29%

Table B4. Q4 full distribution, weighted on age and gender. Respondents answering "I already bike as much as possible" are excluded; between four and six respondents chose that option per item.

Q5 AND Q6. BIKE-SHARE

Would you support bike-share or e-bike share options in Vancouver, WA? If a bike-share (or e-bike-share) company came to Vancouver, how often would you use the bikes?

Response	Unweighted	Weighted	Respondents
Support: Strongly oppose	9%	7%	161
Support: Somewhat oppose	4%	4%	161
Support: Neutral	26%	22%	161
Support: Somewhat support	26%	22%	161
Support: Strongly support	35%	45%	161
Expected use: Never	29%	25%	160
Expected use: Only in rare circumstances	41%	34%	160
Expected use: About monthly	19%	25%	160
Expected use: About every week	8%	14%	160
Expected use: About every day	2%	2%	160

Table B5. Q5 and Q6 results, weighted on age and housing tenure.

Q7. PUBLIC FUNDING PRIORITY

For each of the following, what level of public funding priority do you think it deserves?

Investment	Should not be funded	Not very	Somewhat	Important	Very important	Imp. or very (wtd)
Trees and green spaces	5%	4%	9%	17%	66%	83%
Clean and renewable energy	10%	1%	14%	30%	46%	76%
Walkable and bikeable spaces	6%	6%	13%	25%	50%	75%
Home energy upgrades	12%	8%	19%	28%	33%	61%
Backup power and extreme weather	11%	7%	24%	31%	27%	59%

Investment	Should not be funded	Not very	Somewhat	Important	Very important	Imp. or very (wtd)
EV charging stations	20%	13%	28%	22%	18%	40%

Table B6. Q7 full distribution, weighted on age, gender and race. Unweighted "important or very important" figures are: trees 84%, clean energy 71%, walkable and bikeable 69%, home upgrades 56%, backup power 54%, EV charging 35%. Item counts range from 156 to 161.

Q8. WILLINGNESS TO CONTRIBUTE PER MONTH

How much additional money, if any at all, would you be willing to contribute per month to support the programs above?

Amount	Unweighted	Weighted	Respondents
\$0	22%	19%	155
\$1	10%	9%	155
\$3	5%	6%	155
\$5	17%	18%	155
\$10	22%	23%	155
\$15 (highest option offered)	25%	25%	155

Table B7. Q8 results, weighted on household income. Median \$5 unweighted.

Q9 AND Q10. THEMES IN OPEN-ENDED RESPONSES

Theme	Q9: one priority (n=126)	Q10: general comments (n=71)
Trees, canopy and green space	29 (23%)	13 (18%)
Solar and renewable energy	21 (17%)	5 (7%)
Bike infrastructure	18 (14%)	8 (11%)
Cars, traffic and parking	15 (12%)	15 (21%)
Transit and bus service	14 (11%)	8 (11%)
Sidewalks and walkability	7 (6%)	3 (4%)
Housing, density and development	6 (5%)	4 (6%)
EV and charging	6 (5%)	0
Air quality and smoke	5 (4%)	0

Theme	Q9: one priority (n=126)	Q10: general comments (n=71)
Water and rivers	4 (3%)	4 (6%)
Cost, taxes and affordability	3 (2%)	6 (8%)
Home efficiency	2 (2%)	1 (1%)
Waste and recycling	1 (1%)	5 (7%)

Table B8. Themes in open-ended responses, coded by keyword and reviewed. A response may contain more than one theme, so columns sum to more than 100%. Not weighted.

RESPONDENT CHARACTERISTICS

Characteristic	Category	Respondents	Share of respondents
Household income	Less than \$25,000	12	10%
Household income	\$25,000 to less than \$50,000	15	12%
Household income	\$50,000 to less than \$75,000	17	14%
Household income	\$75,000 to less than \$100,000	22	18%
Household income	\$100,000 to less than \$150,000	33	27%
Household income	\$150,000 or more	23	19%
Length of residence	Under 4 years	24	16%
Length of residence	4 to 10 years	45	31%
Length of residence	11 to 20 years	29	20%
Length of residence	Over 20 years	48	33%

Table B9. Additional respondent characteristics. Household income was reported by 146 respondents and length of residence by 146. ZIP code was reported by 142 respondents; ten reported ZIP codes outside Vancouver and Clark County urban areas and are retained in all figures.

Appendix C. Survey Instrument

The questions below are reproduced as they appeared to respondents. Demographic questions appeared at the end and were optional.

No.	Question as asked	Response options
Q1	Have you personally experienced any of the following in Vancouver? (Select all that apply)	Extreme heat or dangerously hot days; Wildfire smoke affecting air quality; Higher energy or utility bills; Health impacts related to heat, smoke, or air quality; Flooding or storm damage in your neighborhood; Drought or lack of access to fresh water; None of the above; Other climate impacts (please specify)
Q2	How concerned do you currently feel about each of the following in your home? Items: Adequately cooling my home; Adequately heating my home; Affording my monthly energy bills; Having healthy indoor air quality; Having proper insulation and eliminating drafty windows; Losing power during a weather event.	Not at all concerned; Slightly concerned; Moderately concerned; Very concerned; Extremely concerned
Q3	The City is interested in supporting all transportation options. If you wish to bike or e-bike more, what are your biggest barriers? (Select all that apply)	Bike lanes do not feel safe enough; Not enough bike lanes; Not enough bike racks at my destination; I would prefer not to bike; I do not own a bike; I already bike frequently; There is no place to store my bike at home; I do not know how to bike; Other (please specify)
Q4	To what extent would each type of bike lane encourage you to bike more often? Items: Multi-use paths; Protected mobility lanes; Buffered mobility lanes; Mobility lanes; Neighborhood greenways (low-traffic and low-speed streets).	Would not encourage me at all; Would encourage me a little; Would moderately encourage me; Would strongly encourage me; I already bike as much as possible
Q5	Would you support bike-share or e-bike share options in Vancouver, WA? (Bike share is a public service where you can rent a bike for short trips.)	Strongly oppose; Somewhat oppose; Neutral; Somewhat support; Strongly support

No.	Question as asked	Response options
Q6	If a bike-share (or e-bike-share) company came to Vancouver, how often would you use the bikes?	Never; Only in rare circumstances; About monthly; About every week; About every day
Q7	For each of the following, what level of public funding priority do you think it deserves? Items: Increasing the number of publicly available EV charging stations; Home upgrades that improve comfort, reduce energy use, and lower utility bills; Creating more walkable and bikeable spaces; Investing in trees and green spaces; Backup power and resources for extreme weather events; Investing in clean and renewable energy.	Should not be taxpayer funded; Not very important to fund; Somewhat important to fund; Important to fund; Very important to fund
Q8	How much additional money, if any at all, would you be willing to contribute per month to support the programs above?	\$0 (I would not give additional money); \$1; \$3; \$5; \$10; \$15
Q9	(Optional) If the city could only do one thing in the next 4-6 years to act on climate priorities, what would you want it to be?	Open text
Q10	(Optional) Are there any additional comments on topics that were not discussed elsewhere in this survey?	Open text
D1	Do you rent or own your home?	Own; Rent; I have a different arrangement; Prefer not to answer
D2	What is your age range?	Under 18; 18-29; 30-44; 45-64; 65+; Prefer not to answer
D3	What is your gender?	Woman; Man; Other; Prefer not to answer
D4	What is your total annual household income before taxes? Your income range helps us understand whether climate programs are reaching households at different income levels.	Less than \$25,000; \$25,000 to less than \$50,000; \$50,000 to less than \$75,000; \$75,000 to less than \$100,000; \$100,000 to less than \$150,000; \$150,000 or more; Prefer not to answer
D5	What is your race? (Select all that apply)	American Indian or Alaska Native; Asian; Black or African American; Hispanic or Latino; Middle Eastern or North African; Native Hawaiian or Pacific Islander;

No.	Question as asked	Response options
		White; Prefer not to say; Other (please specify)
D6	What is your zip code?	Open text
D7	How long have you lived in Vancouver, WA?	Less than 1 year; 1 to 3 years; 4 to 10 years; 11 to 20 years; More than 20 years

Table C1. Survey instrument. The survey was administered online through a QR code and was available in English, Spanish and Russian. Questions Q9 and Q10 were marked optional. Demographic questions D1 through D7 appeared at the end of the survey.

