

## CITY OF VANCOUVER - 2018 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

### QUESTION 1 *Will you vote in favour of infrastructure investments that separate bicycles from motor vehicles and pedestrians along key transportation corridors and certain busy commercial streets?*

<b>Connie Fogal</b> <small>MAYOR</small>	No	
<b>Satie Shoththa</b> <small>MAYOR</small>	Yes	I learned to ride a bike at age 40 and it is exhilarating. Everybody should ride bikes.
<b>Kennedy Stewart</b> <small>MAYOR</small>	Yes	Yes, I favour the improvement of transportation and cycling infrastructure in Vancouver. I will continue the City of Vancouver's commitment to the transportation 2040 plan, which calls for protections for pedestrians and cyclists.
<b>Shauna Sylvester</b> <small>MAYOR</small>	Yes	Yes, I support investing in infrastructure for separated bike lanes. First, I believe it's a safety issue. Separated bike lanes make cycling accessible to people who would otherwise be uncomfortable using shared routes, and make everyone safer while doing it. This is in keeping with my support for the goals of the Transportation 2040 plan including increasing the proportion of trips taken by bike to 25%.
<b>John Yano</b> <small>MAYOR</small>	Yes	I strongly believe in a safe & sustainable city. Separated bike lanes will help to improve safety for cyclists, pedestrians and drivers.
<b>Sarah Blyth</b> <small>COUNCIL</small>	Yes	Vancouver's streets can support everyone's transportation needs, if we pay attention to effective design practices and prioritize safety.
<b>Christine Boyle</b> <small>COUNCIL</small>	Yes	Absolutely! We support the principle that making the city work for 8-years olds and 80-year olds will make the city a better place for all. That means more safe, separated bicycle infrastructure, and street design that prioritizes pedestrian safety and accessibility.
<b>Barbara Buchanan</b> <small>COUNCIL</small>	Yes	I am a health and safety program specialist, people both bikers and pedestrians must be safe for the city to be livable
<b>Diego Cardona</b> <small>COUNCIL</small>	Yes	Yes I would, because separated facilities for cyclists are the best way to improve safety for all road users. I am running with Vision Vancouver because they have a proven track record of investing in active transportation infrastructure and helping foster a more supportive culture for biking and walking in Vancouver.
<b>Graham Cook</b> <small>COUNCIL</small>	Yes	As a somewhat apprehensive bicyclist, I know that separated bicycle infrastructure helps people feel safe enough to choose active transportation. This reduces our city's carbon footprint, alleviates pressure on Public Transportation, and helps reduce traffic congestion for those that need to drive. All this on top of saving lives!
<b>Breton Crellin</b> <small>COUNCIL</small>	Yes	If it relieves congestion and provides safety for all parties involved I am absolutely for it.
<b>Adrian Crook</b> <small>COUNCIL</small>	Yes	If it weren't for investments in protected bike lanes in Vancouver, my family's cycling would be severely curtailed. I support the principles of the 8-80 Cities movement, as well as Vision Zero, both of which support modern cycling infrastructure.
<b>Heather Deal</b> <small>COUNCIL</small>	Yes	Yes I would, because separated facilities for cyclists are the best way to improve safety for all road users. I am running with Vision Vancouver because we have a proven track record of investing in active transportation infrastructure and helping foster a more supportive culture for biking and walking in Vancouver.



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Dr. Hamdy El-Rayes COUNCIL	Yes	Yes. to ensure safety of pedestrians, and bicycle riders.
Catherine Evans COUNCIL	Yes	Yes I would, because separated facilities for cyclists are the best way to improve safety for all road users. I am running with Vision Vancouver because they have a proven track record of investing in active transportation infrastructure and helping foster a more supportive culture for biking and walking in Vancouver.
Marlo Franson COUNCIL	Yes	I love the off street bike lanes, more signs are needed to direct bikers to bike lanes and bike roads for safety sake. I ride a bike every week and mostly around Stanley Park up to UBC in the summers. New technologies will be looked at to change the way people travel in the future and I will be on the forefront of creating an underground ring road instead of just up to UBC. This will take cars off the roads.
Pete Fry COUNCIL	Yes	Cycling is my primary mode of transportation, and I appreciate the need for improved, safe infrastructure and complete networks. Where applicable we should also be considering mitigating exposure to pollution (for example I would not be in favour of a bike lane on a designated truck route like Clark with attendant exposure to diesel particulate matter).
Gordon Kennedy COUNCIL	Yes	They must be logical. Some bike lanes are wrong like Comox in the west end. As a west end resident who has been biking all my life I think it was wrong to spend money there when every Saturday in the summer it is blocked by the farmers market. I have seen families enroute to Stanley Park hit that road block and not know what to do. Bike lanes need to be on routes that will not be blocked.
Rob McDowell COUNCIL	Yes	I am an avid cyclist and live downtown. I know how important cycling infrastructure is downtown and use it regularly to get around - it is generally the fastest and most convenient way to get to appointments.
Raza Mirza COUNCIL	Yes	I support multiple-modal transportation infrastructure, and it will be part of city-wide growth, infrastructure and transit plan.
Stephanie Ostler COUNCIL	Yes	With proper consultation or study I will because everyone on the road deserves to be safe. By making it safer for bikes we make it safer for pedestrians and cars as well. It may look like it is for "2%" of Vancouver but it is for far far more. It also gets some cars off the road giving drivers more room to drive.
Tanya Paz COUNCIL	Yes	Yes. Vision Vancouver is committed to closing the gaps in the existing cycling infrastructure, as well as the gaps between public transit and cycling. The Vision5 recognizes that more work needs to be done to improve the accessibility of our Active Transportation Infrastructure and we are committed to championing this work.
Gerald 'Spike' Peachey COUNCIL	Yes	We definitely to address the greenhouse gas effect and climate change much more vigorously. To the best of my ability all planning sessions that would affect cyclists in any way shape or form, will have invitations sent to your group, as well as to any other stakeholders, so that all affected may have a voice. Stigma comes in many forms and to many groups and cyclists are no exception. I intend to advocate loudly for an inclusive society where all voices are equal. Ideally, after meeting with all stakeholders, and hearing from all stakeholders, these planning sessions can meet everyone's needs. Keep in mind that I will lean towards solutions that address climate change most effectively, and that would include bicycle options, provided safety for all remains paramount.
Elke Porter COUNCIL	Yes	My goal is to ensure that eventually there are twice as many bike loans, better connections between existing bike lanes and at least one bike lane around each school, so that children can ride a bike, if they like. Along with safe bike lanes, would also like to invest in more bike lockers and showers at places of business.



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Katherine Ramdeen COUNCIL	Yes	Studies have shown people are more likely to use bicycles as a mode of transportation when we have designated bike lanes on the road. I am enthusiastically for this initiative!
Françoise Raunet COUNCIL	Yes	In particular, I believe we need to improve the bike route along Kent Ave in south Van. It is flat and has great potential as an east-west route across the city, but with the heavy vehicle traffic, narrow shoulder, and train tracks it is too dangerous to ride as is. I wish more people biked, and I know separated bike lanes help with that, however, I also believe that cyclists should be banned from certain roads, like 12th Ave, when there are dedicated bike lanes for them to travel on a few streets over.
Anne Roberts COUNCIL	Yes	It's important that consultation is done with bicyclists regarding safety and health. Routes like the Knight/Clark corridor with major truck traffic may be unhealthy for cyclists. Some busy commercial streets like 41st through Kerrisdale may not prove safe. In those cases, it would be important to highly develop separate bike and pedestrian amenities on a parallel route close by.
Jean Swanson COUNCIL	Yes	
Brandon Yan COUNCIL	Yes	Absolutely! We support the principle that making the city work for 8-years olds and 80-year olds will make the city a better place for all. That means more safe, separated bicycle infrastructure, and street design that prioritizes pedestrian safety and accessibility.
Wei Qiao Zhang COUNCIL	Yes	Yes I would, because separated facilities for cyclists are the best way to improve safety for all road users. I am running with Vision Vancouver because we have a proven track record of investing in active transportation infrastructure and helping foster a more supportive culture for biking and walking in Vancouver.

### QUESTION 2 *Will you vote in favour of infrastructure investments that #UnGapTheMap in the municipal and regional cycling network, allowing people of all ages and abilities to travel safely by bicycle?* *Learn more about #UnGapTheMap at [www.bikehub.ca/ungapthemap](http://www.bikehub.ca/ungapthemap)*

Connie Fogal MAYOR	No	Bike routes are a luxury in Vancouver, accommodating a very few. First we need to spend money on better public transit. As it is now, bikes are a hazard on the road and many cyclists disobey traffic signals making safe transport difficult. The bike routes we have right now are fantastic for the few who have the benefit and luxury to access them.
Satie Shottha MAYOR	Yes	Safety should always be number 1.
Kennedy Stewart MAYOR	Yes	Bicycle routes should be established in a way that makes safety a priority for people of all ages and abilities.
Sauna Sylvester MAYOR	Yes	Yes, I support initiatives to improve connections within our bike lane network. As your organization has discussed, a major barrier to increased bike travel is concerns with road safety. Identifying gaps in lane coverage and closing them will be key to resolving these concerns for people who are uncomfortable sharing roadways, for example families with children. As Mayor, I would work with City staff and the cycling community to ensure that cycling infrastructure is safe and accessible for all riders.
John Yano MAYOR	Yes	I will support regional and local separated bike lane infrastructure.

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Sarah Blyth COUNCIL	Yes	A qualified yes. Voting on regional issues is likely to be outside of my sphere as a Vancouver councillor. I do support all ages, all abilities cycling facilities throughout our region.
Christine Boyle COUNCIL	Yes	Yes. At the moment, our cycle infrastructure is overwhelmingly focused on the downtown peninsula and routes that connect to it. That's good, but we can do better. What if every kid could safely bike to their school? What if people could comfortably, safely bike on their neighbourhood errands?  We are especially keen to see cycling infrastructure designed to work for people who might experience barriers to cycling, including children, parents, seniors, and people with disabilities.
Barbara Buchanan COUNCIL	Yes	Safety first
Diego Cardona COUNCIL	Yes	Yes. Vision Vancouver is committed to closing the gaps in the existing cycling infrastructure, as well as the gaps between public transit and cycling. The Vision5 recognizes that more work needs to be done to improve the accessibility of our Active Transportation Infrastructure and we are committed to championing this work.
Graham Cook COUNCIL	Yes	Absolutely! It's incredibly frustrating to want to bicycle to a location and having to choose another form of transportation due to a portion (or all) of the route being unsafe. As a car-free professional, this is incredibly important to me and will be a major priority.
Breton Crellin COUNCIL	No	I couldn't find the list of infrastructure investments being proposed but i will support this i learn more.
Adrian Crook COUNCIL	Yes	The secret to encouraging women, children and seniors to ride more is to have that minimum safe, connected network of protected bike lanes. While the current Council has made great strides in creating bike infrastructure, the piecemeal approach leads to fighting among residents and individual pushback when people can't see how it connects to a larger network or increases ridership dramatically (even when it does). Ungapping the Map is important for exactly this reason.
Heather Deal COUNCIL	Yes	Yes. Vision Vancouver is committed to closing the gaps in the existing cycling infrastructure, as well as the gaps between public transit and cycling. The Vision5 recognizes that more work needs to be done to improve the accessibility of our Active Transportation Infrastructure and we are committed to championing this work.
Dr. Hamdy El-Rayes COUNCIL	Yes	
Catherine Evans COUNCIL •	Yes	Yes. Vision Vancouver is committed to closing the gaps in the existing cycling infrastructure, as well as the gaps between public transit and cycling. The Vision5 recognizes that more work needs to be done to improve the accessibility of our Active Transportation Infrastructure and we are committed to championing this work.
Marlo Franson COUNCIL	Yes	Infrastructure is always created slowly and within budgets time frames. This idea and future structure of Vancouver must be completed as we move towards a 0% GHG for Vancouver. Looking to support this for sure.
Pete Fry COUNCIL	Yes	Absolutely, incomplete cycle networks defeat the entire purpose – I look at the separated bike lane on Powell overpass and the fact that we had closed the street for the better part of year and think that was a real missed opportunity.

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Gordon Kennedy COUNCIL	Yes	Growing up in Toronto I loved the bike lanes in the Don Valley. It moved cyclist around the city with out the worry of traffic
Rob McDowell COUNCIL	Yes	A complete network is important for our city and for the region. This is a very worthwhile initiative.
Raza Mirza COUNCIL	Yes	Galloping Goose in Greater Victoria shows if careful planned such infrastructure can be great.
Stephanie Ostler COUNCIL	Yes	I will learn more about it. I don't know a lot but studies and consultation are exactly what I am looking for so granted it holds up I think that sounds like a good place to start pulling ideas.
Tanya Paz COUNCIL	Yes	Yes. Vision Vancouver is committed to closing the gaps in the existing cycling infrastructure, as well as the gaps between public transit and cycling. The Vision5 recognizes that more work needs to be done to improve the accessibility of our Active Transportation Infrastructure and we are committed to championing this work.
Gerald 'Spike' Peachey COUNCIL	Yes	I was in a bicycle accident on Sept. 05/2007. It was near fatal! I broke my legs , pelvis, hip, ribs, crushed both hands, ripped rotator cuff, broke my back in four places, my skull in four places, broke my face, my nose and my teeth. I had a shearing brain hemorrhage. This left me in a coma for some time and I was grade 7 in Glasgow coma scale. I am very much lucky to be alive. It has, and continues to be a long and painful recovery. Bicycle safety is an issue close to my heart, and although I am not sure that I will ride again, it remains an important issue for all.  The roads need to be safe for all and I will support any option to that end. I have finally built a career for myself to return to the workforce, while at the same time, I truly believe that I have survived to help speak for those who might have difficulty finding their voice, for whatever reason. This has led me to a career in fighting stigma within Health Services and running for office is the next logical step for me. I will always support any initiative that speaks to bicycle safety for all!
Elke Porter COUNCIL	Yes	Definitely would like to support more bike paths and lanes that can be taken to places like downtown, Granville Island, to the Arbutus Corridor and to all the major parks in Vancouver, such as Queen Elizabeth, Stanley Park, Trout Lake etc.
Katherine Ramdeen COUNCIL	Yes	Cycling is an environmentally and friendly mode of transportation. However, I also want both drivers and cyclists on the road. I would argue that cyclists without helmets are a potential health tax burden on the people as a person who is injured in a cycling accident is less likely to be seriously injured if they are wearing a helmet. I think this needs to be enforced by VPD as well as dangerous drivers and cyclists on the road. We must make it clear that the city promotes a safe road for all.
Françoise Raunet COUNCIL	Yes	My family lives in SE Vancouver. We have a great riverside cycle route that runs east of our house, but nothing running west is safe enough to ride with my two elementary school aged kids.
Anne Roberts COUNCIL	Yes	I appreciate the maps identifying the work that needs to be done in each municipality. Good resource for knowing where to start once we're elected.
Jean Swanson COUNCIL	Yes	



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<b>Brandon Yan</b> COUNCIL	Yes	Yes. At the moment, our cycle infrastructure is overwhelmingly focused on the downtown peninsula and routes that connect to it. That's good, but we can do better. What if every kid could safely bike to their school? What if people could comfortably, safely bike on their neighbourhood errands?  We are especially keen to see cycling infrastructure designed to work for people who might experience barriers to cycling, including children, parents, seniors, and people with disabilities.
<b>Wei Qiao Zhang</b> COUNCIL	Yes	Yes. Vision Vancouver is committed to closing the gaps in the existing cycling infrastructure, as well as the gaps between public transit and cycling. The Vision5 recognizes that more work needs to be done to improve the accessibility of our Active Transportation Infrastructure and we are committed to championing this work.

**QUESTION 3** *Do you think the budget for cycling infrastructure should increase, stay the same, or decrease and why?*

<b>Connie Fogal</b> MAYOR	Stay the same	Keep what we have. Look to increase after we have better alternative transit for all
<b>Satie Shoththa</b> MAYOR	Stay the same	
<b>Kennedy Stewart</b> MAYOR	Increase	Maintaining and improving cycling infrastructure will require an increase in budget.
<b>Shauna Sylvester</b> MAYOR	Increase	We need to ensure that we are adequately investing in multi-modal mobility infrastructure that gives the residents of this city have the option to get around without using single occupancy vehicles. This investment includes improved cycling infrastructure that allows riders to get around safely and efficiently, in addition to investments in transit and transportation infrastructure that add to the suite of mobility options available.
<b>John Yano</b> MAYOR	Increase	We desperately need separated bike lanes to improve safety and more coverage.
<b>Sarah Blyth</b> COUNCIL	Stay the same	Currently we have crises with housing and opioids that deserve our immediate focus. The previous municipal government has made good progress on Vancouver's cycling network. For now I would love to see our city move past the bike lane battles for a while and attend to some of the bigger issues I see people battling every day.
<b>Christine Boyle</b> COUNCIL	Increase	Investments in cycling infrastructure over the past years have paid off tremendously - ridership is way up. We believe that with continued investment, this trend will continue. Cycling is safer, better for communities, reduces congestion, and is an important part of our city's climate change work.
<b>Barbara Buchanan</b> COUNCIL	Stay the same	
<b>Diego Cardona</b> COUNCIL	Increase	The Vision5 will be strong champions for increasing investments in cycling infrastructure. Cycling ridership has hit record levels and continues to grow. We are also committed to supporting additional funding to expand public bike share.



Your Cycling Connection



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## QUESTION 3 *Do you think the budget for cycling infrastructure should increase, stay the same, or decrease and why?*

<b>Graham Cook</b> COUNCIL	<b>Increase</b>	Definitely increase. We are on a path now to have a truly world class bicycle and active transportation network. A continued increase of investment in this area will provide us with a decrease in fossil fuel consumption as well as safer transportation options.
<b>Breton Crellin</b> COUNCIL	<b>Stay the same</b>	I will not change how infrastructure spending is being done until I can look at the books. And I will keep an open-book policy on where the money goes so that no one has to give such a empty statement again.
<b>Adrian Crook</b> COUNCIL	<b>Increase</b>	The ROI on cycling infrastructure is dramatically better than most other modes of travel. We needn't increase the budget by much (relative to other modes) to have a huge effect on how our region gets around.
<b>Heather Deal</b> COUNCIL	<b>Increase</b>	The Vision5 will be strong champions for increasing investments in cycling infrastructure. Cycling ridership has hit record levels and continues to grow. We are also committed to supporting additional funding to expand public bike share.
<b>Dr. Hamdy El-Rayes</b> COUNCIL	<b>Increase</b>	cycling infrastructures are important to facilitate travel of all involved on the road.
<b>Catherine Evans</b> COUNCIL	<b>Increase</b>	The Vision5 will be strong champions for increasing investments in cycling infrastructure. Cycling ridership has hit record levels and continues to grow. We are also committed to supporting additional funding to expand public bike share.
<b>Marlo Franson</b> COUNCIL	<b>Increase</b>	The safety of the cyclist is paramount and as the increase of population and bikers in the city, safety becomes more expensive. It is important to increase the budget for bike infrastructure for survey's, studies and construction to ensure Vancouverites are not put off by the new lanes and their location.
<b>Pete Fry</b> COUNCIL	<b>Increase</b>	In theory increase... I would like to see more spending on public infrastructure like bike lock-ups. I would like to see reduced speed limits on all residential streets that would make them safe for all modes of active transportation.  That said, I think we need to have more descriptive line items in our budgets, between Mobi, and various overlapping street infrastructure(s) as well as regional spending - it's difficult to get an accurate budget for bike infra.
<b>Gordon Kennedy</b> COUNCIL	<b>Increase</b>	Initially increase but when the infrastructure is in place then hopefully decrease
<b>Rob McDowell</b> COUNCIL	<b>Increase</b>	We need to allocate additional funding to address urgent active transportation gaps, including Kent Street and other areas of the city where cycling lanes are sub-standard or need to be completed.
<b>Raza Mirza</b> COUNCIL	<b>Stay the same</b>	I'm not aware of the budget details, so any answer will be premature.
<b>Stephanie Ostler</b> COUNCIL	<b>Stay the same</b>	I would 100% be for increase but we have spent a lot over the last number of years. Right now I want to work on housing affordability so people don't have to be driving or biking such far distances to where they need to go. When we have tackled that revisiting a big bike investment would be a great idea.
<b>Tanya Paz</b> COUNCIL	<b>Increase</b>	The Vision5 will be strong champions for increasing investments in cycling infrastructure. Cycling ridership has hit record levels and continues to grow. We are also committed to supporting additional funding to expand public bike share.



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## QUESTION 3 *Do you think the budget for cycling infrastructure should increase, stay the same, or decrease and why?*



Gerald 'Spike' Peachey COUNCIL	<b>Increase</b>	I am of the opinion that if, after careful consideration, if it is felt that inflation has had a negative effect on plans, then budget must increase, at least so that the present plans can continue to move forward at the pace previously agreed on. Any new proposals would obviously have to go through the approval process but you have my word that I will support any initiative that is geared toward bicycle safety for all. All other stakeholders will also be at the table but I hope I have made clear where my heart lies.
Elke Porter COUNCIL	<b>Increase</b>	Do lower the carbon foot print. To ensure the community stays healthy. And because bikes now come in all shapes/sizes that can allow even more people to enjoy biking. Three-wheelers for adults, electric bikes, battery assisted bikes, hand-wheeled bikes etc. I even saw a wheel-chair bike trailer that a woman was pulling behind her, in case you need to take someone with you!
Katherine Ramdeen COUNCIL	<b>Stay the same</b>	I think we need to expand the network of cycling paths in the city, but I would have to look at the total budget that I think already needs re-balancing, as we need to find out how much money is being spent where, and allocate resources for our city's more pressing problems, one of them being the affordable housing crisis. Further information for me is needed to justify spending more, less, or the same.
Françoise Raunet COUNCIL	<b>Stay the same</b>	I understand that about 40% of Vancouver's transportation budget currently goes to cycling, walking, and transit (though I admit I don't know what share of this is cycling specifically). As important as cycling is, many bridges and tunnels are aging and will need replacing soon. We need to make sure those major pieces of transportation infrastructure are safe for everyone as well.
Anne Roberts COUNCIL	<b>Increase</b>	Walking, cycling and taking transit are going to be the major means that a city can to reduce carbon emissions and help prevent catastrophic climate change. We must invest in the infrastructure that will encourage these modes of transportation and ensure that citizens can do so safely and conveniently.
Jean Swanson COUNCIL	<b>Increase</b>	More money is needed to improve the routes
Brandon Yan COUNCIL	<b>Increase</b>	Investments in cycling infrastructure over the past years have paid off tremendously - ridership is way up. We believe that with continued investment, this trend will continue. Cycling is safer, better for communities, reduces congestion, and is an important part of our city's climate change work.
Wei Qiao Zhang COUNCIL	<b>Increase</b>	The Vision5 will be strong champions for increasing investments in cycling infrastructure. Cycling ridership has hit record levels and continues to grow. We are also committed to supporting additional funding to expand public bike share.

## CITY OF VANCOUVER - 2018 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

### QUESTION 4 *Do you support providing transportation cycling education to all elementary school students so that kids can learn to be safe and responsible road users early on?*

<b>Connie Fogal</b> <small>MAYOR</small>	Yes	Safety for children is a no brainer
<b>Satie Shottha</b> <small>MAYOR</small>	Yes	
<b>Kennedy Stewart</b> <small>MAYOR</small>	Yes	Safety education for young people is important so they are able to understand the rules of the road and navigate our city safely.
<b>Shauna Sylvester</b> <small>MAYOR</small>	Yes	As Mayor, I will work with the Vancouver School Board and the cycling community to ensure that our children are receiving engaging and comprehensive education regarding bike safety, usage, and the rules of the road. Encouraging youth to bike and use transit is a necessity for affordable transit usage and reducing our ecological footprint through mobility. I want my children to be safe while using a bike on the road, and I understand why other parents would want the same for their children. I commit to implementing measures to ensure that this is carried out with relevant partners.
<b>John Yano</b> <small>MAYOR</small>	Yes	All children should be encouraged to learn to be safe, responsible cyclists for their health, enjoyment and to lower their environmental footprint for transportation and this will spread to their parents.
<b>Sarah Blyth</b> <small>COUNCIL</small>	Yes	Education and practice is the key to safe and predictable cycling. I would like to see Vancouver schools provide students with bike skills training.
<b>Christine Boyle</b> <small>COUNCIL</small>	Yes	Yes! Beyond that, we support there being safe bike routes into and out of schools. Car traffic at pickup and dropoff is, at its present levels, dangerous and unsustainable.
<b>Barbara Buchanan</b> <small>COUNCIL</small>	Yes	Yes you do a great job with the bike to school educations programs. As a former 3 term Vancouver School Board chair and trustees I know that the schools have many requirements and time constraints but by working together with HUB it can work for the best for all.
<b>Diego Cardona</b> <small>COUNCIL</small>	Yes	
<b>Graham Cook</b> <small>COUNCIL</small>	Yes	Definitely! This was something that was covered in my elementary school and it certainly set me on a path to be a responsible road user.
<b>Breton Crellin</b> <small>COUNCIL</small>	Yes	People start biking long before they start driving but education starts at the same time. Lets change that.
<b>Adrian Crook</b> <small>COUNCIL</small>	Yes	I absolutely support this. Camps like Pedalheads should be made available in schools. As someone who has taught my 5 kids how to independently travel to school via bus, I am of the firm opinion that reducing the number of students who rely on private automobile trips to get to school will benefit not just the region (in terms of congestion), but more importantly increase the safety of our children.
<b>Heather Deal</b> <small>COUNCIL</small>	Yes	
<b>Dr. Hamdy El-Rayes</b> <small>COUNCIL</small>	Yes	



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### QUESTION 4 *Do you support providing transportation cycling education to all elementary school students so that kids can learn to be safe and responsible road users early on?*



Catherine Evans COUNCIL •	Yes	
Marlo Franson COUNCIL	Yes	I find that children are learning at a faster rate and using computers and smart phones/pads are a trend. I would rather put the money towards an APP, online education, with pictures and maps and safety concerns where children will pick up more. I do not think much the education system needs to follow through on this other than introduction to the APP. As you know smaller children will be with their parents before they ride alone, so training will be also at home.
Pete Fry COUNCIL	Yes	Yes, absolutely - I wish we had that when I was a kid...
Gordon Kennedy COUNCIL	Yes	For safety of everyone cyclists and non cyclists. We also need to educate pedestrians.
Rob McDowell COUNCIL	Yes	It should be mandatory for all classes to have cycling education. This is an excellent way to ensure safe cycling for all.
Raza Mirza COUNCIL	Yes	Kids should learn about safe road usage, but this program should be for all transportation modes.
Stephanie Ostler COUNCIL	Yes	It's a no brainer to me. Especially in a city where many people grow up without getting a drivers license (or at least not at a young age) we need to all learn the rules of the road to be safe. It's a great idea.
Tanya Paz COUNCIL	Yes	
Gerald 'Spike' Peachey COUNCIL	Yes	Wow, that is an amazing idea, especially with our world running out of fossil fuels. Although this may not happen in our lifetime, our children's lifetime may be something different. If not, our grandchildren's lifetime will see the end of fossil fuels. For this reason I fully support cycling education in schools. We all know how challenging change can be so the sooner we begin the change process the better. I can see no negative consequences to bicycle safety training in schools. If elected, it would get my unequivocal support.
Elke Porter COUNCIL	Yes	Yes, PedalHeads came to our kids elementary school. In my other kids high school, kids had a Bike-a-thon at UBC. I would like to see more events like this.
Katherine Ramdeen COUNCIL	Yes	THIS IS HIGHLY IMPORTANT. We also need to set an example and expectation for our youth and children by implementing a mandatory helmet by-law. The city must also find ways to get helmets to those who simply cannot afford them. It is not fair or democratic to fine people for not wearing helmets if they cannot afford them. Perhaps we can find money for this initiative by spending less on bike-way infrastructure? I want a future for Vancouver where every single person on the road is safe.
Françoise Raunet COUNCIL	Yes	We had this when I was a kid. In the early 80s, people came to my elementary school (Bayview) and set up a pretend road network on our school yard with stop signs & traffic lights. They taught us cycling hand signals and gave us "driver's licences". It worked well. Not sure who ran the program or why it was stopped.
Anne Roberts COUNCIL	Yes	When my children started school, they were NOT allowed to ride their bikes there. What wonderful change that schools are now encouraging bike riding and offer a safe place to park bikes. It's important that kids learn at an early age how to safely cycle as their primary form of transportation. Like riding a bus, it's something every child should know. By the time they're old enough to drive a car, they increasingly don't need to or want to buy one.



## CITY OF VANCOUVER - 2018 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

**QUESTION 4** *Do you support providing transportation cycling education to all elementary school students so that kids can learn to be safe and responsible road users early on?*

Jean Swanson COUNCIL	Yes	
Brandon Yan COUNCIL	Yes	Yes! Beyond that, we support there being safe bike routes into and out of schools. Car traffic at pickup and dropoff is, at its present levels, dangerous and unsustainable.
Wei Qiao Zhang COUNCIL	Yes	

**QUESTION 5** *Creating a complete street with a separated bike lane on Commercial Drive is in the Transportation 2040 Plan as well as the City of Vancouver's 5-year cycling network additions and upgrades plan for 2018 to 2022 . Will you follow through and implement this plan? And what would be your timeline for action to make it happen?*

Connie Fogal MAYOR	No	Need focus now on better public transport or all not the lucky few.
Satie Shottha MAYOR	Yes	2022
Kennedy Stewart MAYOR	Yes	I support the goals of the Transportation 2040 Plan. I will continue conversations with residents, businesses and community organizations about the implementation of the neighbourhood plan for Commercial Drive.
Shauna Sylvester MAYOR	Yes	I would definitely follow through with this plan. I have a lot of experience working with transportation stakeholders, the City, and other community partners on multi-modal transit solutions for Vancouver. I understand the need to give people the infrastructure and option to use transit and cycling to get around for work, school, or play. It makes good economic sense, it is essential to addressing GHG emissions and tackling climate change, and it is key to removing mobility barriers for residents of the city. I have already committed to supporting the Transportation 2040 plan, and will be looking to accelerate our cycling targets from 12% to 25% by 2040.
John Yano MAYOR	Yes	I strongly support separated bike lanes and will support doing as much as financially possible with the available capital, if not possible in the upcoming capital plan then certainly in the 2022 capital plan.
Sarah Blyth COUNCIL	Yes	My top priorities as a councillor will be addressing issues of housing, and the worst opioid crisis in the history of the city. I do not plan to undo work already done by previous administrations without a very good reason.
Christine Boyle COUNCIL	Yes	The complete street plan was part of the original Grandview Woodlands area plan, and we believe it should be taken off hold. We believe that the city should work with Translink and other stakeholders beginning immediately, to implement this work as soon as possible.
Barbara Buchanan COUNCIL	Yes	I will do my best.
Diego Cardona COUNCIL	Yes	



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Graham Cook COUNCIL	Yes	As a resident of 'The Drive', I feel that a separated bike lane is one of the few things missing from Commercial Drive. I believe it's possible within the first two years of the next Council's term.
Breton Crellin COUNCIL	No	I don't approve of how Vision Vancouver has been doing bike lanes. Some are unsafe some end suddenly. We need a new plan.
Adrian Crook COUNCIL	Yes	I am aware that the Commercial Drive BIA opposes this lane. I am also aware that the Downtown Vancouver BIA used to oppose protected cycling infrastructure, but Charles Gauthier (director, DV BIA) now supports it. All the data from how people arrive to shop - whether it's on Commercial Drive in Vancouver or King Street in Toronto - supports the fact that most people arrive using travel modes that aren't private automobile.  I support this lane and would recommend its implementation in accordance with what City Engineering recommends as a timeline.
Heather Deal COUNCIL	Yes	
Dr. Hamdy El-Rayes COUNCIL	Yes	Yes, I would follow the plan and support budget to implement it as the budget allows.
Catherine Evans COUNCIL •	Yes	
Marlo Franson COUNCIL	No	I want bike lanes to stick to the off streets from vehicle traffic, it is more dangerous to have a lane on a busy road. I will change the street for this plan. I would then study what streets and what needs to be done to keep the bike lane running smoothly through the cross car lanes. Since this area not that high dense as of yet bikers will not be as abundant in denser areas. The time frame would be within 5 years. However, I will look further into this plan but I still am leary of having bikers are main roads. I even get scared when travelling down busy roads. I prefer side streets and so do parents when traveling with kids. This lane is not just for the busy worker heading to work, but everyone, so off streets much safer.
Pete Fry COUNCIL	Yes	Yes, but I feel much more work needs to be done (in particular re: Commercial Drive as I understand the bike lane as planned does not extend north of 1st, but street width and existing use requires more thoughtful planning).
Gordon Kennedy COUNCIL	Yes	Sooner is better than later. With the frame work established.
Rob McDowell COUNCIL	Yes	I would work with and support the neighbourhood to overcome the remaining obstacles to success for the implementation of this route in the upcoming Capital Plan.
Raza Mirza COUNCIL	Yes	Commercial drive itself, with existing large buses, and additional buses expected with possible future expansion of Broadway line, is to narrow to provide a safe lane. Commercial Drive corridor bike will be of the main arterial itself, but eventually recommendation should come from city planning staff who are expert in their field, not from council.
Stephanie Ostler COUNCIL	Yes	There are safer routes just off of commercial drive. I think that street is hectic enough and I think it would negatively impact businesses but if we encourage a strong bike path on Victoria dr for example instead we could positively impact businesses over there with more exposure and we would be doing less interruption.

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Tanya Paz COUNCIL	Yes	
Gerald 'Spike' Peachey COUNCIL	Yes	There is already an agreed upon timeline and I see no need to have any alteration. Funds have already been allocated and extensive planning has already taken place. The best way to achieve value for money already spent is to continue on as planned. Inflation might be the only cause for a delay and I would advocate that we have come this far, we must finish! Anything less is ludicrous, and probably more expensive in the long run.
Elke Porter COUNCIL	Yes	As an Independent Candidate, I would definitely be a champion of this plan. Hopefully my timeline would be sometime in the next 4 years, but it might take time to get others on board, but I would fight tirelessly for this cause. The idea is to move towards 100% renewable energy and slowly wean ourselves off a dependency on fossil fuels. Because of climate change, because of pollution, because of crowded, squeezed cities, we need to move towards less cars and more bikes for everyone's sake.
Katherine Ramdeen COUNCIL	Yes	I am 100% for this plan, and would love to see it connected to downtown bikeways. I would be in favour of following through with this plan and would look to the budget and current project details to find ways to stream-line and make it more affordable for the city.
Françoise Raunet COUNCIL	Yes	Not sure that my timeline would be as early as that one. I think the next council needs to prioritize housing and affordability issues over cycling, I'm sad to say. Helping locals find affordable places to live needs to come first.
Anne Roberts COUNCIL	Yes	
Jean Swanson COUNCIL	Yes	The current timeline
Brandon Yan COUNCIL	Yes	The complete street plan was part of the original Grandview Woodlands area plan, and we believe it should be taken off hold. We believe that the city should work with Translink and other stakeholders beginning immediately, to implement this work as soon as possible.
Wei Qiao Zhang COUNCIL	Yes	

