



Your Cycling Connection

2014 Municipal Elections

Will your local candidates work to make biking better?

#VOTETOBIKE

Candidate Survey Results In October 2014, HUB Cycling invited 398 candidates for elected office in Metro Vancouver to participate in a survey on cycling prior to the November 15 municipal elections.

209 candidates responded from electoral races in 17 municipalities and electoral districts, each of which are represented by one of nine volunteer HUB committees.

Candidates were asked two questions – one specific to cycling and transportation priorities in their municipality, and one about cycling in the region overall. (With the exception of candidates for Vancouver Park Board commissioner, who were asked one question about parks specifically.)

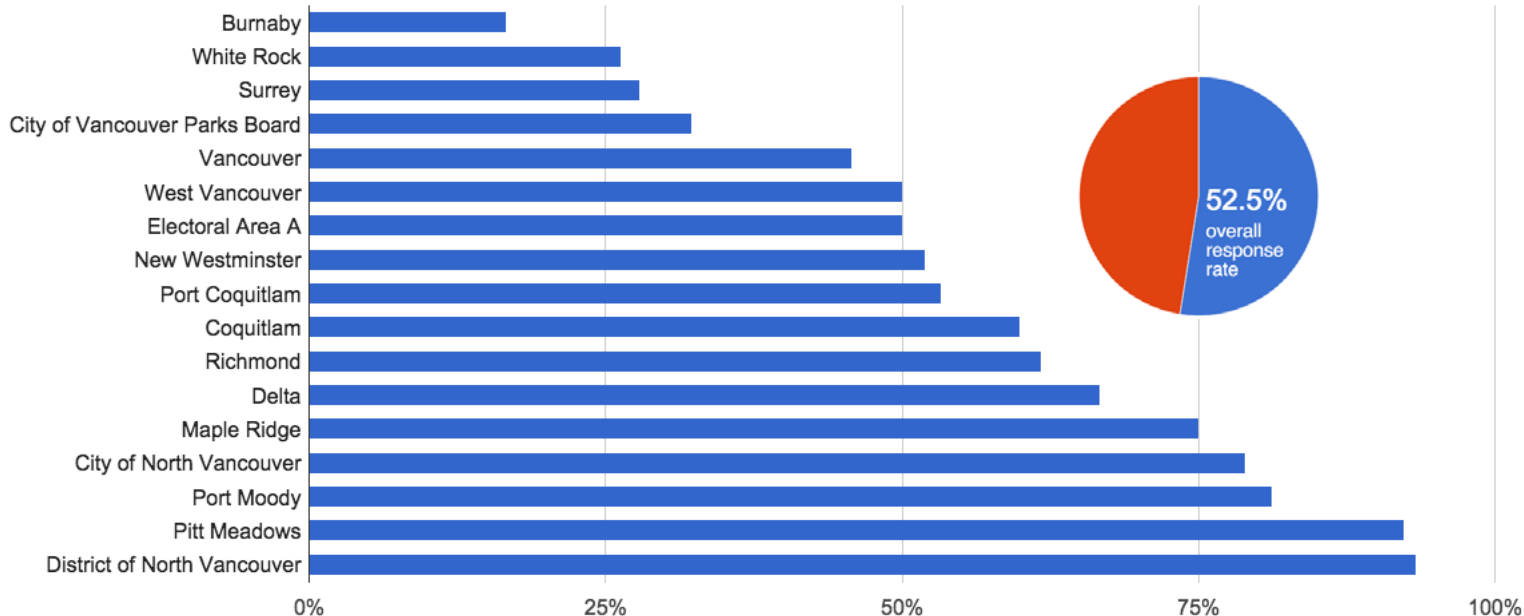
In each instance, respondents were given the opportunity to answer "yes", "no" or "I choose not to answer", with space for up to 500 words of open comment.

The web-based survey ran from October 14 -24, 2014, with responses accepted via email upon request, up to Nov. 12.

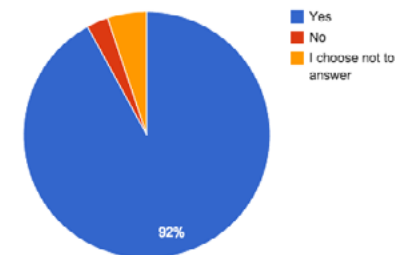
We attempted to contact all registered candidates in these 17 electoral jurisdictions, using public information issued by each respective election office. We regret any errors or omissions.

Questions about the survey? Contact action@bikehub.ca.

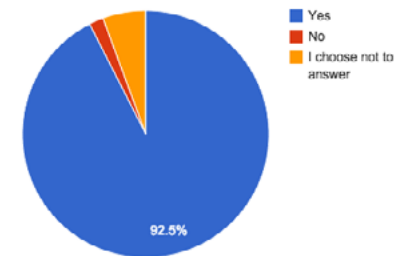
Survey Participation as % of all registered candidates



Question 1 answer distribution



Question 2 answer distribution



Results updated November 12, 2014

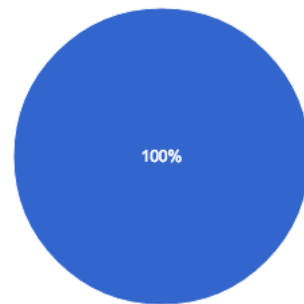


Your Cycling Connection

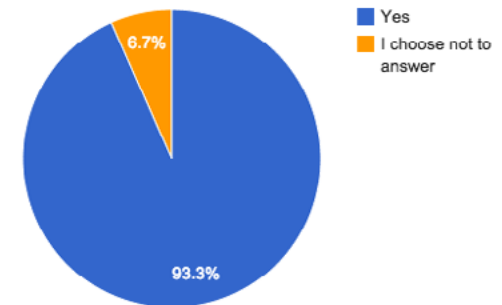
CITY OF NORTH VANCOUVER - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

SURVEY SUMMARY, BY THE NUMBERS

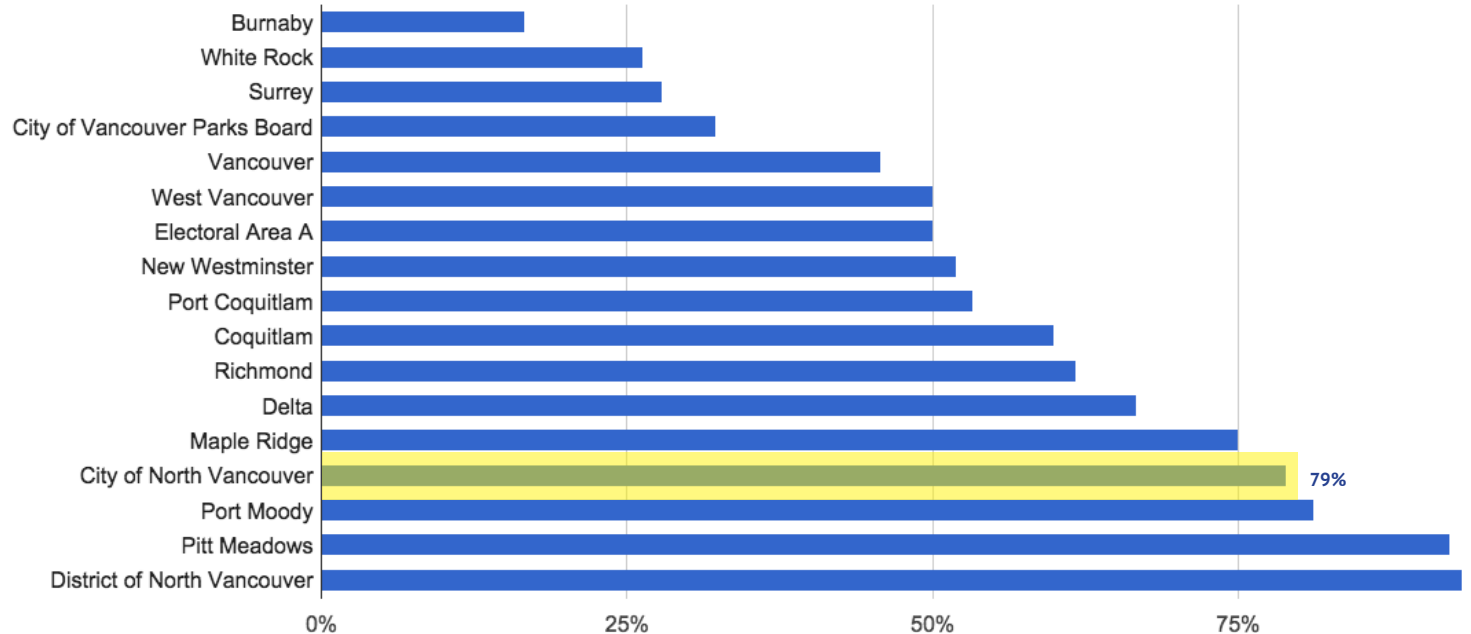
Question 1 answer distribution



Question 2 answer distribution



Survey Participation as % of all registered candidates





Your Cycling Connection



CITY OF NORTH VANCOUVER - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 1 *Would you vote in favour of infrastructure investments or road space reallocations that separate bicycles from cars and transit along key transportation corridors and along busy commercial streets identified as bike routes in the North Vancouver Bicycle Master Plan?*

Kerry Morris MAYOR	Yes	As a cyclist that has ridden great distance (North Vancouver to L.A. in 13 days), I know how dangerous riding can be in high traffic corridors. That said, we have huge demand on a finite road space. While there are a number of areas where road's can be multi-tasks to accommodate separated bike lanes, there are some that can't. Marine Drive is one that can't. TransLink is also, long term, looking for a dedicated bus lane along Marine Drive, and there is simply not enough space to accommodate both.
Darrell Mussatto MAYOR	Yes	We have already approved policies and projects to support AAA bicycle routes in our City. And we have many more to go!!
George Pringle MAYOR	Yes	I would prefer that there would one main route/road east to west and one north to south which is not on the bus routes so minimal road space is reallocated.
Holly Back COUNCIL	Yes	We want to decrease the number of people using their cars. We need to offer alternatives. Public better transit and safer bicycle lanes. I would ride my bike more but do not feel safe and have heard that from many residents.
Bill Bell COUNCIL	Yes	I want to see the best for bicycles, pedestrians and transit.
Dorothy Anne Bell COUNCIL	Yes	I wish to see reallocation as well as evaluation and assessment of all bike routes. I am also interested in meeting with all stakeholders regarding bikes and bike safety. I was rear ended in 1999 and lost my short term memory for 2 years so I am a big advocate of safety while riding a bike and sharing the road.
Linda Buchanan COUNCIL	Yes	In February, 2014 I seconded the motion to endorse the long-term vision for the City's AAA bicycle network. This was a significant decision and a multi-million dollar investment. This will, over the years, help us to increase the number of people choosing to ride their bikes over the use of a vehicle because they feel safer. It allows children at a young age to adapt healthy behaviours that will last a lifetime. This supports our vision of improving health and the environment.
Matt Clark COUNCIL	Yes	
Rod Clark COUNCIL	Yes	As I have done in the past.
Via Fernley COUNCIL	Yes	this will provide road safety for both cyclist and drivers
Craig Keating COUNCIL	Yes	Yes. In fact I moved the motion that was adopted by North Vancouver City Council to spend several million dollars over the next ten years to provide just what is proposed.
Iani Makris COUNCIL	Yes	
Kathy McGrenera COUNCIL	Yes	I think these infrastructure improvements are key to getting more residents cycling!
Amanda Nichol COUNCIL	Yes	I think the key is that we need to consult with the community and understand the implications, not all routes are going to be able to accommodate this but there are ways to establish safe routes. Continue to work together with all groups in the community to balance what is the safest route for all modes of transportation. Compromise is important.
Tony Valente COUNCIL	Yes	Yes, I support infrastructure investments that improve the safety of cyclists, pedestrians, and motorists on all streets as outlined in the North Vancouver Bicycle Master Plan. I am particularly keen on the development of the All Ages and Abilities bike network.

Candidate responses listed in alphabetical order within each election race, beginning with Mayor.

CITY OF NORTH VANCOUVER - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 2 *Would you vote in favour of infrastructure investments that close the gaps in the municipal and regional cycling network so it is well connected and allows people to travel safely by bicycle?*

Kerry Morris MAYOR	Yes	I would like to see a full east west bicycle lane system using the new Low-Level Road, Esplanade, Forbes, Third, through to First, tying into the Districts bike systems at McKay Creek, and carrying on through to West Vancouver. As well as the AAA network approved by the City this past year. Again, I do not support a dedicated bike lane along Marine Drive.
Darrell Mussatto MAYOR	Yes	
George Pringle MAYOR	Yes	I am the founder of Amalgamate North Van which would bring services like biking and bike routes and their planning together in North Vancouver. Although we have joint groups working within a divided environment it is not the most productive way of working.
Holly Back COUNCIL	Yes	I believe the City and District need to work together on the plans for integrating the bike lanes from City to District.
Bill Bell COUNCIL	Yes	Safety has to be number 1. Driver training and rider training where needed is critical for safety.
Dorothy Anne Bell COUNCIL	Yes	Of course. Again safety issues are the most important to me. Would like to see the transportation corridors and streets safe. I am also going to put in a plug for education for both bike riders and vehicle drivers. We must do better.
Linda Buchanan COUNCIL	Yes	
Matt Clark COUNCIL	Yes	
Rod Clark COUNCIL	Yes	As I have done in the past.
Via Fernley COUNCIL	I choose not to answer	I am not aware where the gaps are in our city but I'm willing to look at it and possibly fund it, if it's practical.
Craig Keating COUNCIL	Yes	
Iani Makris COUNCIL	Yes	
Kathy McGrenera COUNCIL	Yes	I would love to see municipalities collaborating on the cycling network and would love to be involved in that.
Amanda Nichol COUNCIL	Yes	
Tony Valente COUNCIL	Yes	Our bike infrastructure fails when it is not adequately connected and this makes our streets more dangerous for all motorists, pedestrians, and cyclists.



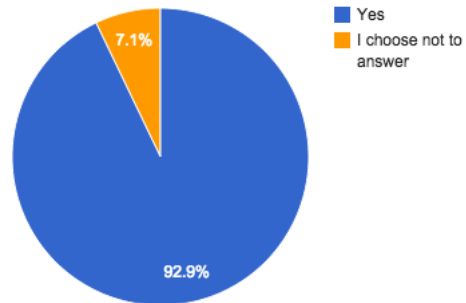


Your Cycling Connection

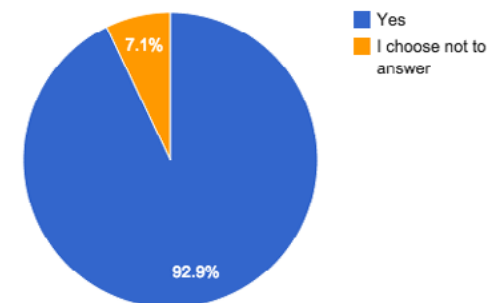
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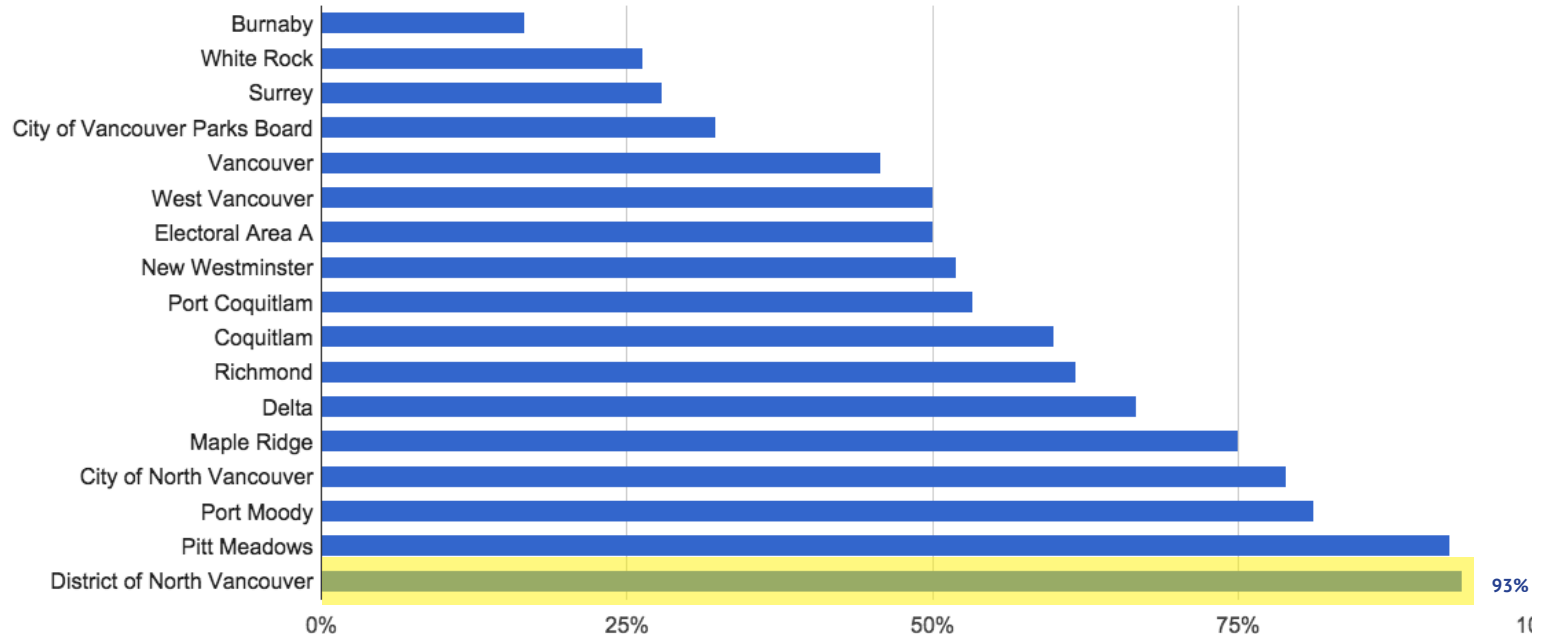
Question 1 answer distribution



Question 2 answer distribution



Survey Participation as % of all registered candidates



DISTRICT OF NORTH VANCOUVER - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 1 *Would you vote in favour of infrastructure investments or road space reallocations that separate bicycles from cars and transit along key transportation corridors and along busy commercial streets identified as bike routes in the North Vancouver Bicycle Master Plan?*

Roger Bassam COUNCIL	Yes	I can gladly commit to infrastructure investment that will help create safe separate cycling routes.
Mathew Bond COUNCIL	Yes	We are not investing enough resources in building a complete, connected network of cycling and walking facilities to provide a real alternative to the automobile. To make walking and cycling safe, we need to separate it from vehicle traffic. On major roads this means separated cycling facilities and wider sidewalks. On minor roads it means bicycle boulevards and well maintained sidewalks. It also means prioritizing the safety of vulnerable road users at intersections.
Hazen Colbert COUNCIL	Yes	As a former licensed, competitive mountain biker I know the advantages of separating cyclists from vehicles with engines.
Connie De Boer COUNCIL	Yes	These initiatives have to be taken into consideration during critical infrastructure upgrades. Existing infrastructure is more challenging as there is obviously some balance needed.
Linda Findlay COUNCIL	Yes	
Jim Hanson COUNCIL	Yes	I believe we urgently require investment in both vehicle and bicycle infrastructure. I do not support bicycle lanes if they impede vehicle traffic.
Robin Hicks COUNCIL	Yes	
Amelia Hill COUNCIL	Yes	Considering the traffic issues that face the District there should be more or at least improved options for alternative methods of transportation.
Wayne Hunter COUNCIL	Yes	
Len Laycock COUNCIL	Yes	This is a high priority for me. It must be a 'built in' with each and every new development, each road upgrade, whatever we are doing. It's all about being healthy, cutting carbon and keeping life at a human scale.
Kevin MacAuley COUNCIL	I choose not to answer	the question is too general, there may be some roads and areas where this is completely appropriate but others where it is not. So I would have to evaluate each project on its value.
Doug MacKay-Dunn COUNCIL	Yes	
Glenn MacKenzie COUNCIL	Yes	
Lisa Muri COUNCIL	Yes	



DISTRICT OF NORTH VANCOUVER - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 2 *Would you vote in favour of infrastructure investments that close the gaps in the municipal and regional cycling network so it is well connected and allows people to travel safely by bicycle?*

Roger Bassam COUNCIL	Yes	
Mathew Bond COUNCIL	Yes	To make walking and cycling easy and convenient, we need to build a connected network, a minimum grid, that connects desirable destinations and provides a real alternative to the automobile.
Hazen Colbert COUNCIL	Yes	I support investments in all aspects of transportation infrastructure.
Connie De Boer COUNCIL	Yes	
Linda Findlay COUNCIL	Yes	
Jim Hanson COUNCIL	Yes	
Robin Hicks COUNCIL	Yes	
Amelia Hill COUNCIL	Yes	This would be a benefit for cars, pedestrians, and cyclists.
Wayne Hunter COUNCIL	Yes	
Len Laycock COUNCIL	Yes	Yes again. This is a transportation priority. We have to transition to less dependence on automobiles as quickly as is possible.
Kevin MacAuley COUNCIL	I choose not to answer	
Doug MacKay-Dunn COUNCIL	Yes	
Glenn MacKenzie COUNCIL	Yes	
Lisa Muri COUNCIL	Yes	

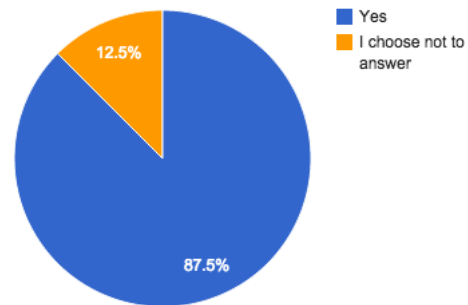


Your Cycling Connection

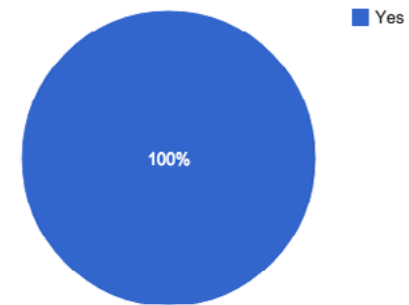
DISTRICT OF WEST VANCOUVER - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

SURVEY SUMMARY, BY THE NUMBERS

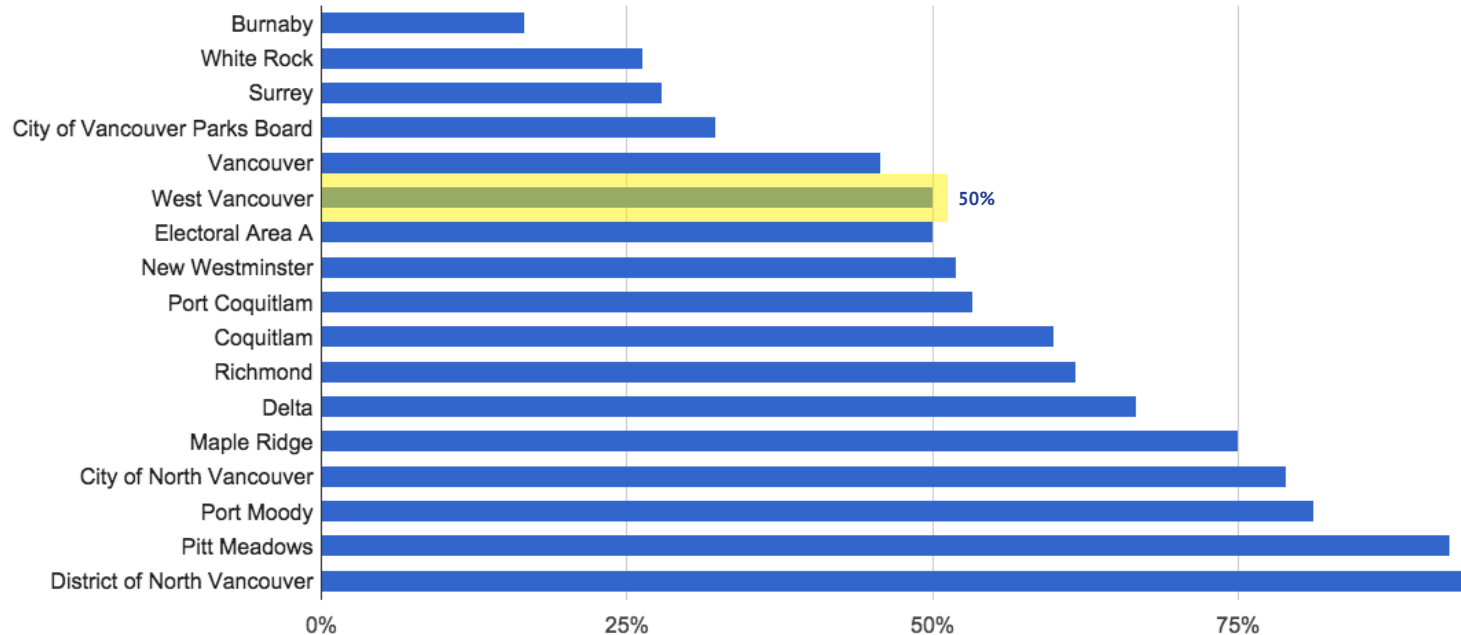
Question 1 answer distribution



Question 2 answer distribution



Survey Participation as % of all registered candidates





DISTRICT OF WEST VANCOUVER - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 1 *Would you vote in favour of infrastructure investments or road space reallocations that separate bicycles from cars and transit along key transportation corridors and along busy commercial streets identified as bike routes in the West Vancouver Cycling Implementation Plan?*

Joanna Baxter COUNCIL	Yes	All plans along roadways should include safe, designated paths for cyclists. This is part of what is called 'smart growth', which adds sustainability to all areas.
Craig Cameron COUNCIL	Yes	Absolutely yes. I think we missed an opportunity when we did not install a separated bike lane between Park Royal and Ambleside when that road was redone. I have been pushing Park Royal to install dedicated bike lanes across the area and to improve linkages with West Vancouver trails. I also support a dedicated bike lane through Ambleside and Dundarave.
Michael Evison COUNCIL	Yes	
Nora Gambioli COUNCIL	Yes	I have already voted in favour of all possible infrastructure investments while on Council for the past 3 years!
Peter Lambur COUNCIL	Yes	Yes with the qualification that the Cycling Implementation Plan be revisited early in the new Council term to validate the proposed routes.
Ali Mallakin COUNCIL	Yes	As long as follow the standard practice and does not create accident or slow flow of traffic.
Terry Platt COUNCIL	Yes	I think there is a need for more designated bike routes AND more traffic calming at four way stops that have a history of crashes. Speed limits in residential areas also need to be lowered from 50km to 30km. Why does a driver need to travel at 50km when the distance between 2 Stop signs is 3 blocks long?
Bill Soprovich COUNCIL	I choose not to answer	I certainly support cycling and would make every effort to improve safety for cyclists. before I said yes to dedicated lanes I will have to investigate where and how it could be possible. at this time we are deciding which main corridor would be the preferred route in west van. I will ask the engineering dept if its possible.

DISTRICT OF WEST VANCOUVER - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 2 *Would you vote in favour of infrastructure investments that close the gaps in the municipal and regional cycling network so it is well connected and allows people to travel safely by bicycle?*

Joanna Baxter COUNCIL	Yes	The success of North van's Spirit Trail must be continued Westward to eventually connect all the way to Horseshoe Bay. Residents consistently rate this as a high priority for our village communities.
Craig Cameron COUNCIL	Yes	Yes again. I have been a vocal supporter of completing the Spirit Trail and, in particular, improving the portion across the Capilano River, to make it safe for all cyclists. No commute to work downtown by bike and would like to see infrastructure improvements to make it easier and safer.
Michael Evison COUNCIL	Yes	
Nora Gambioli COUNCIL	Yes	Absolutely, we have done some of this near Park Royal & Taylor Way, and I spoke with Ministry of Transport officials in September about using BC Ferries land at Horseshoe Bay adjacent to Exit 0 so that cycling access can be extended down into Horseshoe Bay. Also, we are in conversations with CN about the Spirit Trail adjacent to the CN line in West Vancouver.
Peter Lambur COUNCIL	Yes	
Ali Mallakin COUNCIL	Yes	As long as it does not put strain on provincial or municipal budget.
Terry Platt COUNCIL	Yes	Difficult question to answer as the West Vancouver and North Vancouver residential areas are mostly built on hills with poor street lighting at night. Still, there should be improvements that would allow cyclists (and pedestrians) to travel safely.
Bill Soprovich COUNCIL	Yes	



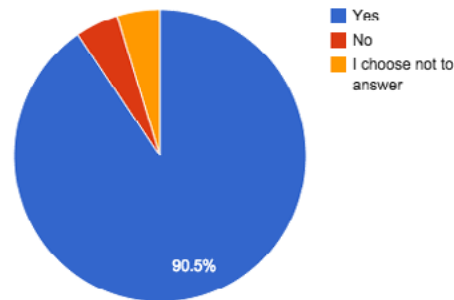


Your Cycling Connection

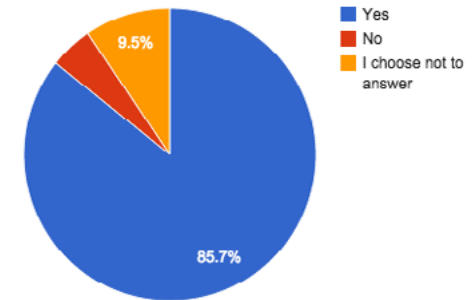
CITY OF RICHMOND - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

SURVEY SUMMARY, BY THE NUMBERS

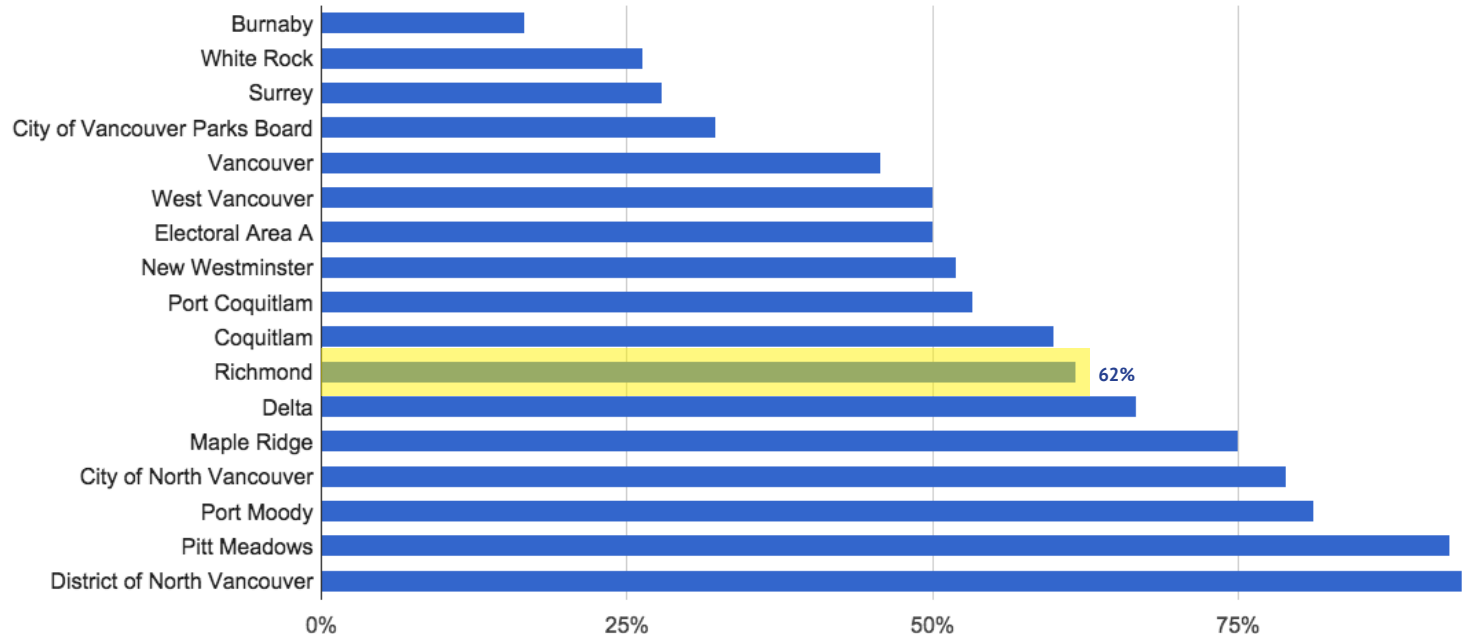
Question 1 answer distribution



Question 2 answer distribution



Survey Participation as % of all registered candidates



CITY OF RICHMOND - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

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

Cliff Lifeng Wei MAYOR	Yes	It is exactly what I am trying to do for both road safety and efficiency.
Richard Lee MAYOR	Yes	There must first be a finding of facts to see if separate bike lanes is the best option to encourage biking as a means of transportation at the location.
Adil Awan COUNCIL	Yes	
Janos Bergman COUNCIL	Yes	
Derek Dang COUNCIL	Yes	The City of Richmond has championed the expansion of cycling options and the trail systems throughout the City. Recent examples are the Railway corridor cycling route and the crabapple ridge bike route. Of course, the dyke has provided a safe biking trail around Richmond which we have enjoyed for years.
Carol Day COUNCIL	Yes	Cycling is the future and we need to support separate lanes because it is not safe to ride along side motor vehicles. In Denmark the lanes are raised and even have their own traffic signals, we could learn a lot from them. As we work to create a cycling community we need to consult with the people using the lanes to ensure we make smart, well balanced decisions. In Vancouver some of the decisions have not been well received by cyclists because their needs were not taken into account, learn...
Jerome Dickey COUNCIL	Yes	Safety needs to be of paramount importance. When bicycles are physically separated from traffic, more residents are likely to use this mode of transportation more often.
Lee Gildemeester COUNCIL	Yes	Depending on the neighbourhood obviously. I bike to Bridgeport Skytrain regularly via Bridgeport Trail; Can be very dangerous near Bridgeport Road / no.4 road / St Edwards Drive. Getting into Marpole via Oak street Bridge is challenging via bike. Cycling along River Road has left me with little room between passing cars and myself. I shall utilize online public consultation to crowdsource both funding and information on the most dangerous areas. Direct Democracy. I don't support compulsory taxes
Andy Hobbs COUNCIL	Yes	I would support separate bike lanes where it is warranted with respect to factors such as traffic volume (vehicles, peds & bikes), engineering challenges, and impact. Objectives include traffic efficiency and safety for all road users.
Jennifer Huang COUNCIL	No	No, however, it's subject to the voters' public consultations to indicate otherwise. Reasons: At this moment, my personal observation is that the bicycle lanes were not utilized at the projected rates. The usage of bike lane has to increase significantly to justify the further expenditure. Otherwise, it will be further economic waste and higher property taxes. I do not have any objections that the developers will pay for the new bicycle lanes entirely with a proper design for the city.
Alexa Loo COUNCIL	Yes	North/South routes in Richmond need to be addressed for biker safety as well as key intersections such as Sea Island/ Bridgeport and Garden City. For many people trying to access the Canada Line bike bridge they have to pass through or near to this very dangerous and confusing intersection. We need a safe solution here and several other locations in Richmond.
Bill McNulty COUNCIL	Yes	Cyclists need to be free of motor vehicles and their pollutants when on transportation corridors. If we can provide this then many more would consider cycling as a method of transportation.
Linda McPhail COUNCIL	Yes	I am an average bicyclist and sometimes feel nervous when riding on busy streets, even in the bike lanes. I use the Railway Greenway when possible and feel that the separation from the roads provides safety. There are different ways of building separated bicycle lanes and would like to see more investigation into best practices from around the world.



CITY OF RICHMOND - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

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

Helen Quan
COUNCIL

**I choose
not to
answer**

I think we need to revisit existing bicycle lanes and revise the layouts to make more sense and safety.

Patrick Saunders
COUNCIL

Yes

I have lived in Richmond for 46 years and we are blessed with numerous bike trails that I use with my children. If by infrastructure investments you mean increasing dedicated cycling lanes on existing ash-fault where ever possible then yes, but not at the expense of congestion.

Kristian von
Schalburg
COUNCIL

Yes

Dave Semple
COUNCIL

Yes

I have shown my support on this for mant years new westminister bic path example number 3 Rd. It has shown with increase use of bics

Grace Tsang
COUNCIL

Yes

We also believe safety to be a top priority to ensure cyclists/motorist/pedestrians are able to travel safely.

Michael Wolfe
COUNCIL

Yes

Elsa Wong
COUNCIL

Yes

Yes, Richmond have been a leader for dedicated bike laws in Metro Vancouver.

Jun Wuyan
COUNCIL

Yes

It is very important for the safety of bikers.





CITY OF RICHMOND - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 2 *Would you vote in favour of infrastructure investments that close the gaps in the municipal and regional cycling network so it is well connected and allows people to travel safely by bicycle?*

Cliff Lifeng Wei MAYOR	Yes	Mayor is in the node position which connects cities, societies and other level governments. Even not a mayor's duty to settle this problem, the mayor holds the best resource to get it done. Morally, it is mayor's responsibility.
Richard Lee MAYOR	Yes	Must consider which is best way to spend the taxpayers' money to enhance bicycles as a means of transportation in this context.
Adil Awan COUNCIL	Yes	
Janos Bergman COUNCIL	Yes	
Derek Dang COUNCIL	Yes	The City Centre area plan has allowed for a raised bike lane along number 3 road which is elevated from traffic. Further plans are in place for future cycling routes. Consultation with our cycling advisory committee is always a large part of our planning process.
Carol Day COUNCIL	Yes	Infrastructure is expensive and we need to make affordable and creative decisions. Engaging commercial industries to help with the cost is an option for funding. Our creative funding options could be a curb sponsor program. The City of Richmond does not have a revenue problem it has a spending problem, we need to tackle that first so we can afford the cycling infrastructure. No matter what all stakeholders need to be included in the plan and we must have buy in by the parties involved.
Jerome Dickey COUNCIL	Yes	More cyclists seem to be willing to travel longer distances when local cycling networks are better connected at a regional level. This also becomes more attractive for tourists looking to cycling throughout the region.
Lee Gildemeester COUNCIL	Yes	Right now we only have a few ways of leaving Richmond via bike. Oak Street Bridge is one (good luck finding your way on to the sidewalk). The Skytrain Bridge is safe; however, if I want to visit friends and family in Ladner I MUST take a bus. Richmond is flat, it's perfect for bicycles. Our public infrastructure should reflect that. With less cars on the roads congestion may ease up too; making life better for everyone. Cars run on money and make you fat. Bikes run on fat and save you money.
Andy Hobbs COUNCIL	Yes	For example, the route between the Skyline Marina and the cycling bridge under the SkyTrain bridge in Richmond is disjointed, unclear, littered with debris and hazardous. It is a commuter route and needs to be improved.
Jennifer Huang COUNCIL	No	It's economic waste. The voters cannot afford it.
Alexa Loo COUNCIL	Yes	The Arthur Laing bridge needs a bike lane or some other option to meet the needs of bikers from west Richmond traveling into Vancouver.
Bill McNulty COUNCIL	Yes	Safety is paramount for the cyclist. I would not have anyone cycle down our Arterial Roads with out a bike path in place.
Linda McPhail COUNCIL	Yes	
Helen Quan COUNCIL	I choose not to answer	

CITY OF RICHMOND - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 2 *Would you vote in favour of infrastructure investments that close the gaps in the municipal and regional cycling network so it is well connected and allows people to travel safely by bicycle?*

Patrick Saunders COUNCIL	Yes	
Kristian von Schalburg COUNCIL	Yes	
Dave Semple COUNCIL	Yes	Absolutely
Grace Tsang COUNCIL	Yes	We consider bicycles to be a great method of transportation. Bike paths and infrastructure should be considered early in the planning stage and built into community plans.
Michael Wolfe COUNCIL	Yes	
Elsa Wong COUNCIL	I choose not to answer	
Jun Wuyan COUNCIL	Yes	It sounds like a great idea.



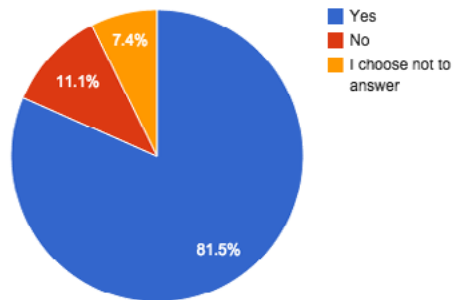


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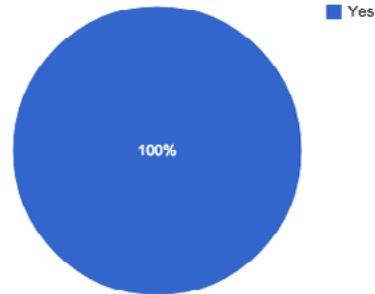
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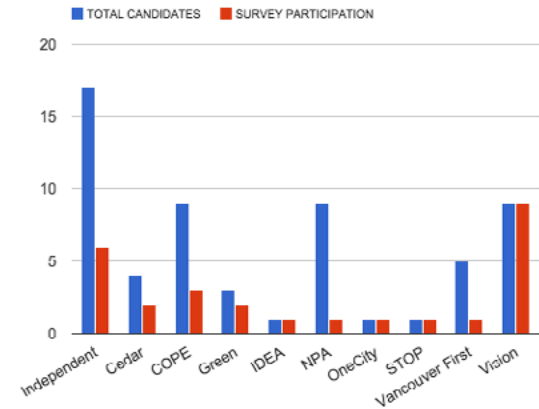
Question 1 answer distribution



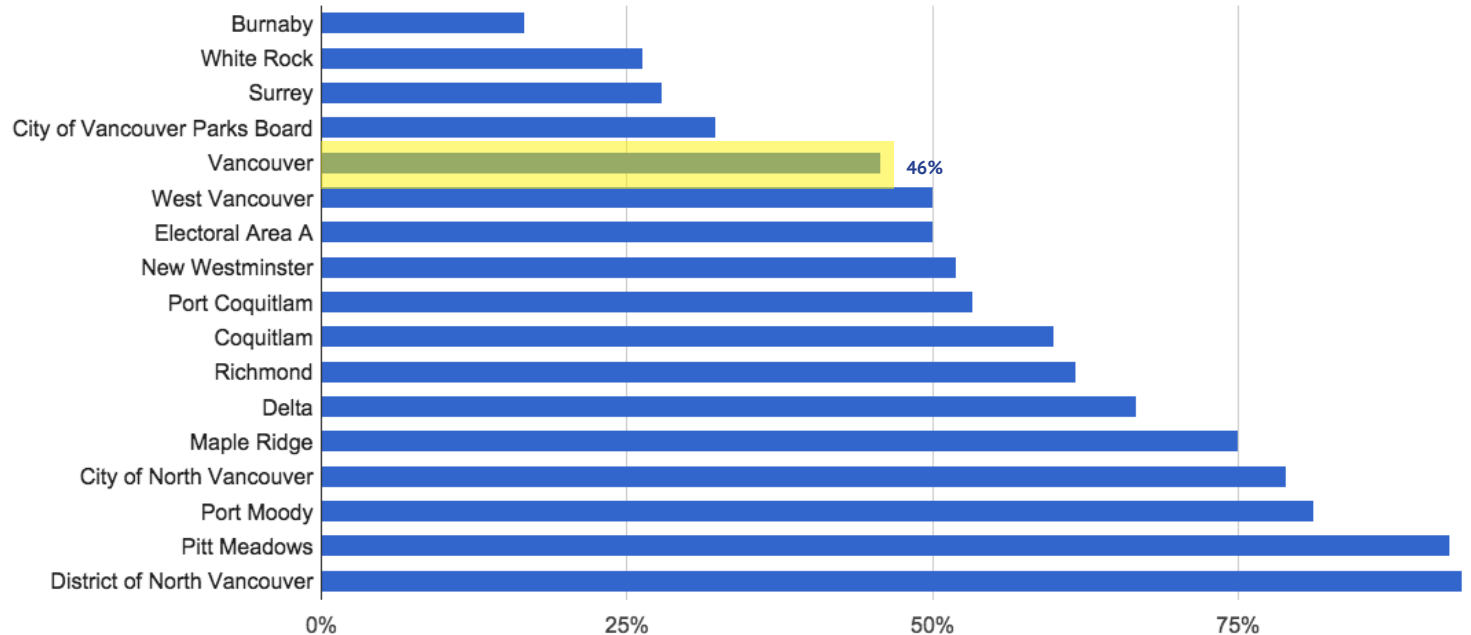
Question 2 answer distribution



Response distribution by party affiliation



Survey Participation as % of all registered candidates





CITY OF VANCOUVER - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

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

Meynard Aubichon MAYOR • STOP PARTY	Yes	Bike lanes when the traffic flow is busy not on pointgreyroad where it's aesthetic not busy. Gregory n vision made the bike lanes to suit vision voters on quiet streets charter violation number 1000 as mayor ill support bike lanes by survey no studies or report a its awaste of money. Kirk's idea for cross streets doesn't make any sense. its the same thing as adding an additional lane
Mike Hansen MAYOR • INDEPENDENT	No	Unsafe.
Tim Ly MAYOR • INDEPENDENT	Yes	I am a daily bicyclist myself. I know the danger of sharing the road with cars and trucks. Sometimes I have to ride on sidewalks because its safer. Certain roads like Knight st in Vancouver is too dangerous for cyclists. Designated lanes for bicyles is one the things necessary.
Gregor Robertson MAYOR • VISION VANCOUVER	Yes	Vision will implement the City of Vancouver's comprehensive Transportation2040 plan, ensuring that Vancouver has a network of safe bike routes for people of all ages. This includes continuing to make spot improvements along existing routes and addressing gaps in the current network.
RJ Aquino COUNCIL • ONECITY	Yes	It is important to provide infrastructure that will encourage increased numbers of cyclists, especially for commuting. Separated cycling lanes make cycling safer -- and helps cyclists feel safer and more likely to choose to use their bikes in their everyday lives.
Lisa Barrett COUNCIL • COPE	Yes	As a former bike racer who trained for hours a day, I know how dangerous bike-vehicle interactions can be, even for a highly experienced rider.
Adriane Carr COUNCIL • GREEN	Yes	Infrastructure to separate bicycles from motor vehicles on busy streets increases cyclist safety which attracts more cyclists, especially women and children. Cyclist access to certain busy commercial streets and transportation corridors, such as the Main Street and Commercial "collector" routes, ensures cyclists' access to shopping districts which is a positive factor in attracting people to cycle rather than use another mode of transportation such as a car. There are a few key high capacity arterials such as Broadway that should, however, be prioritized for transit in the city's overall transportation plan.
Nicholas Chernen COUNCIL • CEDAR	I choose not to answer	I favour cycling routes off of busy commercial streets. I favour cycling networks that keep riders safe, and still allow personal and commercial vehicular traffic the ability to move efficiently. We can do both, but ultimately good transportation planning is: comprehensive, multi-modal in consideration, city-wide, and done with direct community collaboration to reflect unique neighbourhood needs from both a residential and business perspective. Note: DT Van requires more safeguarding or riders.
Cord "Ted" Copeland COUNCIL • INDEPENDENT	Yes	I would vote for investments to be madebut for me I believe that the safest route should be used to keep vehicle/bicycle interaction to a minimum in the interest of safety. Every possible precaution could be taken but if bikes and vehicles are on the same streets and an incident occurs, the bike rider is always the loser. I think that running a bike lane on a parallel street with signage and maybe vehicle restrictions would be a far safer way to go, perhaps making a side street BIKE ONLY
Heather Deal COUNCIL • VISION VANCOUVER	Yes	Vision will implement the City of Vancouver's comprehensive Transportation2040 plan, ensuring that Vancouver has a network of safe bike routes for people of all ages. This includes continuing to make spot improvements along existing routes and addressing gaps in the current network.
Abraham Deocera COUNCIL • INDEPENDENT	Yes	Riding a bike is the best vehicle to go around the city. Collectively we can reduce emissions and ourselves become healthy. I definitely support separate bicycles lanes and barrier to protect the cyclists.
Grant Fraser COUNCIL • INDEPENDENT	I choose not to answer	I think this needs to be handled on a case by case basis. The busier a street is the greater the need for a separated bike lane. However some streets, such as Hastings or Broadway, need to have motor vehicle traffic flow increased. I don't think bike lanes here would be appropriate. I am also in favor of removing all street parking which creates a lot of room for bicycles.

CITY OF VANCOUVER - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

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

Pete Fry COUNCIL • GREEN	Yes	I believe infrastructure to separate bicycles from motor vehicles on busy streets is a good investment to increase modal share and cyclist safety. That said, I believe high capacity arterials should retain function in road hierarchy to prioritize movement of goods & services, vehicles, and public transit as quickly and efficiently as possible. Note distinction between specific traffic engineering designation of "arterial" (Clark, Broadway) and commercial street "collectors" (Main, Commercial).
Jeremy Gustafson COUNCIL • CEDAR	I choose not to answer	This is something I would take on a case by case basis, with plenty of public consultation. How much does the infrastructure cost and what streets and corridors are being referred to?
Kerry Jang COUNCIL • VISION VANCOUVER	Yes	Vision will implement the City of Vancouver's comprehensive Transportation2040 plan, ensuring that Vancouver has a network of safe bike routes for people of all ages. This includes continuing to make spot improvements along existing routes and addressing gaps in the current network.
Raymond Louie COUNCIL • VISION VANCOUVER	Yes	Vision will implement the City of Vancouver's comprehensive Transportation2040 plan, ensuring that Vancouver has a network of safe bike routes for people of all ages. This includes continuing to make spot improvements along existing routes and addressing gaps in the current network.
Tim Louis COUNCIL • COPE	Yes	Separating bicycles from motor vehicles is one of the most important steps we can take to improve bicycle safety and thereby increase the number of people who choose to bicycle.
Rob McDowell COUNCIL • NPA	Yes	
Geoff Meggs COUNCIL • VISION VANCOUVER	Yes	Vision will implement the City of Vancouver's comprehensive Transportation2040 plan, ensuring that Vancouver has a network of safe bike routes for people of all ages. This includes continuing to make spot improvements along existing routes and addressing gaps in the current network.
Rick Orser COUNCIL • IDEA	Yes	Based on the recommendation of experts based on safety and sufficient public desire for such infrastructure.
Rajiv Pandey COUNCIL • INDEPENDENT	Yes	
Andrea Reimer COUNCIL • VISION VANCOUVER	Yes	Vision will implement the City of Vancouver's comprehensive Transportation2040 plan, ensuring that Vancouver has a network of safe bike routes for people of all ages. This includes continuing to make spot improvements along existing routes and addressing gaps in the current network.
Niki Sharma COUNCIL • VISION VANCOUVER	Yes	Vision will implement the City of Vancouver's comprehensive Transportation2040 plan, ensuring that Vancouver has a network of safe bike routes for people of all ages. This includes continuing to make spot improvements along existing routes and addressing gaps in the current network.
Audrey Siegl COUNCIL • COPE	No	Only if cyclist start paying insurance...cyclists should be paying, as drivers do, for same access to use of roads and infrastructure
Tim Stevenson COUNCIL • VISION VANCOUVER	Yes	Vision will implement the City of Vancouver's comprehensive Transportation2040 plan, ensuring that Vancouver has a network of safe bike routes for people of all ages. This includes continuing to make spot improvements along existing routes and addressing gaps in the current network.
Tony Tang COUNCIL • VISION VANCOUVER	Yes	Vision will implement the City of Vancouver's comprehensive Transportation2040 plan, ensuring that Vancouver has a network of safe bike routes for people of all ages. This includes continuing to make spot improvements along existing routes and addressing gaps in the current network.
Mercedes Wong COUNCIL • VANCOUVER FIRST	Yes	

CITY OF VANCOUVER - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 2 *Would you vote in favour of infrastructure investments that close the gaps in the municipal and regional cycling network so it is well connected and allows people to travel safely by bicycle?*

Meynard Aubichon MAYOR • STOP PARTY	Yes	bike lanes only in lanes that aren't busy. stop party will support bike lanes by survey not reports ate a \$ waste kirks counter flow lanes is pointless were maxed our for road spacethese debates for mayor are a gong show I was at langaras Wed 3pm Bob Wong Indy Guy havwe no clue about munitaxes I took polisci at langara
Mike Hansen MAYOR • INDEPENDENT	Yes	Common sense.
Tim Ly MAYOR • INDEPENDENT	Yes	it makes sense if we want encourage people to use bicycles.
Gregor Robertson MAYOR • VISION VANCOUVER	Yes	Vision will implement the City of Vancouver's comprehensive Transportation2040 plan, ensuring that Vancouver has a network of safe bike routes for people of all ages. This includes continuing to make spot improvements along existing routes and addressing gaps in the current network.
RJ Aquino COUNCIL • ONECITY	Yes	Cycling infrastructure should not just stop at the City of Vancouver borders. A lot of the traffic in Vancouver originates outside of Vancouver. Infrastructure should enable cycling to be a realistic option for all residents of the region.
Lisa Barrett COUNCIL • COPE	Yes	It's not a network if it's not connected. We also need to co-ordinate with Translink to ensure there are enough bike-friendly transit options along the networks such and bike racks on buses, spaces on Skytrain cars and bike storage facilities.
Adriane Carr COUNCIL • GREEN	Yes	There are key routes that desperately need upgrading, such as Kent Avenue, to close the gap in both our municipal and regional cycling network. Other notable gaps that need closing and upgrading are the Stanley Park Causeway (linking Vancouver and the North Shore), Kingsway (connecting to Burnaby and New Westminster), and the Iron Workers' Memorial Bridge (Second Narrows, linking to North Vancouver).
Nicholas Chernen COUNCIL • CEDAR	Yes	If the finances were in place, then yes, connecting across the region to support safe, easy and enjoyable movement of cyclists makes sense. Again, as these routes impact various neighbourhoods all across the region, community-city collaboration must underpin these plans.
Cord "Ted" Copeland COUNCIL • INDEPENDENT	Yes	It makes no sense to have bike lanes that dont connect or make a bike rider travel a ridiculous amount of distance to reconnect, we all use the roads, lets make it work, perhaps a group could be put together to sit down and work out new routes, address gaps and find the safest way for us all to travel. However in doing this I would require that every effort is put out by HUB to ensure that bike riders follow and obey all traffic rules and by laws, you cant ask for everything if you're unwilling.
Heather Deal COUNCIL • VISION VANCOUVER	Yes	Vision will implement the City of Vancouver's comprehensive Transportation2040 plan, ensuring that Vancouver has a network of safe bike routes for people of all ages. This includes continuing to make spot improvements along existing routes and addressing gaps in the current network.
Abraham Deocera COUNCIL • INDEPENDENT	Yes	Extending network for bike lanes definitely would be in my agenda when elected as councilman. Again, we have the capacity to make it happen. We have the resources but lack political will. If elected I will push hard to other councilman and convince them that it is the future.
Grant Fraser COUNCIL • INDEPENDENT	Yes	This is why bridges and freeways are built, connecting separate road networks for people to travel between them. The same concept just makes sense for cyclists but on a smaller scale. in most cases new roads don't need to be built, merely existing ones modified.
Pete Fry COUNCIL • GREEN	Yes	Completing Vancouver's cycling network is a commitment we've made on our Green platform. Furthermore, collaboration is a green value that we would hope to bring to working with other jurisdictions in completing a regional network.



CITY OF VANCOUVER - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 2 *Would you vote in favour of infrastructure investments that close the gaps in the municipal and regional cycling network so it is well connected and allows people to travel safely by bicycle?*

Jeremy Gustafson
COUNCIL • CEDAR

Yes

Kerry Jang
COUNCIL • VISION VANCOUVER

Yes

Vision will implement the City of Vancouver's comprehensive Transportation2040 plan, ensuring that Vancouver has a network of safe bike routes for people of all ages. This includes continuing to make spot improvements along existing routes and addressing gaps in the current network.

Raymond Louie
COUNCIL • VISION VANCOUVER

Yes

Vision will implement the City of Vancouver's comprehensive Transportation2040 plan, ensuring that Vancouver has a network of safe bike routes for people of all ages. This includes continuing to make spot improvements along existing routes and addressing gaps in the current network.

Tim Louis
COUNCIL • COPE

Yes

An incomplete cycling network reduces the number of people choosing to bicycle. The amount of money required to close all of the gaps is a mere fraction of what we spend upgrading and maintaining the conventional road network.

Rob McDowell
COUNCIL • NPA

Yes

I really like the idea of working on the regional network, like upgrading the old "7-11" route from New Westminster to Vancouver.

Geoff Meggs
COUNCIL • VISION VANCOUVER

Yes

Vision will implement the City of Vancouver's comprehensive Transportation2040 plan, ensuring that Vancouver has a network of safe bike routes for people of all ages. This includes continuing to make spot improvements along existing routes and addressing gaps in the current network.

Rick Orser
COUNCIL • IDEA

Yes

Based on the recommendation of experts based on safety and sufficient public desire for such infrastructure.

Rajiv Pandey
COUNCIL • INDEPENDENT

Yes

Andrea Reimer
COUNCIL • VISION VANCOUVER

Yes

Vision will implement the City of Vancouver's comprehensive Transportation2040 plan, ensuring that Vancouver has a network of safe bike routes for people of all ages. This includes continuing to make spot improvements along existing routes and addressing gaps in the current network.

Niki Sharma
COUNCIL • VISION VANCOUVER

Yes

Vision will implement the City of Vancouver's comprehensive Transportation2040 plan, ensuring that Vancouver has a network of safe bike routes for people of all ages. This includes continuing to make spot improvements along existing routes and addressing gaps in the current network.

Audrey Siegl
COUNCIL • COPE

Yes

Again, only if cyclists pay insurance for road use, maintenance and infrastructure as drivers do.

Tim Stevenson
COUNCIL • VISION VANCOUVER

Yes

Vision will implement the City of Vancouver's comprehensive Transportation2040 plan, ensuring that Vancouver has a network of safe bike routes for people of all ages. This includes continuing to make spot improvements along existing routes and addressing gaps in the current network.

Tony Tang
COUNCIL • VISION VANCOUVER

Yes

Vision will implement the City of Vancouver's comprehensive Transportation2040 plan, ensuring that Vancouver has a network of safe bike routes for people of all ages. This includes continuing to make spot improvements along existing routes and addressing gaps in the current network.

Mercedes Wong
COUNCIL • VANCOUVER FIRST

Yes



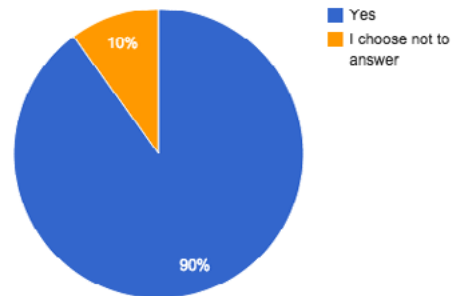


Your Cycling Connection

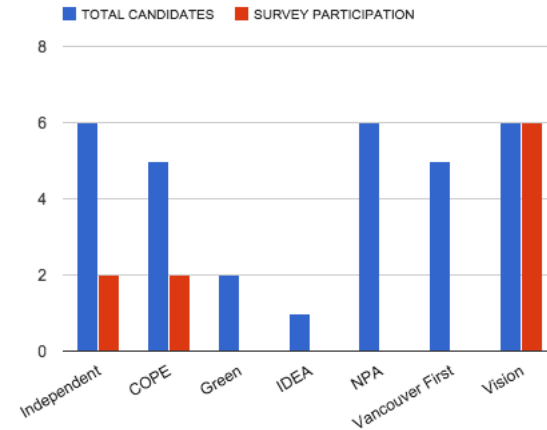
CITY OF VANCOUVER PARK BOARD - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

SURVEY SUMMARY, BY THE NUMBERS

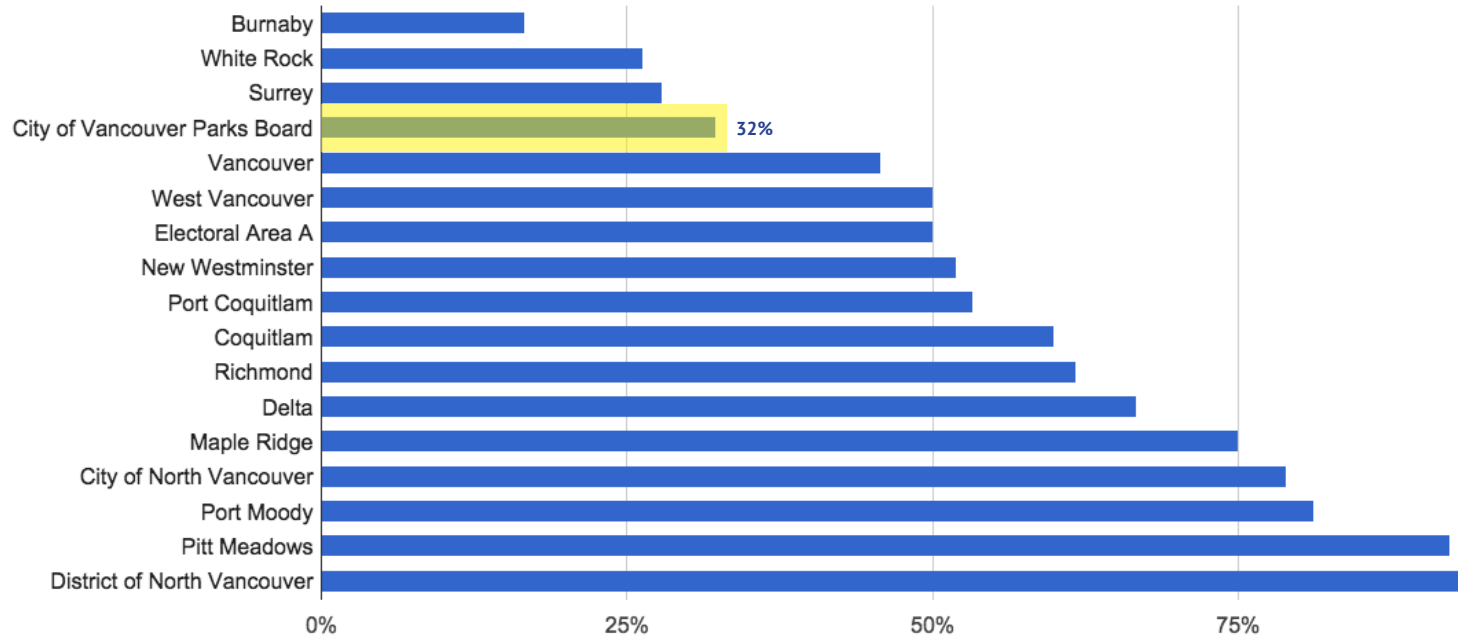
Question 1 answer distribution



Answer distribution by party affiliation



Survey Participation as % of all registered candidates



CITY OF VANCOUVER PARK BOARD - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 1 *Would you vote in favour of infrastructure investments that separate bicycles from pedestrians and motor vehicles within parks?*

James Buckshon COMMISSIONER • INDEPENDENT	I choose not to answer	The question is very general and any separated lanes should be reviewed on a case-by-case basis. I am in favour of all users of the park being and feeling safe and, generally speaking, would rather see a comprehensive cycling network rather than some of the spot improvements here and there while other areas remain dangerous. I will strive to make cycling safer in the parks keeping in mind the safety of all. Would like discussions with HUB as part of this process!
Jenny De Castris COMMISSIONER • INDEPENDENT	Yes	I think our parks should be enjoyable, accessible and safe for cyclists and pedestrians alike. I believe that designating and/or creating specific bicycle pathways is important, especially considering the volume of cyclists in the city. It might also encourage more people to cycle instead of drive, and it would help to prevent possible collisions and conflict between pedestrians/cyclists/drivers. I think that Vancouver can lead the way for other cities, in becoming more bicycle friendly.
Catherine Evans COMMISSIONER • VISION VANCOUVER	Yes	Vision will implement the City of Vancouver's comprehensive Transportation2040 plan, ensuring that Vancouver has a network of safe bike routes for people of all ages. This includes continuing to make spot improvements along existing routes and addressing gaps in the current network.
Naveen Girn COMMISSIONER • VISION VANCOUVER	Yes	Vision will implement the City of Vancouver's comprehensive Transportation2040 plan, ensuring that Vancouver has a network of safe bike routes for people of all ages. This includes continuing to make spot improvements along existing routes and addressing gaps in the current network.
Brent Granby COMMISSIONER • VISION VANCOUVER	Yes	Vision will implement the City of Vancouver's comprehensive Transportation2040 plan, ensuring that Vancouver has a network of safe bike routes for people of all ages. This includes continuing to make spot improvements along existing routes and addressing gaps in the current network.
Trevor Loke COMMISSIONER • VISION VANCOUVER	Yes	Vision will implement the City of Vancouver's comprehensive Transportation2040 plan, ensuring that Vancouver has a network of safe bike routes for people of all ages. This includes continuing to make spot improvements along existing routes and addressing gaps in the current network.
Imtiaz Popat COMMISSIONER • COPE	Yes	Yes we need more bike paths in our park while considering safety of pedestrians. We have lots parks and more parks will come. So we need to insure that we have more bike paths for people to enjoy.
Anita Romaniuk COMMISSIONER • COPE	Yes	The placement of the separated bike lanes should be done in consultation with all users of the parks. We need to reduce vehicle traffic in parks also. COPE believes that the failure of Vancouver's park space to keep up with population growth is increasing conflict between different users, whether cyclists or picnickers or dogs and their people and we will endeavour to expand our park space so all users can enjoy our parks.
Sammie Jo Rumbaua COMMISSIONER • VISION VANCOUVER	Yes	Vision will implement the City of Vancouver's comprehensive Transportation2040 plan, ensuring that Vancouver has a network of safe bike routes for people of all ages. This includes continuing to make spot improvements along existing routes and addressing gaps in the current network.
Coree Tull COMMISSIONER • VISION VANCOUVER	Yes	Vision will implement the City of Vancouver's comprehensive Transportation2040 plan, ensuring that Vancouver has a network of safe bike routes for people of all ages. This includes continuing to make spot improvements along existing routes and addressing gaps in the current network.



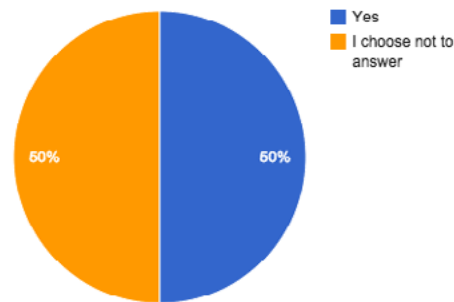


Your Cycling Connection

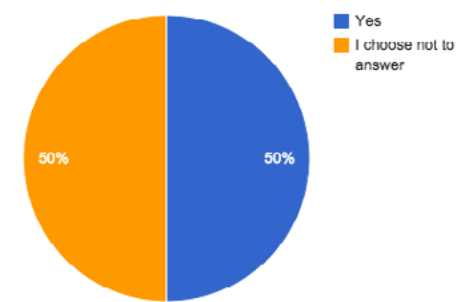
CITY OF BURNABY - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

SURVEY SUMMARY, BY THE NUMBERS

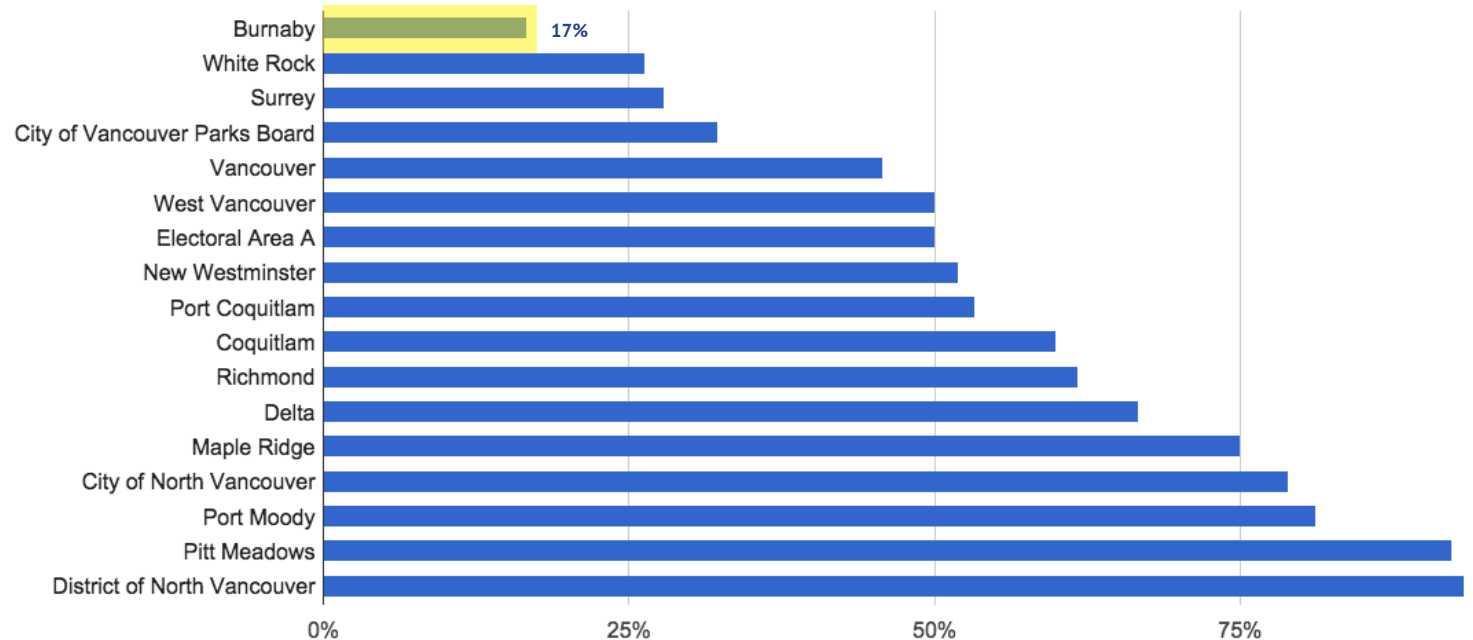
Question 1 answer distribution



Question 2 answer distribution



Survey Participation as % of all registered candidates





CITY OF BURNABY - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 1 *Do you commit to building all ages and abilities bike lanes and routes that will connect Burnaby's four Town Centres and Satellites Centres to make cycling an attractive choice for all?*

Sylvia Gung MAYOR	I choose not to answer	Not to answer because I am sure it's there already. As an envious person to learn to bike, I'll have to look into it, when I need to. However, often reading articles over bike accidents, I think there has to be some program to ensure safety to bike, through school years.
Allen Hutton MAYOR	Yes	In the time I have spent at city hall, one of my initiatives was to provide public pathways. To allow for alternate forms of travel by our citizens that would encompass bicycles and riders of all ages. I am committed to continuing to work to provide these serves to our citizens.
Charter Lau COUNCIL	I choose not to answer	
Nick Volkow COUNCIL	Yes	Burnaby currently has the Francis/Union, Sea to River and the Central Valley Greenway. Burnaby will be updating our Transportation Plan in the new year and cycling routes will be an integral part of the review.

QUESTION 2 *Would you vote in favour of infrastructure investments that close the gaps in the municipal and regional cycling network so it is well connected and allows people to travel safely by bicycle?*

Sylvia Gung MAYOR	I choose not to answer	The same. Also, I am more interested in getting the public transit offered for free, the post secondary education, as well. I am sure it is workable
Allen Hutton MAYOR	Yes	In applying to sit on the Translink Board, my application included a call for a public pathway system that would connect Metro Vancouver.
Charter Lau COUNCIL	I choose not to answer	
Nick Volkow COUNCIL	Yes	

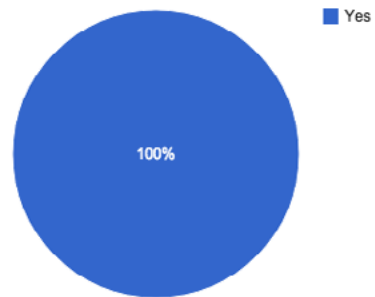


Your Cycling Connection

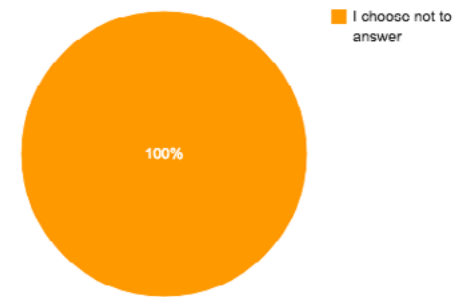
ELECTORAL AREA A - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

SURVEY SUMMARY, BY THE NUMBERS

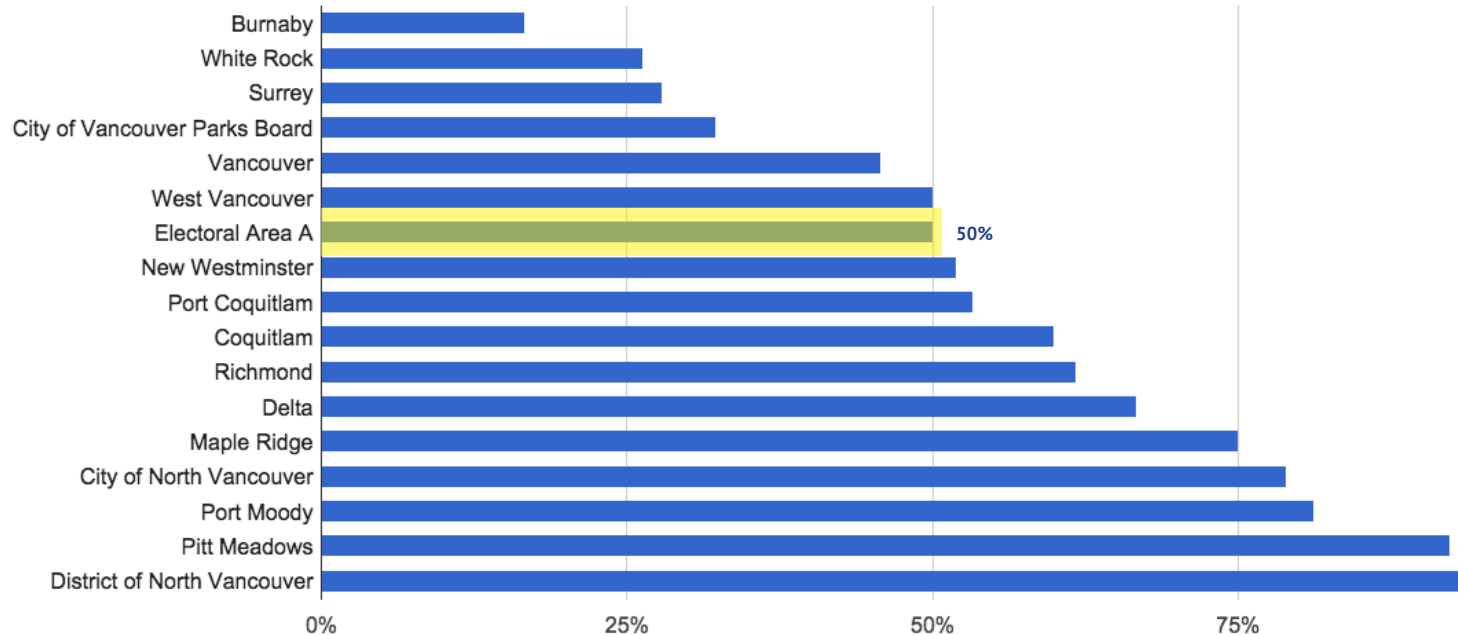
Question 1 answer distribution



Question 2 answer distribution



Survey Participation as % of all registered candidates



ELECTORAL AREA A - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 1 *Would you vote in favour of infrastructure investments that separate pedestrians, bicycles and motor vehicles along busy, shared roads and transportation corridors?*

Daniel Wood
DIRECTOR

Yes

For safety.

QUESTION 2 *Would you vote in favour of infrastructure investments that close the gaps in the municipal and regional cycling network so it is well connected and allows people to travel safely by bicycle?*

Daniel Wood
DIRECTOR

I choose not
to answer

Although I cannot commit in advance to my decision in a future vote, I can say that I support the idea -> for increasing safety.



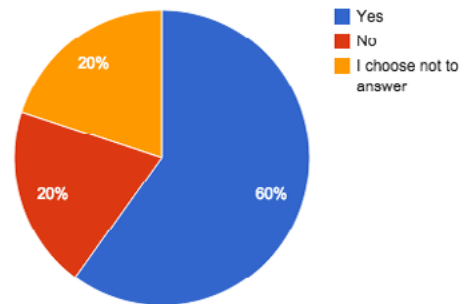


Your Cycling Connection

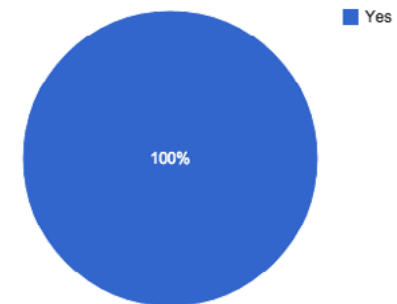
CITY OF WHITE ROCK - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

SURVEY SUMMARY, BY THE NUMBERS

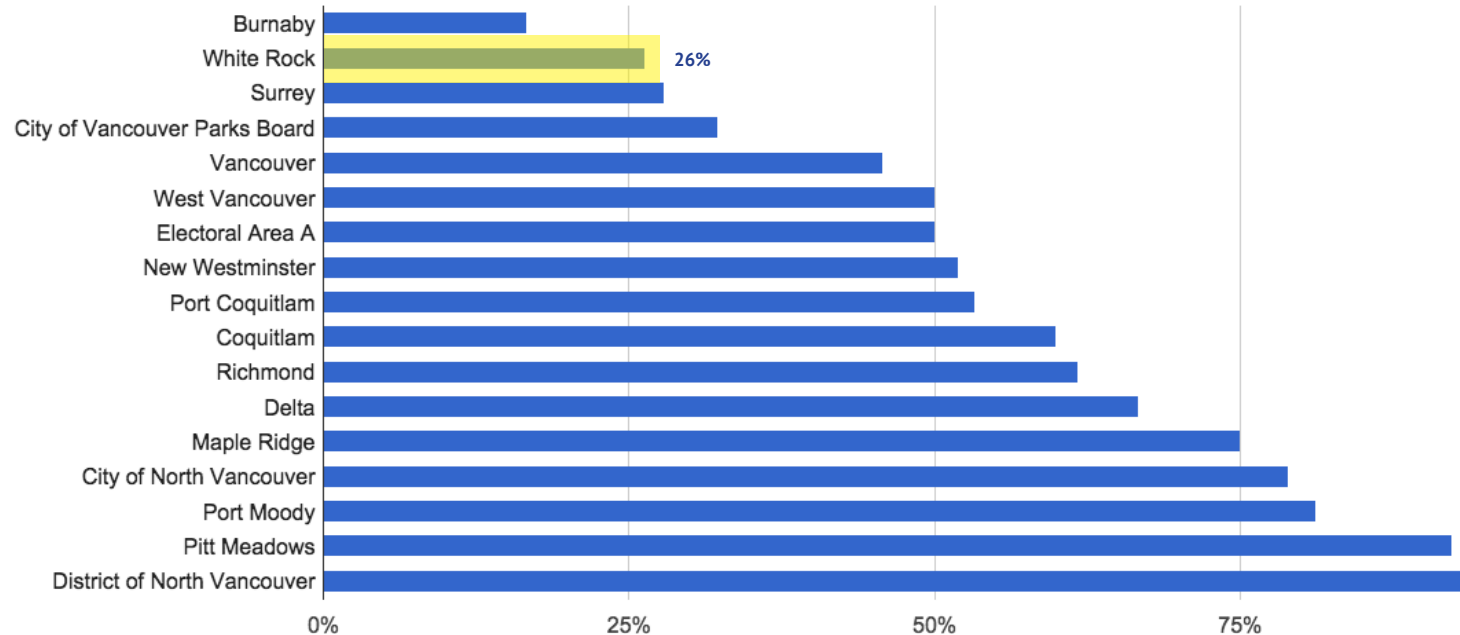
Question 1 answer distribution



Question 2 answer distribution



Survey Participation as % of all registered candidates



CITY OF WHITE ROCK - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

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

Bill Lawrence COUNCIL	No	With the fact that White Rock streets are already bicycle friendly, there would not be a necessity to have a specific "bike lane" on any of our streets. I am not aware of any resident request for specialized lanes for bikes in White Rock. For us to implement something that is not needed or wanted by the public would be fiscally irresponsible.
Dennis Lypka COUNCIL	Yes	Costs are of course key as well as impacts to pedestrians and motor vehicle traffic flows.
Pattie Petrala COUNCIL	Yes	Collaborate and negotiate with community/merchants input the most suitable locations and methods; consider ways for power mobility devices to use the lane as well for seniors and disabled persons separation from pedestrians.
Darcy Sangster COUNCIL	Yes	As an avid bike and mountain bike rider who rides on average a 100-150 km a week I would support any effort to connect a bike path between Peace Arch Border crossing along the shoreline of White Rock through Crescent Beach to Mud Bay. At which point you would be able to link up with a path for approximately 17 km to Tsawwassen.
Lynne Sinclair COUNCIL	I choose not to answer	In White Rock there is no room on our streets to put this into effect although I support in principle and in areas where it is needed and possible.

QUESTION 2 *Would you vote in favour of infrastructure investments that close the gaps in the municipal and regional cycling network so it is well connected and allows people to travel safely by bicycle?*

Bill Lawrence COUNCIL	Yes	The streets outside of White Rock are not as friendly to cyclists as they should be. Any type of infrastructure investments that would make the roads safer for cyclists should be considered. Other infrastructure investments are likely to have a higher priority (specifically sewer, watermain and road improvements), however, improvements to cyclist safety are welcomed.
Dennis Lypka COUNCIL	Yes	Yes, but as in everything, costs and cross impacts have to be considered.
Pattie Petrala COUNCIL	Yes	The evolution and pace of priority cost effective sections of the links will be good to witness and influence with bike users and residents collaboration and engagement.
Darcy Sangster COUNCIL	Yes	I would like to see a safer link and more routes to Langley, Surrey, and Delta. I absolutely support better biking the greater Vancouver area.
Lynne Sinclair COUNCIL	Yes	

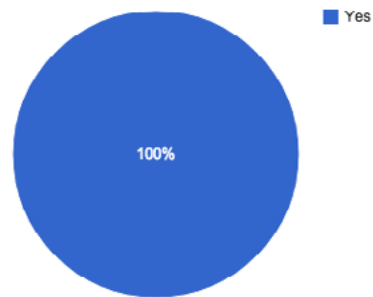


Your Cycling Connection

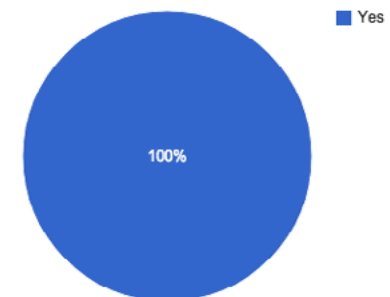
CORPORATION OF DELTA - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

SURVEY SUMMARY, BY THE NUMBERS

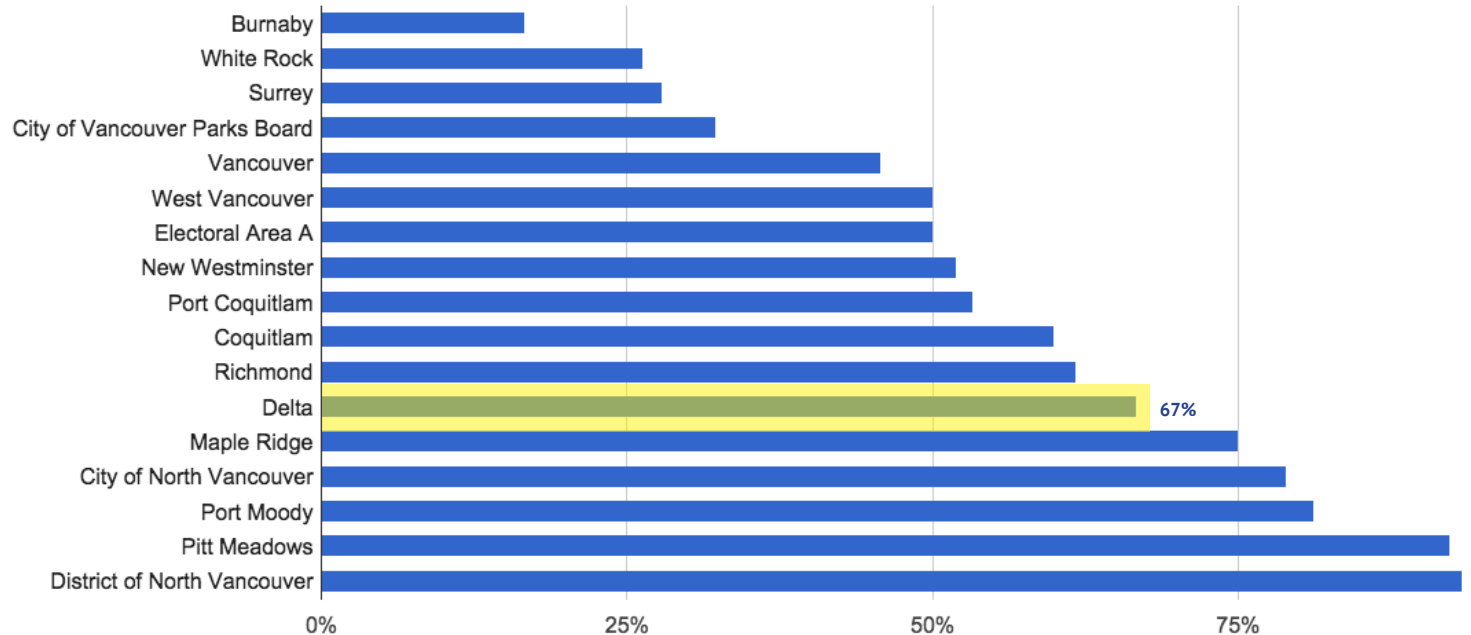
Question 1 answer distribution



Question 2 answer distribution



Survey Participation as % of all registered candidates



CORPORATION OF DELTA - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 1 *Would you vote in favour of infrastructure investments that separate bicycles from motor vehicles along key transportation corridors, both within and between the communities of Delta?*

Johann Ackermann COUNCIL	Yes	I think its important to keep everyone safe.
Rod Binder COUNCIL	Yes	The priority for roads is cars but where there is space and can make a safer, more pleasant and in turn increase user rate for bicycles I would support this.
Sylvia Bishop COUNCIL	Yes	This would have to be done in consultation with our engineering department and police to ensure selected routes are feasible and pose no safety issues.
Jeannie Kanakos COUNCIL	Yes	I favour the safest possible cycle routes. When considering separate bicycle routes along transportation corridors - costs and engineering issues are considerations.
Heather King COUNCIL	Yes	Absolutely and I asked for this while I was on Council - as Traffic and Transportation Chair. We were not provided with a commitment from Gateway but we made our desires known during the design phase of SFPR.
Lori Mayhew COUNCIL	Yes	
Bruce McDonald COUNCIL	Yes	The new SFPR is a great route but with the volume and speed of trucks the Cycle lane very much needs a physical barrier.
Jennifer Thoss COUNCIL	Yes	River Road West (Ladner), Boundary Bay to Tsawwassen path (emphasize path) through new Southlands development expedited, trail connecting North and South Delta... Use Galloping Goose as a model.
Peter van der Velden COUNCIL	Yes	I believe that Delta has a 5 year roll over plan/budget that has a bike path line item. I would look at moving that line item to an annual or biannual occurrence to upgrade bicycle paths and signage regularly. Actual separation of bicycles and vehicles (as opposed to bike lanes) is a much larger undertaking that obviously needs to be reviewed by the community at large.
Nicholas Wong COUNCIL	Yes	This is one of the most common complaints I hear on the doorstep. Ladner in particular is a prime location for maximizing cycling routes due to its idyllic scenery and relatively flat topography.



CORPORATION OF DELTA - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 2 *Would you vote in favour of infrastructure investments that close the gaps in the municipal and regional cycling network so it is well connected and allows people to travel safely by bicycle?*

Johann Ackermann COUNCIL	Yes	
Rod Binder COUNCIL	Yes	I would support this if it was a shared cost and ideally with other govts and even better a PPP model - ie corporate support.
Sylvia Bishop COUNCIL	Yes	Successful investment could include not only municipal support but also by developers who have or wish to have projects along the route.
Jeannie Kanakos COUNCIL	Yes	I support the development of the Great Blue Heron Way connecting cycle routes from the Tsawwassen Ferry through to the Fraser Valley. I also supported the cycle paths incorporated in the SFPR. They have turned out to be especially great for a Sunday Morning ride (very few trucks).
Heather King COUNCIL	Yes	Delta Council has a report that indicates a 7.5 million dollar investment into improving access and safety for cyclist all across Delta. City Hall slowly adapts the recommendations though.
Lori Mayhew COUNCIL	Yes	
Bruce McDonald COUNCIL	Yes	We have done some of that in Delta and will continue to do so.
Jennifer Thoss COUNCIL	Yes	This is actually an important issue for me. Connecting our communities with non polluting, beautiful and safe bike paths is an excellent long term investment. These initiatives should be funded and coordinated with the provincial and federal governments to make bike routes in Delta something special. Pedestrian/horse paths could be built adjacent to cycling paths on some routes. So much potential!!!
Peter van der Velden COUNCIL	Yes	
Nicholas Wong COUNCIL	Yes	A cohesive cycling system increases the attractiveness of bicycles as an alternative transportation method as well as increasing the safety of all parties.



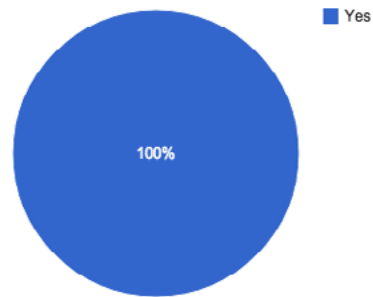


Your Cycling Connection

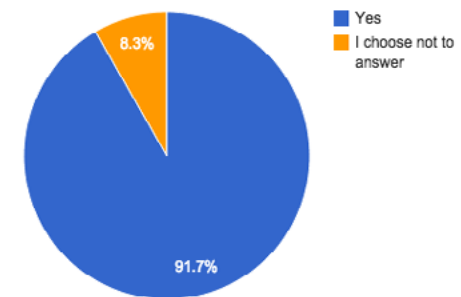
CITY OF SURREY - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

SURVEY SUMMARY, BY THE NUMBERS

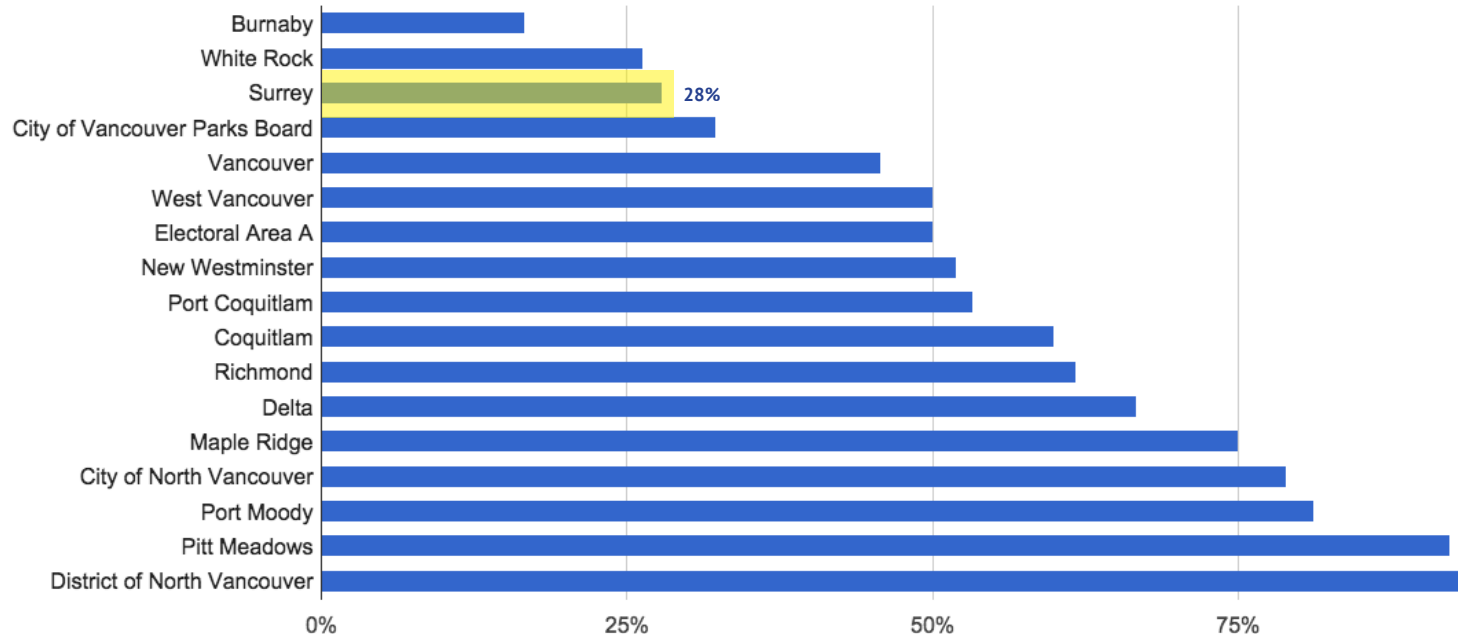
Question 1 answer distribution



Question 2 answer distribution



Survey Participation as % of all registered candidates



CITY OF SURREY - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 1 *Over the next four years, will you vote to increase the proportional share of transportation funding for cycling projects – such as adding more bike routes to local neighbourhoods and the Surrey Greenway networks, and improving existing infrastructure – and for safer, more secure public bike parking at municipal facilities, major commercial centres and recreational sites throughout Surrey?*

John Edwards MAYOR	Yes	Would like to see more dedicated bike lanes and perhaps a car free day once a month where families can bike without worrying about vehicular traffic.
Grant Rice MAYOR	Yes	Yes, I will work with council and our transportation planners to add separated bike lanes to our network. We need secure storage for bikes at our civic facilities, transit hubs and large shopping complexes.
Saira Aujla COUNCIL	Yes	I will support this because I believe in making a green environment and a healthier future for our children.
Merv Bayda COUNCIL	Yes	We have to be mindful of using less fossil fuel and increasing other types of transportation of which bike is very important.
Nav Dhanoya COUNCIL	Yes	
Shawn Francis COUNCIL	Yes	I would support measures to improve the accessibility and safety of cycling projects in Surrey.
Laurie Guerra COUNCIL	Yes	
Dhillon Jas COUNCIL	Yes	
Vera LeFranc COUNCIL	Yes	I love to ride my bike in our neighbourhood but sometimes feel unsafe sharing with cars.
Jim McMurtry COUNCIL	Yes	
Martin Rooney COUNCIL	Yes	
Rick Scorsese COUNCIL	Yes	Cycling is one of the cleanest and most energy efficient forms of transportation, and the number of people choosing to cycle continues to grow, year after year. As a Councilor I will support for green transportation initiatives to make roads safer and more comfortable for cyclists and pedestrians.

CITY OF SURREY - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 2 *Would you vote in favour of infrastructure investments that close the gaps in the municipal and regional cycling network so it is well connected and allows people to travel safely by bicycle?*

John Edwards MAYOR	Yes	This would be a benefit for cars, pedestrians, and cyclists.
Grant Rice MAYOR	Yes	It would be great to have our trail network connected to other cities in the region. We need to ensure that cyclists and pedestrians are given priority in the planning of our new transit network and the replacement of the Pattullo Bridge. I have been a member of the Moving in a Liveable Region consortium for the past year and a half where HUB is an active member. I will advocate for sustainable transportation funding that includes excellent biking infrastructure.
Saira Aujla COUNCIL	I choose not to answer	
Merv Bayda COUNCIL	Yes	We have to be very careful not to disadvantage any area or municipality.
Nav Dhanoya COUNCIL	Yes	
Shawn Francis COUNCIL	Yes	I would support improved regional cycling networks.
Laurie Guerra COUNCIL	Yes	
Dhillon Jas COUNCIL	Yes	
Vera LeFranc COUNCIL	Yes	
Jim McMurtry COUNCIL	Yes	
Martin Rooney COUNCIL	Yes	
Rick Scorsese COUNCIL	Yes	I will support the following; Separated bicycle lanes, Public bicycle system, Increased bicycle parking, Bike-friendly events



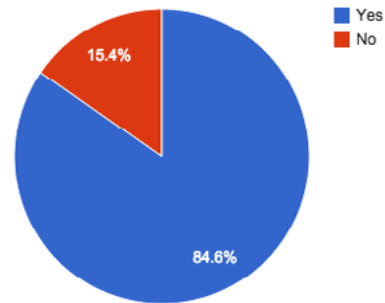


Your Cycling Connection

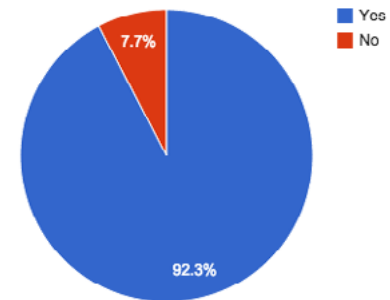
CITY OF NEW WESTMINSTER - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

SURVEY SUMMARY, BY THE NUMBERS

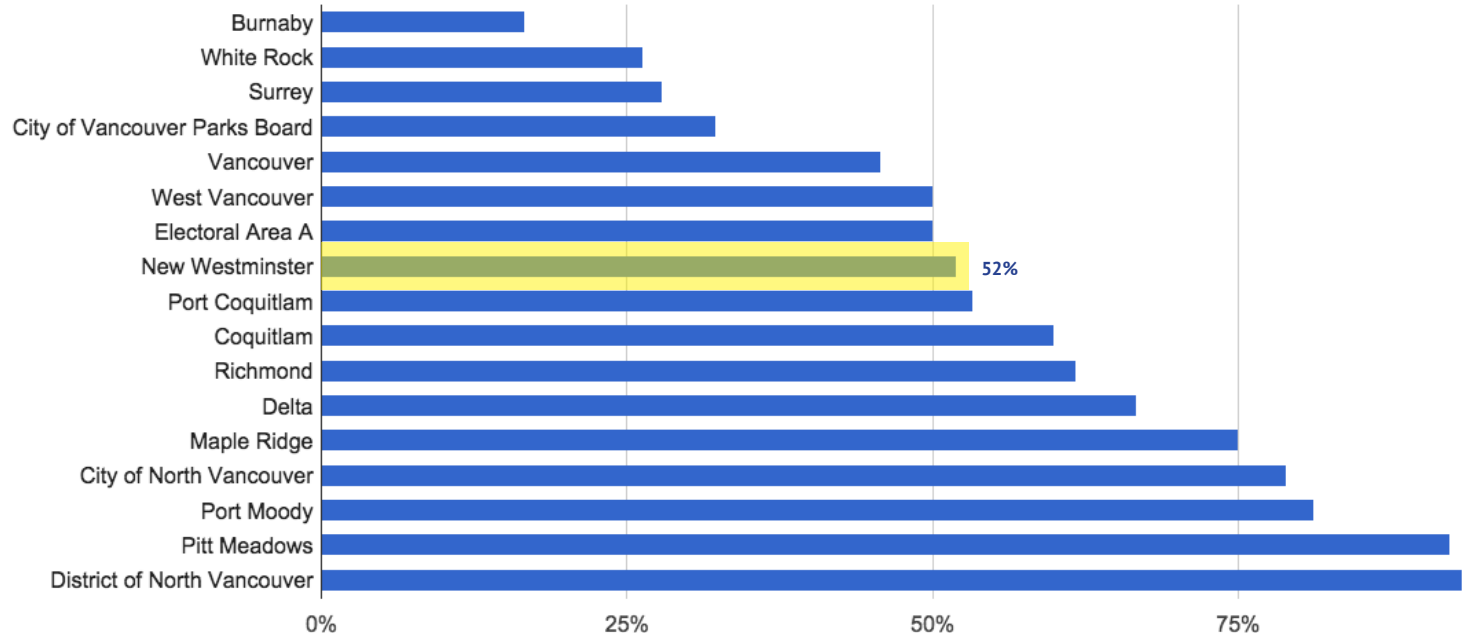
Question 1 answer distribution



Question 2 answer distribution



Survey Participation as % of all registered candidates



CITY OF NEW WESTMINSTER - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 1 *The City of New Westminster's Master Transportation Plan sets out three cycling policies: develop a complete bicycle network, provide safe and comfortable bicycle facilities, and make cycling convenient. These policies are designed to provide cycling facilities and programs to make cycling comfortable for all ages and abilities. Would you vote in favour of dedicated and sustained funding to achieve these three policies?*

James Crosty MAYOR	Yes	
Vladimir Krasnogor MAYOR	Yes	Yes, but with priority given to cycling routes suitable to majority of cyclists of all levels. We must keep in mind that because of topography of New Westminster, some routes are suitable only to most advanced cycling athletes.
Wayne Wright MAYOR	Yes	
John Ashdown COUNCIL	No	Need the cooperation of cyclist to participate in funding through licensing and insurance. Road sharing should mean more than simply taking the space. As a cyclist I feel vulnerable to accident with vehicles without insurance.
Marge Ashdown COUNCIL	No	At this point in time, New Westminster has far too much debt to have a dedicated and sustained funding for anything "extra". We must get our debt down first. Citizens cannot afford higher taxes to implement these cycling policies.
Calvin Donnelly COUNCIL	Yes	
Mike Folka COUNCIL	Yes	
Raj Gupta COUNCIL	Yes	
Patrick Johnstone COUNCIL	Yes	I was an active member of the Master Transportation Plan workshop committee, and provided significant input onto the cycling and pedestrian facilities and programs part of the final document. Timely implementation of the MTP and protection of the planning principles laid out in the MTP are my priority for the coming Council term
Scott McIntosh COUNCIL	Yes	
Gavin Palmer COUNCIL	Yes	On the provision that funding for proposed programs, facilities and initiatives are cost neutral or provided by a revenue source. Biking is healthy and reduces health costs therefore there is a source of funding. Cycling also reduces road maintenance and vehicle costs, another source of funding. Therefore policies, programs, facilities and initiatives in this area should receive both Provincial and Federal support to be viable. Local municipalities cannot go it alone due to budget restraints.
Chuck Puchmayr COUNCIL	Yes	
Harm Woldring COUNCIL	Yes	New Westminster hills pose a real challenge for most cyclists. I believe an enhanced bike network is definitely in order for our community. Many enhancements should be made available.

CITY OF NEW WESTMINSTER - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 2 *Would you vote in favour of infrastructure investments that close the gaps in the municipal and regional cycling network so it is well connected and allows people to travel safely by bicycle?*

James Crosty MAYOR	Yes	
Vladimir Krasnogor MAYOR	Yes	
Wayne Wright MAYOR	Yes	
John Ashdown COUNCIL	Yes	Again, I feel if cyclist were insured and licensed, there would be more respect and a welcoming attitude from motorist.
Marge Ashdown COUNCIL	No	This would cost money and at this time, New Westminister cannot afford anything extra.
Calvin Donnelly COUNCIL	Yes	
Mike Folka COUNCIL	Yes	
Raj Gupta COUNCIL	Yes	
Patrick Johnstone COUNCIL	Yes	New Westminister's cycling network is a work in progress, but with significant gaps that need to be addressed. The Q2Q crossing, connecting Pier Park to Sapperton Landing Park and developing a lower-grade connection between Downtown and Uptown are the current high-priority "gap filling" projects.
Scott McIntosh COUNCIL	Yes	
Gavin Palmer COUNCIL	Yes	These investments need the support of Regional, Provincial and Federal governments. Local municipalities should already be co-operating with each other on routes in their respective jurisdictions and through Metro Vancouver, the Regional authority in this area, whose responsibilities are regional parks.
Chuck Puchmayr COUNCIL	Yes	
Harm Woldring COUNCIL	Yes	

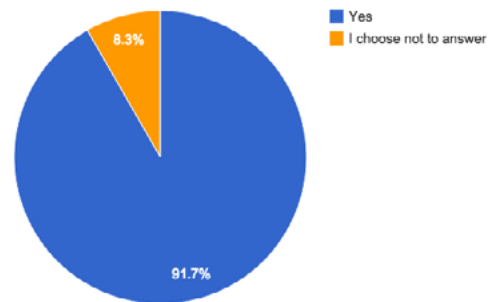


Your Cycling Connection

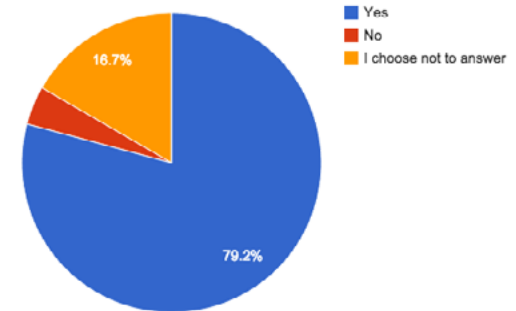
CITY OF MAPLE RIDGE - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

SURVEY SUMMARY, BY THE NUMBERS

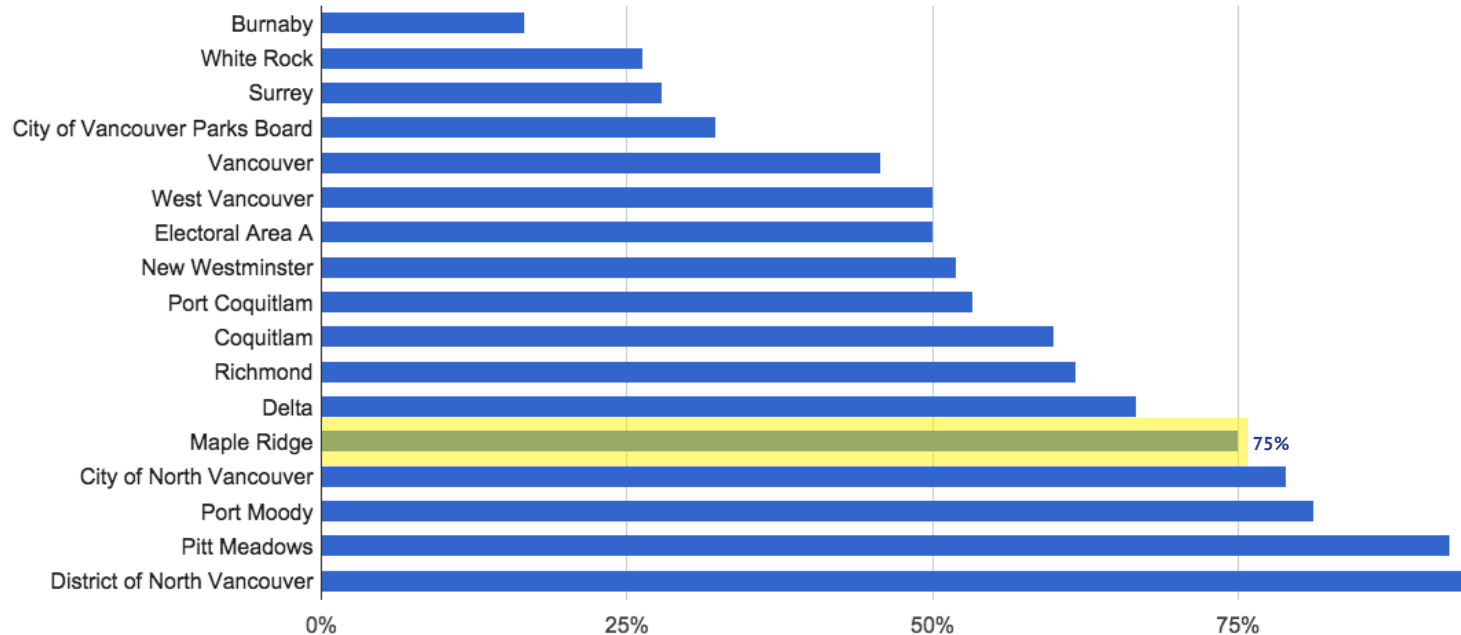
Question 1 answer distribution



Question 2 answer distribution



Survey Participation as % of all registered candidates



CITY OF MAPLE RIDGE - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 1 *Do you agree that it's absolutely critical that we start to apply the principles of Smart Growth not only in the Town Core, but within the urban boundary, so that we can build a healthier, more sustainable community where people are much less car-dependent?*

Graham Mowatt MAYOR	Yes	Maple Ridge is the star child of anything to do wrong with respect to Smart Growth. Council allows developers to buy density credits, the OCP means little, it is just so wrong. We must start to abide by smart growth principles everywhere in the District.
Nicole Read MAYOR	Yes	Yes, absolutely, however I also feel strongly that we need to create more jobs in our community so that residents have a shorter distance to travel to work – a distance that might be safely commuted to by bike.
Dean Barbour COUNCIL	Yes	I also believe that attracting more local business and good paying jobs for residents will also reduce the dependency for cars, reduce congestion and the carbon foot print.
Sara Beckett COUNCIL	Yes	
Corisa Bell COUNCIL	Yes	This is only possible when you have a Council and Mayor that's on the same page
Kristina Brown COUNCIL	Yes	This is my main driver for running in this election and I wholeheartedly agree. We need to focus on Smart growth, which to me means infill developments in areas that can support additional growth, have infrastructure in place and have access to amenities and services, including transit.
Kiersten Duncan COUNCIL	Yes	In order to build complete communities that have the proper infrastructure and services they need I will work to ensure each community within Maple Ridge has an area plan to guide development and a designated community hall where citizens can meet with staff to engage on local issues. I study urban development & environmental science and am very supportive of the principles of Smart Growth. They build sustainable neighbourhoods where residents can work, live, and play in their communities.
Ken Holland COUNCIL	Yes	
Faye Isaac COUNCIL	Yes	I believe that the city of Maple Ridge is on its way to applying the principles of Smart Growth within the urban boundary and we can do more.
Morgan Jensen COUNCIL	Yes	The issue of bike lanes and bike friendly routes is part of an overall approach to, not only fitness related activities, but also the need to reduce our dependency on fuel driven vehicles, specifically gas and diesel. As a community we must reduce waste at home, reduce the use of carbon based fuels everywhere else, and increase the use of alternative sources of energy, including human, hence cycling as a win-win alternative.
Robert (Bob) Masse COUNCIL	Yes	It should be recognized that there are now 2 Urban Boundaries, that defined in the OCP and that as defined by Metro. The Metro boundary is where the sewer lines are.
Bruce McWilliam COUNCIL	Yes	
Chelsa Meadus COUNCIL	Yes	I have a background in Neighbourhood Development and believe that neighbourhoods should be designed for people not cars. That smart growth includes community engagement because each neighbourhood is diverse and has specific assets that need to be identified. Strong communities have various transportation options that are safe and accessible. We need to look at existing neighbourhoods and new ones to apply these principles. To me community engagement is critical.



Your Cycling Connection



CITY OF MAPLE RIDGE - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 1 *Do you agree that it's absolutely critical that we start to apply the principles of Smart Growth not only in the Town Core, but within the urban boundary, so that we can build a healthier, more sustainable community where people are much less car-dependent?*

Don Mitchell COUNCIL	Yes	
Mike Norden COUNCIL	Yes	
Todd Oliver COUNCIL	Yes	
Alex Pope COUNCIL	Yes	
James 'Buddy' Rogers COUNCIL	I choose not to answer	
Craig Rudd COUNCIL	I choose not to answer	Your multiple choice answer does not accurately reflect my view as the wording "absolutely critical that we start" implies that nothing has been done when in fact, although slowly and not enough yet, there has been some progress made.
Grant Sanderson COUNCIL	Yes	If we can start emphasizing local employment, eating and shopping locally, as well as moving towards a growth plan that involves infill and encourages higher density living towards the town core we will be better equipped to avoid higher costs incurred by urban sprawl. The closer we can be to our work, food sources, etc, the more time we will have with our families, becoming less dependent on a car, this will cause less pollution and save money which are two very real benefits.
Brian Savage COUNCIL	Yes	Smart growth will play a big part in maple Ridges future
Tyler Shymkiw COUNCIL	Yes	We have to be very careful not to disadvantage any area or municipality.
Craig Speirs COUNCIL	Yes	Maple Ridge was the first municipal member of Smart Growth BC partly because of personal lobbying by myself. We were also the first city to have the Smart Growth on the Ground process for our downtown and the plan we produced has been steadily bearing fruit. One of my first liaison assignments was to our Bicycle Advisory Committee which was disbanded recently. If elected I will push to establish for a new committee with a broader mandate of active transportation but with a focus on bike related infrastructure. Our new transportation plan came up short when it came to infrastructure for active transportation and I will push for a review early in the new council's mandate. Maple Ridge has great bits and pieces of bike routes that need to be connected and I will push to create more rational connection.
Grover Telford COUNCIL	Yes	Yes Smart Growth should apply to all areas of the community.

CITY OF MAPLE RIDGE - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 2 *Would you vote in favour of infrastructure investments that close the gaps in the municipal and regional cycling network so it is well connected and allows people to travel safely by bicycle?*

Graham Mowatt MAYOR	Yes	It must be all connected. The haphazard way it has been to date and the monies wasted by doing so is unacceptable. For example the multipurpose path along 128th (Abernathy) will all be torn up as it exists in the right of way for the second two lanes of Abernathy. Building it to tear it down is a waste of time and resources.
Nicole Read MAYOR	Yes	Yes. I am disappointed in the way bike routes are an afterthought in our community. Cities the world over are prioritizing pedestrian and bike routes. We have been too slow to respond.
Dean Barbour COUNCIL	No	Bicycle networks should be budgeted in as a part of all new transportation initiatives and roadway development. Spending taxpayers money on new bike way infrastructure should only happen once a review of the budget is thoroughly reviewed and monies available identified. The most important thing to me is understanding where we are financially before I make any promises with how I vote on these types of non core issues.
Sara Beckett COUNCIL	Yes	
Corisa Bell COUNCIL	Yes	This of course depends on the cycling budget decided on by the entire Council and Mayor.
Kristina Brown COUNCIL	Yes	My only concern would be that I would like us to focus on not increasing taxes, so I would not be actively suggesting placing new bike lanes. If they can be created in conjunction with other projects, then it would make sense to me (I am thinking of the bike lane that runs down part of 232nd.)
Kiersten Duncan COUNCIL	Yes	We have many residents including myself who would like to be able to cycle to work but are unable to, largely because our infrastructure often does not consider cycling in the planning stages. As a fellow cyclist, and as your councillor, I will work to ensure we plan better bike lanes that focus on cyclist safety and designs that take into account travel to and from work rather than just for recreational purposes.
Ken Holland COUNCIL	Yes	
Faye Isaac COUNCIL	I choose not to answer	With road improvements, I believe that bike lanes can be incorporated, however it has to be in line with our financial constraints and negotiated with senior governments for roads out of jurisdiction.
Morgan Jensen COUNCIL	Yes	So many neighbourhoods and business districts in our community are disconnected in many ways, not only for cycling, but also for walking and for physically challenged residents and seniors. For that matter, even some streets used for vehicle traffic flow poorly from one area to another. I believe we need to re-visit the entire network, and with community input, improve in many areas, including cycling and walking routes.
Robert (Bob) Masse COUNCIL	Yes	Yes, assuming it is done intelligently.
Bruce McWilliam COUNCIL	Yes	
Chelsa Meadus COUNCIL	Yes	I support cycling, running, walking, skateboarding, in-line skating & other recreational forms of active transportation and the infrastructure needed to support maintaining an active lifestyle. I will also be responsible to the taxpayer. What I am committed too is discovering what the people of Maple Ridge want. Finding new ways to involve, ask and engage others, I would not feel comfortable making this investment unless the citizens of Maple Ridge supported the concept.





Your Cycling Connection



CITY OF MAPLE RIDGE - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 2 *Would you vote in favour of infrastructure investments that close the gaps in the municipal and regional cycling network so it is well connected and allows people to travel safely by bicycle?*

Don Mitchell COUNCIL	I choose not to answer	Would depend on what the investment is, to do what exactly at the time.
Mike Norden COUNCIL	Yes	
Todd Oliver COUNCIL	Yes	
Alex Pope COUNCIL	Yes	
James 'Buddy' Rogers COUNCIL	Yes	
Craig Rudd COUNCIL	I choose not to answer	I would never vote for or against any proposal for any investments until I have been presented with all the facts and related costs. To do otherwise would be irresponsible and go against my Logical and Common Sense approach
Grant Sanderson COUNCIL	Yes	There is no point in doing half measures in my eyes, a disjointed network doesn't make sense. Keeping cyclists safe in lanes or paths dedicated for bicycles should be encouraged. A separation of motor vehicles and bicycles will ease tensions between the two groups as well as having a completed network will greatly encourage the use of bicycles, inevitably growing ridership, allowing the benefits of cycling to take place.
Brian Savage COUNCIL	I choose not to answer	these need to be looked at, mostly where to place them. these can be add when roads are being built or re and re. but again cost plays
Tyler Shymkiw COUNCIL	Yes	
Craig Speirs COUNCIL	Yes	Yes I would and we need to start with the 210/Old Dewdney corridor off of Golden Ears Way to connect with the bike lanes in Pitt Meadows on Old Dewdney. We have to connect corridors for all modes of transportation. Separated bike lanes must become the norm to promote safety.
Grover Telford COUNCIL	Yes	Yes Smart Growth should apply to all areas of the community.

Candidate responses listed in alphabetical order within each election race, beginning with Mayor.

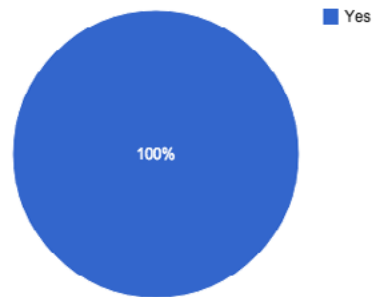


Your Cycling Connection

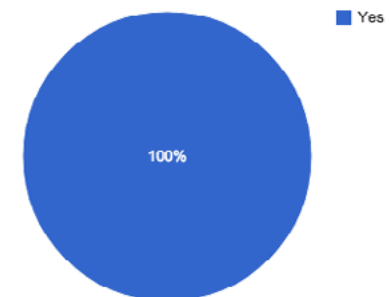
CITY OF PITT MEADOWS - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

SURVEY SUMMARY, BY THE NUMBERS

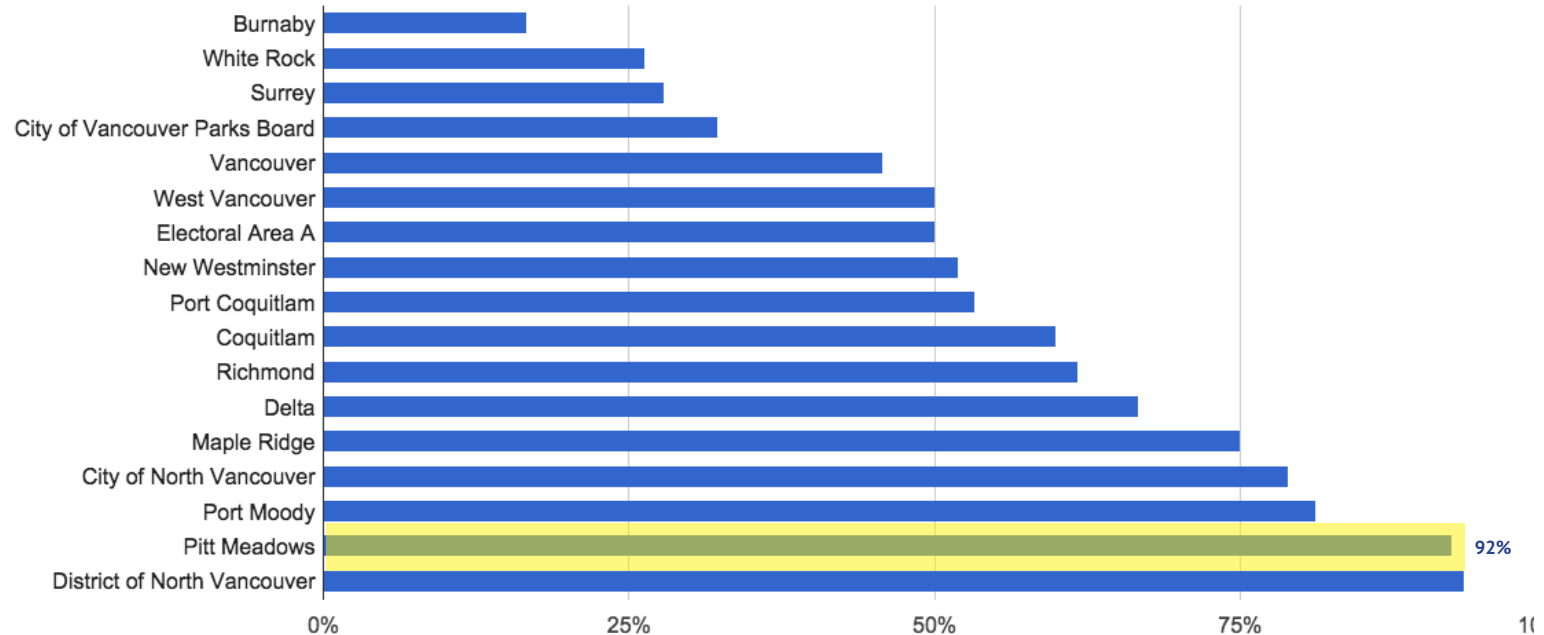
Question 1 answer distribution



Question 2 answer distribution



Survey Participation as % of all registered candidates



CITY OF PITT MEADOWS - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 1 *Do you agree that we need to do more to facilitate and encourage alternative modes of transportation – transit, walking and cycling, as per the Pedestrian & Cycling Master Plan – to help prevent future gridlock in our communities, and that 'all ages and abilities' (AAA) cycling is part of the solution?*

John Becker MAYOR	Yes	During my 9 years on City Council I supported significant expansion of our cycling infrastructure.
Michael Hayes MAYOR	Yes	I strongly support the visions laid out in our Pedestrian & Cycling Master Plan. Bike riding has many benefits for all communities and I am certainly in favour of creating an environment which supports cycling. I believe that supporting the recommendations from our Active Transportation Committee and our Municipal Advisory Committee on Accessibility Issues (MACI) who bring these issues to Councils attention so that they can be addressed and capital funding be considered within our financial plans.
Bruce Bell COUNCIL	Yes	
Bill Dingwall COUNCIL	Yes	In Pitt Meadows, cycling is a key component of our community and ties in to liveability, health, wellness, tourism, etc. WestCoast Express is also really important for our citizens and more options for public transit are required to accommodate our needs since 80+ % of our workforce commutes to work.
Janis Elkerton COUNCIL	Yes	We already have gridlock at Harris and Lougheed. Pitt Meadows has lead the way in providing alternatives to single occupancy car travel. With the West Coast Express and investment in cycling lanes we have supported walking and cycling. But there is always room for improvement.
Scott Magri COUNCIL	Yes	I believe more people should use other alternatives of transportation than one person in almost every car. Bicycle's are one avenue but maybe the Insurance companies should offer ODD and EVEN days for there insurance, that way more people would car pool.If they save %50 on their care insurance by doing this, it could be a big savings for struggling families and make it possible for some people to get a vehicle on the road.
Tracy Miyashita COUNCIL	Yes	We need to make it easier for residents to make choices in alternative transportation. If cycling and pedestrian routes are not available or safe, people will continue to use other means of getting around.
David Murray COUNCIL	Yes	
Gwen O'Connell COUNCIL	Yes	We do have quite a few bike lanes in Pitt Meadows but there are still some roads that need them and we will need t address this to make all of our road safer for bikes and the cars to travel together.
Andrena Raymond COUNCIL	Yes	
Mike Stark COUNCIL	Yes	
Andrew Thompson COUNCIL	Yes	As a member of the Active Transportation Advisory Committee, I am working with the City to facilitate more transit, walking and cycling with in our City.

CITY OF PITT MEADOWS - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 2 *Would you vote in favour of infrastructure investments that close the gaps in the municipal and regional cycling network so it is well connected and allows people to travel safely by bicycle?*

John Becker MAYOR	Yes	
Michael Hayes MAYOR	Yes	I strongly believe we need to continue to work with Metro Vancouver and Translink so that we can provide a regional cycling network to become a part of our overall transportation network. This is identified in the Mayors Council's 10 year Vision Plan. Additionally, Pitt Meadows is a leader with the creation of bike lanes, encouraging businesses to provide bike lockups ensures safe and convenient storage, encouraging our youth at an early age to cycle whenever possible will assist in a healthy lifestyle for the future.
Bruce Bell COUNCIL	Yes	
Bill Dingwall COUNCIL	Yes	Bike lanes in Pitt Meadows are an important part of our transportation infra-structure and connectivity to other communities is important for commuting, tourism, health and wellness, etc.
Janis Elkerton COUNCIL	Yes	Cycling not only gives an alternative to single occupancy vehicle travel it promotes a healthy lifestyle.
Scott Magri COUNCIL	Yes	Pitt Meadows already has bike lanes, which is a great thing because safety is number one.
Tracy Miyashita COUNCIL	Yes	It is really important to have a regional approach to infrastructure planning and improvements. In Pitt Meadows we have great cycling lanes, but other communities sometimes lack the safe routes needed and this breaks up the connectivity, making commuting more challenging.
David Murray COUNCIL	Yes	
Gwen O'Connell COUNCIL	Yes	
Andrena Raymond COUNCIL	Yes	
Mike Stark COUNCIL	Yes	
Andrew Thompson COUNCIL	Yes	Providing that the investments are accepted by the majority of the members of our community as sometimes costs can far exceed expectations of our citizens.

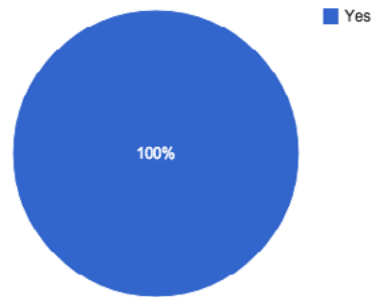


Your Cycling Connection

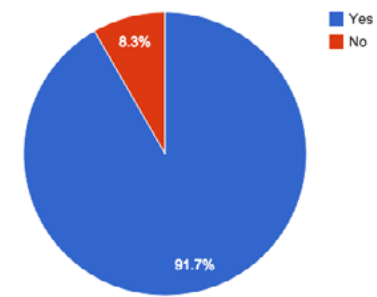
CITY OF COQUITLAM - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

SURVEY SUMMARY, BY THE NUMBERS

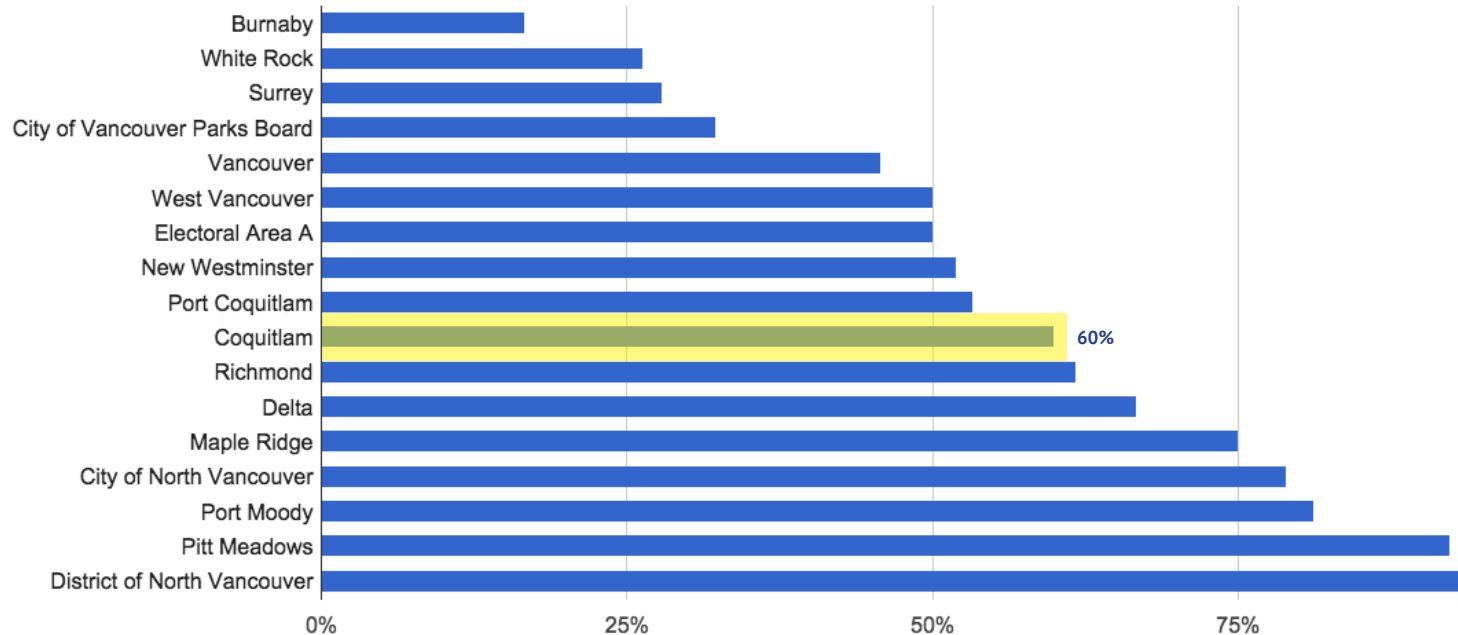
Question 1 answer distribution



Question 2 answer distribution



Survey Participation as % of all registered candidates



CITY OF COQUITLAM - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 1 *Do you agree that we need to do more to facilitate and encourage alternative modes of transportation – transit, walking and cycling, as per the Strategic Transportation Plan – to help prevent future gridlock in our communities, and that 'all ages and abilities' (AAA) cycling is part of the solution?*

Mark Mahovlich MAYOR	Yes	Hi, my name is Mark Mahovlich and I am running for Mayor of Coquitlam in the upcoming election. While riding my bike, I was almost killed by a monster truck, and I think that the City of Coquitlam and ICBC have failed to account for alternative methods of transportation such as bike lanes in order to make the roads safer to ride or walk. I am in full support of your cause and if elected I will support safer and more accessible bike lanes.
Richard Stewart MAYOR	Yes	Yes, absolutely. The alternatives before us are not simple or well-understood. But the goal of a sustainable and livable community and region can only be achieved by moving away from strict reliance on the automobile, toward more responsible choices wherever possible. I want Coquitlam residents to have access to sustainable choices when it comes to transportation, and we're definitely not there yet. I'm an avid cyclist, and cycle to work often, including when work takes me out of the city to Metro meetings at Metrotown, or to TransLink meetings in New West (and typically it's faster to New West by bicycle than by car, due to gridlock.) On two wheels, it's possible to look at the roadway through different eyes, and see the shortcomings and gaps more clearly. I continue to push for improvements in our cycling infrastructure -- both for commuter cyclists and for more casual cyclists of varying ages and abilities. My opponent has spoken against adding cycling infrastructure, bike paths and bike routes, out of a belief that the car is king. I believe that for many people, the car will remain their primary means of travel. But I also believe that unless we invest in some other choices to remove some of the cars from the road, we will need to spend much more on increased road capacity, with the environmental and health challenges that will pose for our region. My opponent has also made it clear that he will not support the Mayors' Council plan, a plan on which I worked hard with my colleagues from around the region. I believe that once again the choice isn't yes or no, it's a choice between spending a lot of money improving the transportation choices for the region, or spending WAY more to build more roads. We've also gone to great lengths to improve pedestrian safety and to provide more pedestrian options through our city. Our School Walkability program, for example, improves sidewalks and crosswalks and other walking/cycling infrastructure, to encourage parents and students who might choose to walk or bike to school. Because of my back disability, I use two hybrid-electric-assist bikes, and there is nothing better than heading to work on a sunny morning with the wind in your face.
Dennis Marsden COUNCIL	Yes	
Massimo Mandarino COUNCIL	Yes	Cycling and walking are very important to communities. And in Coquitlam we really need to look at making some changes especially in the older neighborhoods.
Neal Nicholson COUNCIL	Yes	
Terry O'Neill COUNCIL	Yes	We need to do "more" only in the sense that I have no objection to Coquitlam's plans to continue adding bike lanes and routes as it expands and improves its road and transportation infrastructure. I certainly do not condone ending this expenditure; but nor do I support any increase over the typical annual amount.
Mae Reid COUNCIL	Yes	
Andy Shen COUNCIL	Yes	With the development and growth of Coquitlam over the last 4 years, traffic congestion has increased and there is not enough parking to sustain current needs. I believe that Coquitlam has done a good job on implementing bike lanes on some streets, but there needs to be more areas for bikes to be safely stored while they are not in use. It is also necessary to consult with neighbouring cities so that cyclists can ride across cities without deviating from bike lanes as to increase cyclist safety.

CITY OF COQUITLAM - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 1 *Do you agree that we need to do more to facilitate and encourage alternative modes of transportation – transit, walking and cycling, as per the Strategic Transportation Plan – to help prevent future gridlock in our communities, and that 'all ages and abilities' (AAA) cycling is part of the solution?*

Teri Towner
COUNCIL

Yes Yes, I agree with this. The long term livability of a city will be improved if we can move more people out of their cars by making it easier to seek alternative modes of transportation. And cycling is definitely a part of that solution. I own and ride a bike as often as I can and so do my children. It isn't always possible of course to use a bike for day-to-day activities and errands but I encourage my kids and their friends to cycle as much as possible and I model this behavior whenever possible. Even if every resident substituted a few of the trips they'd normally use a car for, with a bike, it would make a difference. I am a traffic safety advocate and have done work with various schools in our district to improve pedestrian and traffic safety. I am on the TriCities Traffic Safety Committee with the 3 cities, the school district, ICBC etc. working on initiatives to make getting kids to and from school - whether it be by foot, bike, scooter etc. or by means of a car, safer. Now that curb bulges and a crosswalk has been put in on a road near my grade 5 son's school, I allow him to walk and cycle by himself. Safe routes really and truly do make a difference!

Jack Trumley
COUNCIL

Yes

Chris Wilson
COUNCIL

Yes

Bonita Zarrillo
COUNCIL

Yes



CITY OF COQUITLAM - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 2 *Would you vote in favour of infrastructure investments that close the gaps in the municipal and regional cycling network so it is well connected and allows people to travel safely by bicycle?*

Mark Mahovich MAYOR	Yes	Yes.
Richard Stewart MAYOR	Yes	Yes, absolutely. We need to fill the gaps, and Coquitlam has MANY gaps. Everything from the extension of the Central Valley Greenway through Coquitlam to the Port Mann and to Highway 7 and 7B, to connections into New Westminster (currently installing a new bridge across the Brunette River on Braid/United which features a dedicated lane for cyclists and pedestrians). While Highway 1 improvements and the Port Mann Bridge were under construction, I often raised alarms about the adequacy of the cycling connections -- both temporary and proposed permanent -- and I believe we'll have a lot of work to do in the next four years to complete some of these connections. I will be pushing our new Council to commit infrastructure dollars to help connect up the network, so that we will see more of our residents taking to two wheels, and more residents from the rest of Metro able to find a safe and accessible path through our city to their destination. My thanks to the team at HUB for continued advocacy on behalf of all cyclists. Our safety on the road is seeing strong improvements because of your work.
Dennis Marsden COUNCIL	Yes	Our staff need to communicate clearly with neighbouring municipalities to ensure bike routes are established and connected appropriately. We must ensure that proposed routes align in terms of locations and street width etc. to provide safe riding lanes through our corridors.
Massimo Mandarino COUNCIL	Yes	
Neal Nicholson COUNCIL	Yes	
Terry O'Neill COUNCIL	No	Insofar as such "infrastructure investments" are in addition to the amount that the City typically budgets, I would say that I am not in favour. I believe that the rate of investment is all the taxpayer can currently afford. It is also worth noting that cycling infrastructure improvement is not a high priority among our citizens, as identified by our annual Ipsos survey.
Mae Reid COUNCIL	Yes	We already participate in our City.
Andy Shen COUNCIL	Yes	Certainly. I think that it would be best to get funding for these projects from the Federal Gas Tax and the BC Carbon Tax such to avoid financial strain on the taxpayers. Implementing such regional cycling networks would allow us to prepare for the continued growth of Coquitlam by providing alternative methods of transportation around the city, reducing traffic congestion. With the arrival of the Evergreen line, cycling infrastructure would alleviate the high demand for parking at the stations.
Teri Towner COUNCIL	Yes	I would vote in favour of infrastructure investments that close the gaps in the municipal and regional cycling network so it is well connected and allows people to travel safely by bicycle. A few times every year I cycle from Coquitlam to downtown Vancouver using the Central Valley Greenway and there are some gaps in the network that most definitely could be improved on. I am a strong advocate for safe and easy-to-get-to cycling networks. I believe that if people are encouraged to utilize the network and they try it and feel safe cycling, they will continue to use it. Resulting word of mouth, will cause more residents to try it. The more people we can attract to try cycling, who find the routes well-connected and safe, will continue to do so. With the fantastically mild weather we experience here on the west coast, cycling is a definite possibility and option for many people for many days of the year. It's a great experience to cycle from the TriCities region to Vancouver (or elsewhere) on a beautiful day. One sees scenes they wouldn't otherwise see from their vehicle and gets to enjoy our beautiful surroundings -- all while getting some exercise and fresh air and keeping a car off the road. It's win/win/win.



CITY OF COQUITLAM - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 2 *Would you vote in favour of infrastructure investments that close the gaps in the municipal and regional cycling network so it is well connected and allows people to travel safely by bicycle?*

Jack Trumley
COUNCIL

Yes

Chris Wilson
COUNCIL

Yes

Bonita Zarrillo
COUNCIL

Yes

Budgets are based on municipal priorities. A variety of transportation options are needed in Coquitlam and cycling needs to be a portion of that overall investment.



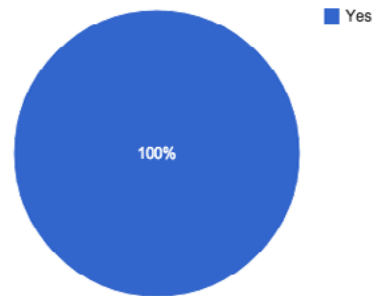


Your Cycling Connection

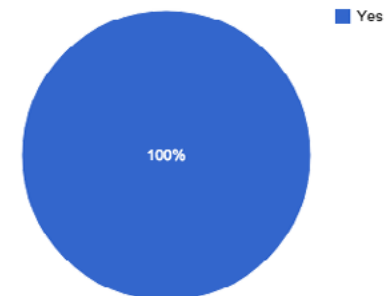
CITY OF PORT COQUITLAM - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

SURVEY SUMMARY, BY THE NUMBERS

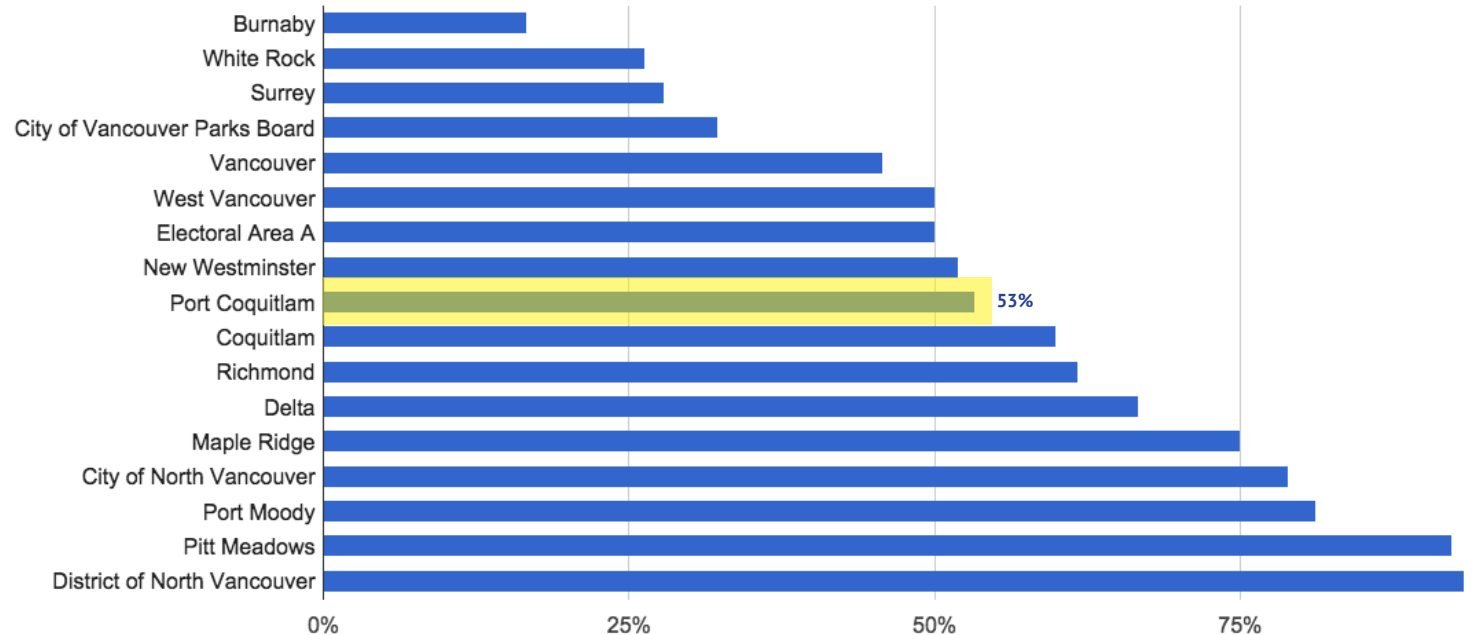
Question 1 answer distribution



Question 2 answer distribution



Survey Participation as % of all registered candidates





CITY OF PORT COQUITLAM - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 1 *Do you agree that we need to do more to facilitate and encourage alternative modes of transportation – transit, walking and cycling, as per the Master Pedestrian & Bicycle Plan – to help prevent future gridlock in our communities, and that 'all ages and abilities' (AAA) cycling is part of the solution?*

Eric Hirvonen MAYOR	Yes	Cycling needs to be safe and solutions to isolate bicycle riders from automobile traffic is possible; especially for the many that do not feel safe riding next to automobiles.
Greg Moore MAYOR	Yes	As an avid cycling commuter, I know first hand the challenges and improvements needed to encourage more people to ride around town.
Laura Dupont COUNCIL	Yes	I fully support these items. I find commuting by bike to be very rewarding and I am concerned with the rapid growth in the Tri-Cities and specifically PORT Coquitlam - I am very concerned that we will rapidly become an unliveable region if we don't have options other than cars.
Amrit Gill COUNCIL	Yes	
Riyaz Lakhani COUNCIL	Yes	
Wayne Marklund COUNCIL	Yes	In Port Coquitlam we are surrounded by rivers, we are blessed with the natural beauty of mountains. We have Trans Canada trail, Pitt River dike and many other bike routes throughout our community. North Port Coquitlam is relatively flat so it is a relaxing comfortable ride. We need to develop m connecting bike lanes under or over the Lougheed hwy to the Downtown corridor. Designate lanes on roads to connect the new Oxford Place to the Fremont Shopping Center.
Nancy McCurrach COUNCIL	Yes	I have knocked on over 3500 doors now in Port Coquitlam. Time and time I hear people say they need more buses and bus routes and safe bicycle lanes. I have a bicycle and love riding the POCO Trails.
Glenn Pollock COUNCIL	Yes	I definitely agree that more needs to be done to encourage alternative modes of transportation. In Port Coquitlam we do include these modes in the planning of any new transportation infrastructure. For instance, we included a bike lane on both the Coast Meridien Overpass and the Broadway Connector. I do vote in favour of bike lanes and trail systems when they come before us but I'm not willing to do that at any cost. I think that we need to start with the low hanging fruit and then add infrastructure in areas where we need it the most. To aid in this process we have started a City Cycling Advisory Group. We'll look to those people to point out areas that need to be upgraded to connect the regional system and to suggest other improvements.



CITY OF PORT COQUITLAM - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 2 *Would you vote in favour of infrastructure investments that close the gaps in the municipal and regional cycling network so it is well connected and allows people to travel safely by bicycle?*

Eric Hirvonen MAYOR	Yes	There are bicycles that can go a distance ie. electric motor assisted that people would enjoy commuting with or for other trips such as touring. Also children require safe bicycle/skateboard routes. Infrastructure for that is important.
Greg Moore MAYOR	Yes	This was one of the major pieces of the Mayors Council 30 Year Translink Vision and 10 Year Implementation Strategy, in fact, I chaired the Investment Sub-Committee that drafted the plan. It calls for new money for local and regional cycling infrastructure.
Laura Dupont COUNCIL	Yes	Definitely.
Amrit Gill COUNCIL	Yes	
Riyaz Lakhani COUNCIL	Yes	
Wayne Marklund COUNCIL	Yes	
Nancy McCurrach COUNCIL	Yes	
Glenn Pollock COUNCIL	Yes	I'm an avid cyclist, as is our Mayor, Greg Moore. I like to think that we both have cycling infrastructure at top of mind when making decisions. If I'm fortunate enough to be elected to a third term, I'll continue to do so.

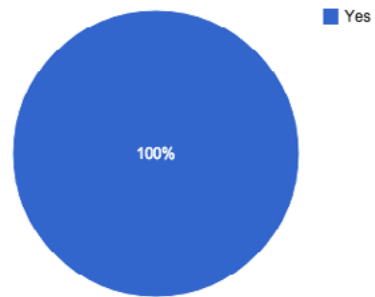


Your Cycling Connection

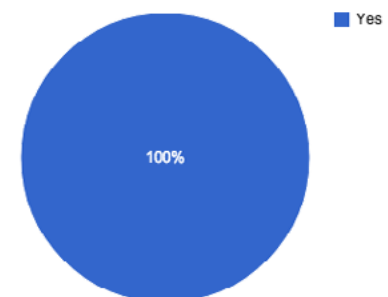
CITY OF PORT MOODY - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

SURVEY SUMMARY, BY THE NUMBERS

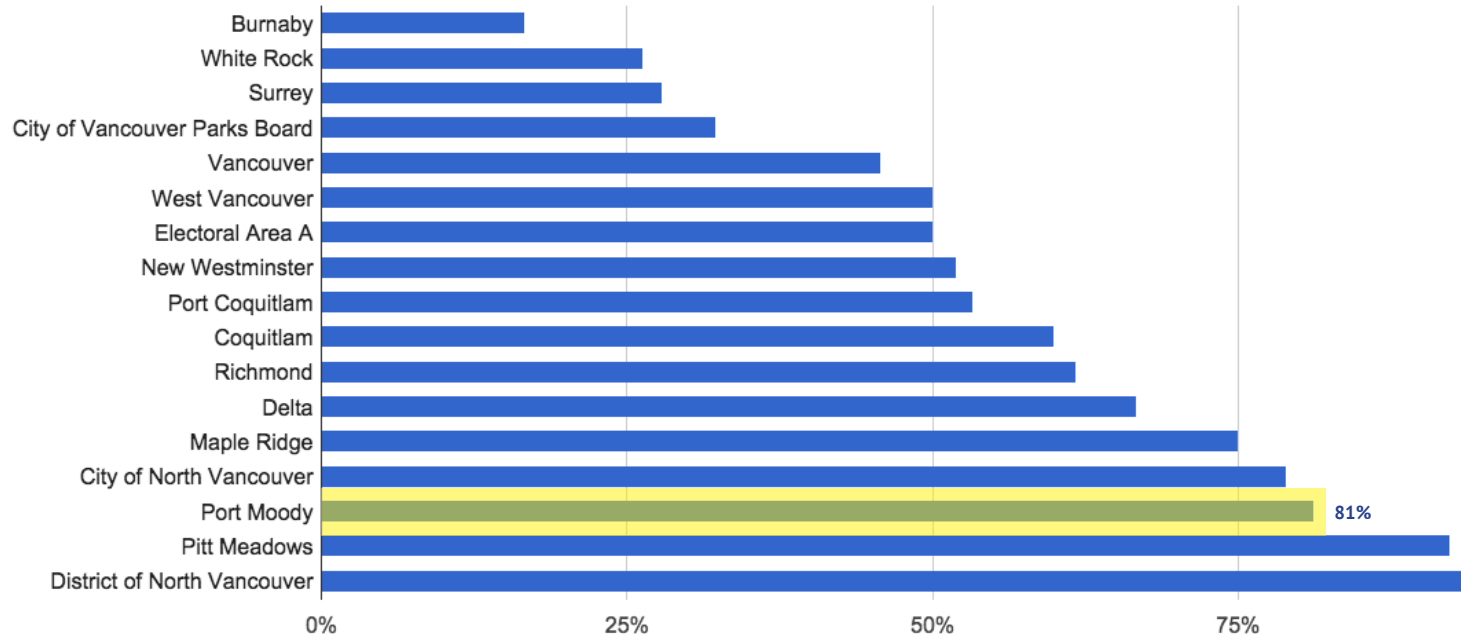
Question 1 answer distribution



Question 2 answer distribution



Survey Participation as % of all registered candidates





CITY OF PORT MOODY - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 1 *Do you agree that we need to do more to facilitate and encourage alternative modes of transportation – transit, walking and cycling – to help prevent future gridlock in our communities, and that 'all ages and abilities' (AAA) cycling is part of the solution?*

Gaetan Royer MAYOR	Yes	Absolutely. Each commuter cyclist and transit user is one less car off the road, so we all benefit from good infrastructure to support alternative modes of transportation.
Tom Bell COUNCIL	Yes	
Chris Carter COUNCIL	Yes	Cycling can play a pivotal role in reducing traffic congestion as well as keeping residents healthy. Building safe, accessible cycling infrastructure should be a priority of local governments.
Diana Dilworth COUNCIL	Yes	
Rick Glumac COUNCIL	Yes	
Bryan Hoad COUNCIL	Yes	
Barbara Junker COUNCIL	Yes	
Anne Ladouceur COUNCIL	Yes	
Meghan Lahti COUNCIL	Yes	
Callan Morrison COUNCIL	Yes	
Zoe Royer COUNCIL	Yes	The best way to get people to shift away from cars is to provide the infrastructure to support green alternatives. Cycling is the cleanest, most energy efficient mode of transport. A bike lane network, bike parking and bike share programs means connectivity, safety, security and convenience. All essential ingredients in making the shift to cycling as the primary mode of transit. for the masses.
Rosemary Small COUNCIL	Yes	
Robert Vagramov COUNCIL	Yes	

CITY OF PORT MOODY - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

QUESTION 2 *Would you vote in favour of infrastructure investments that close the gaps in the municipal and regional cycling network so it is well connected and allows people to travel safely by bicycle?*

Gaetan Royer MAYOR	Yes	Yes. A system is always as good as its weakest link. People make their decision to use an alternate mode of transportation based on the perceived convenience of the entire journey. Addressing gaps, particularly between jurisdictions (road, bus, park trail, inter-municipal network), is very important.
Tom Bell COUNCIL	Yes	100 percent.
Chris Carter COUNCIL	Yes	I am in favour of funding biking initiatives and infrastructure within my community.
Diana Dilworth COUNCIL	Yes	I supported the City of Port Moody's development of a long-term Master Cycling Plan which plans for infrastructure investments over a short-medium-long term plan.
Rick Glumac COUNCIL	Yes	I have also proposed the introduction of the parking in-lieu program so that new developments could reduce parking requirements when located near skytrain stations. The savings in not building the extra underground stalls gets shared with the municipality which gets put into a fund to be used for pedestrian, cycling and public parking infrastructure. By doing this the city could raise millions to fund this infrastructure.
Bryan Hoad COUNCIL	Yes	
Barbara Junker COUNCIL	Yes	
Anne Ladouceur COUNCIL	Yes	
Meghan Lahti COUNCIL	Yes	
Callan Morrison COUNCIL	Yes	
Zoe Royer COUNCIL	Yes	Absolutely. See my previous comment.
Rosemary Small COUNCIL	Yes	
Robert Vagramov COUNCIL	Yes	