



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.)

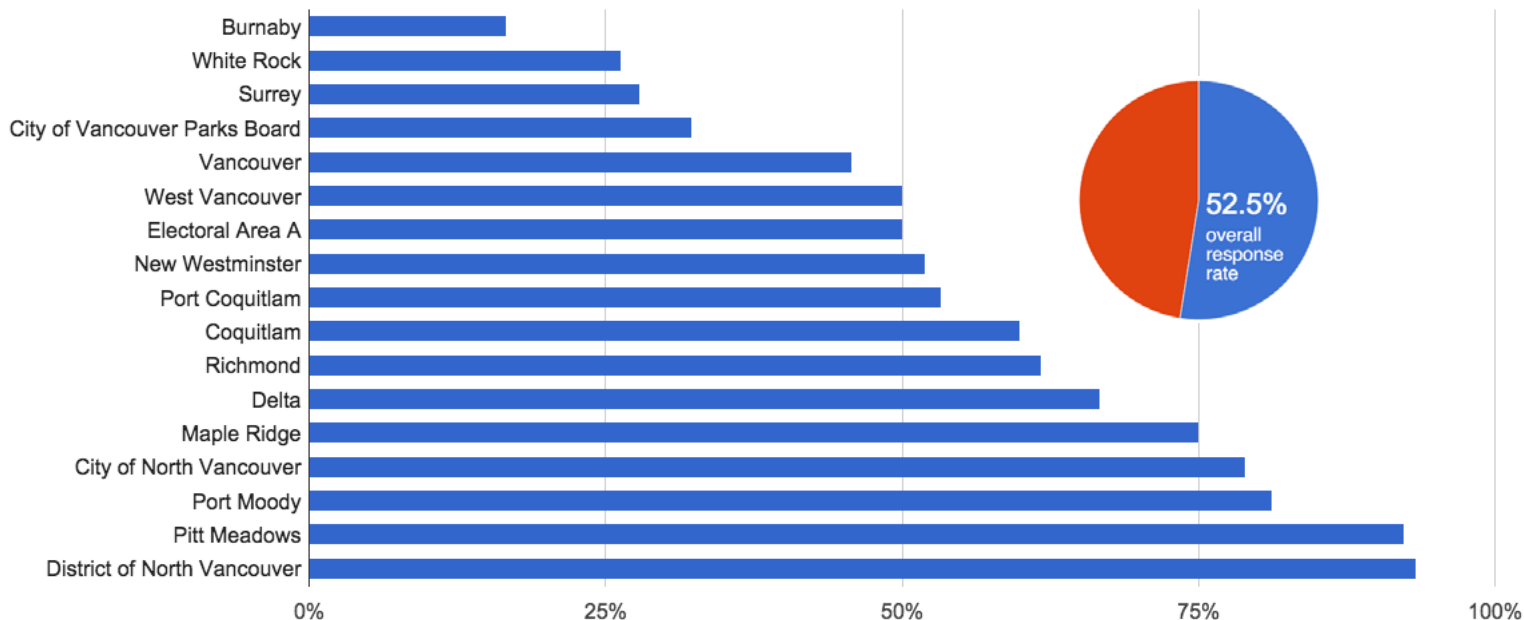
In each instance, respondents were given the opportunity to answer "yes", "no" or "I choose not to answer", with space for up to 500 words of open comment.

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

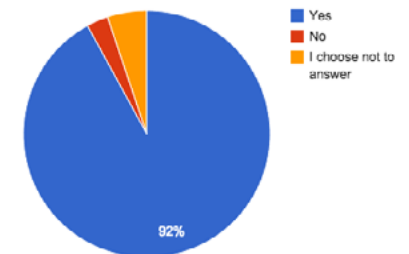
We attempted to contact all registered candidates in these 17 electoral jurisdictions, using public information issued by each respective election office. We regret any errors or omissions.

Questions about the survey? Contact [action@bikehub.ca](mailto:action@bikehub.ca).

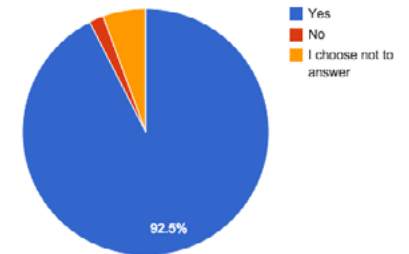
### Survey Participation as % of all registered candidates



### Question 1 answer distribution



### Question 2 answer distribution



Results updated November 12, 2014

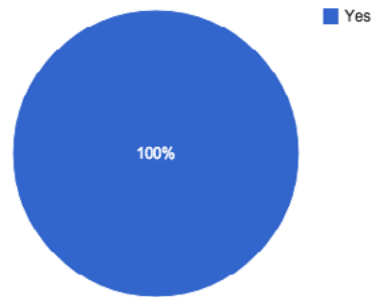


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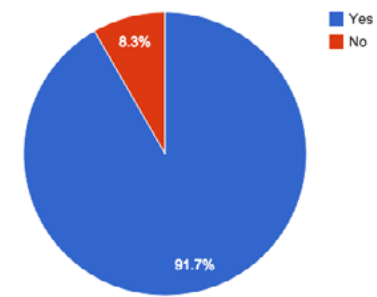
# CITY OF COQUITLAM - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

## SURVEY SUMMARY, BY THE NUMBERS

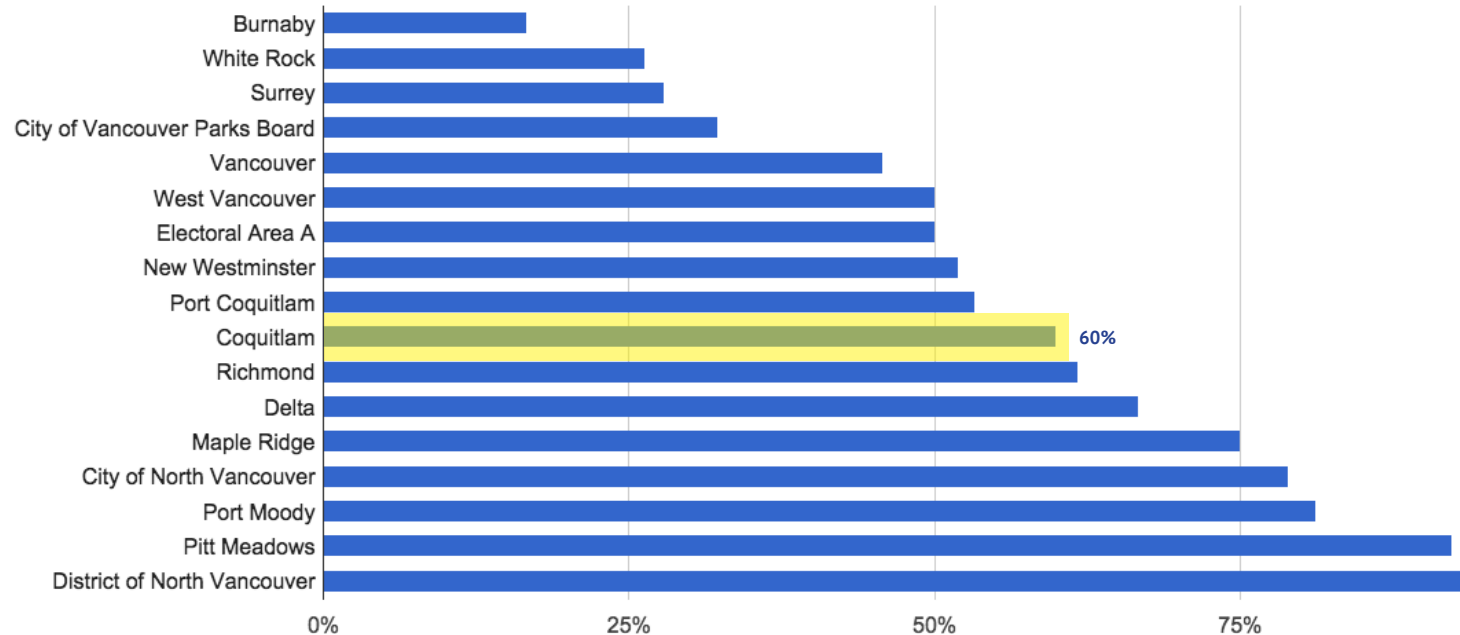
Question 1 answer distribution



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?*

<b>Mark Mahovlich</b> MAYOR	<b>Yes</b>	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.
<b>Richard Stewart</b> MAYOR	<b>Yes</b>	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.
<b>Dennis Marsden</b> COUNCIL	<b>Yes</b>	
<b>Massimo Mandarinò</b> COUNCIL	<b>Yes</b>	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.
<b>Neal Nicholson</b> COUNCIL	<b>Yes</b>	
<b>Terry O'Neill</b> COUNCIL	<b>Yes</b>	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.
<b>Mae Reid</b> COUNCIL	<b>Yes</b>	
<b>Andy Shen</b> COUNCIL	<b>Yes</b>	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.



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<b>Teri Towner</b> <small>COUNCIL</small>	<b>Yes</b> <p>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!</p>
<b>Jack Trumley</b> <small>COUNCIL</small>	<b>Yes</b>
<b>Chris Wilson</b> <small>COUNCIL</small>	<b>Yes</b>
<b>Bonita Zarrillo</b> <small>COUNCIL</small>	<b>Yes</b>



## 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.





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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.

