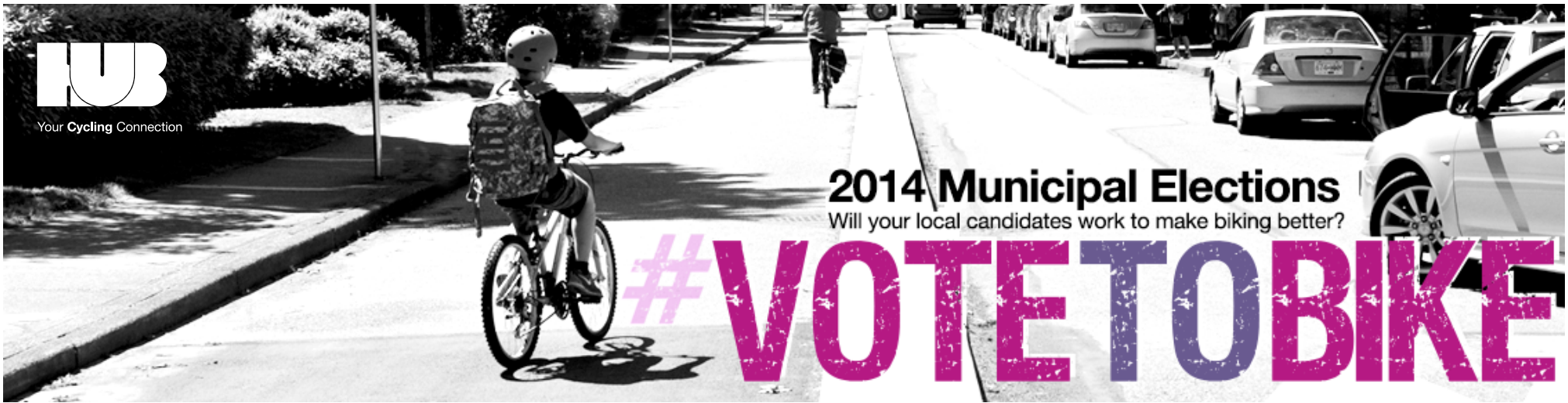




Your Cycling Connection



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.)

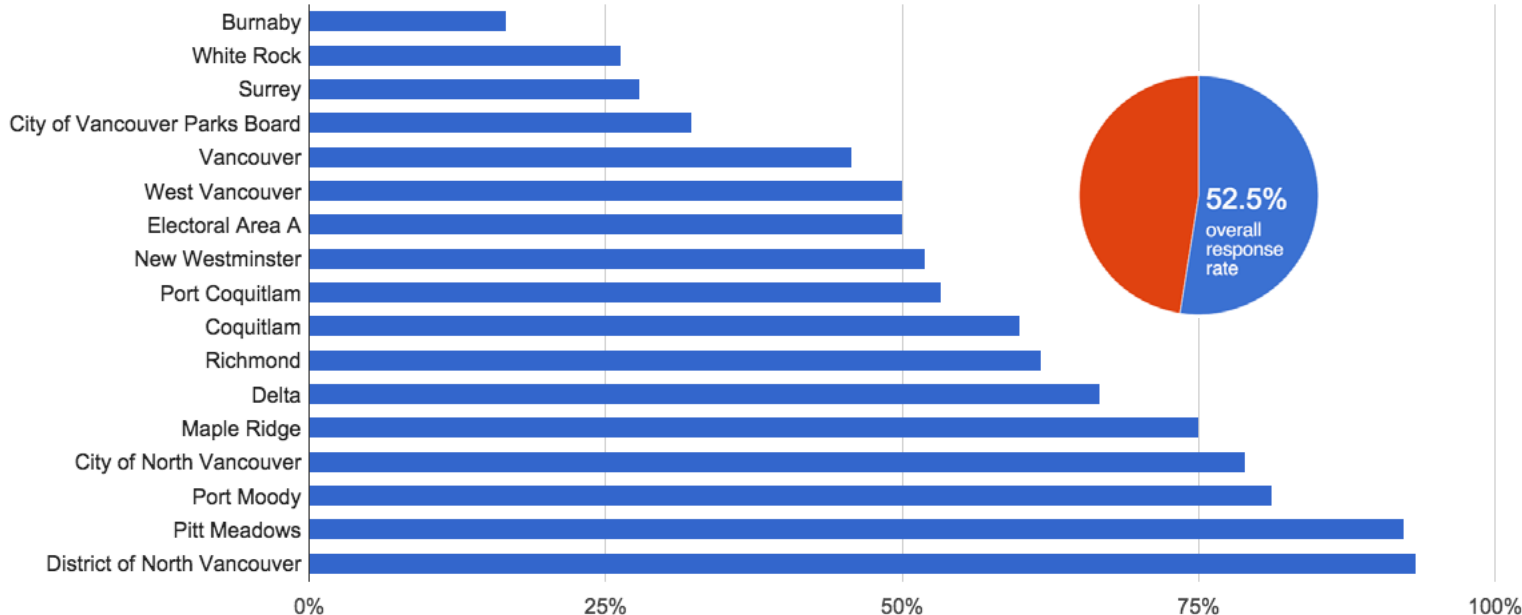
In each instance, respondents were given the opportunity to answer "yes", "no" or "I choose not to answer", with space for up to 500 words of open comment.

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

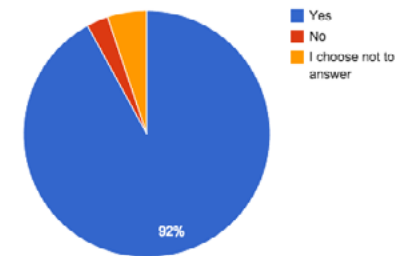
We attempted to contact all registered candidates in these 17 electoral jurisdictions, using public information issued by each respective election office. We regret any errors or omissions.

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

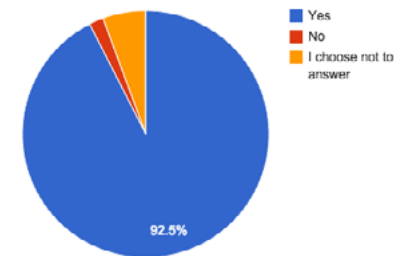
Survey Participation as % of all registered candidates



Question 1 answer distribution



Question 2 answer distribution



Results updated November 12, 2014

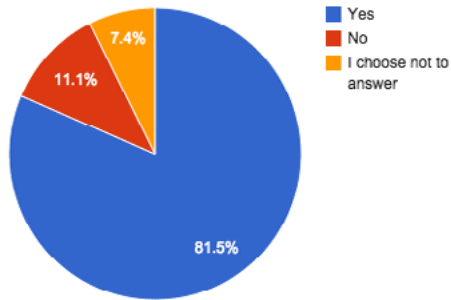


Your Cycling Connection

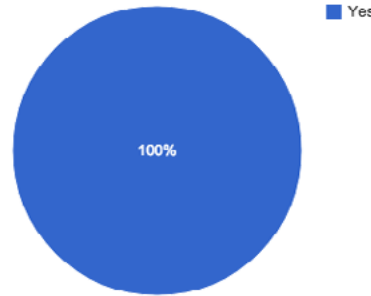
CITY OF VANCOUVER - 2014 MUNICIPAL ELECTION CANDIDATE SURVEY RESULTS

SURVEY SUMMARY, BY THE NUMBERS

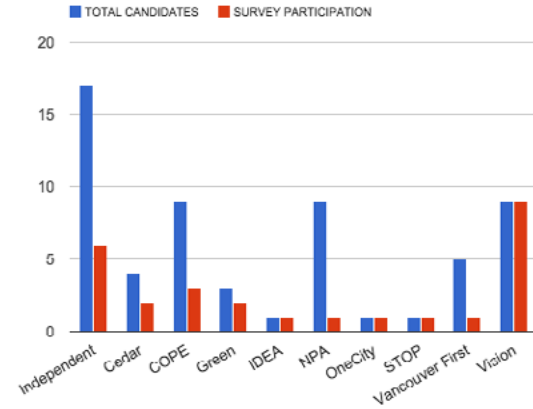
Question 1 answer distribution



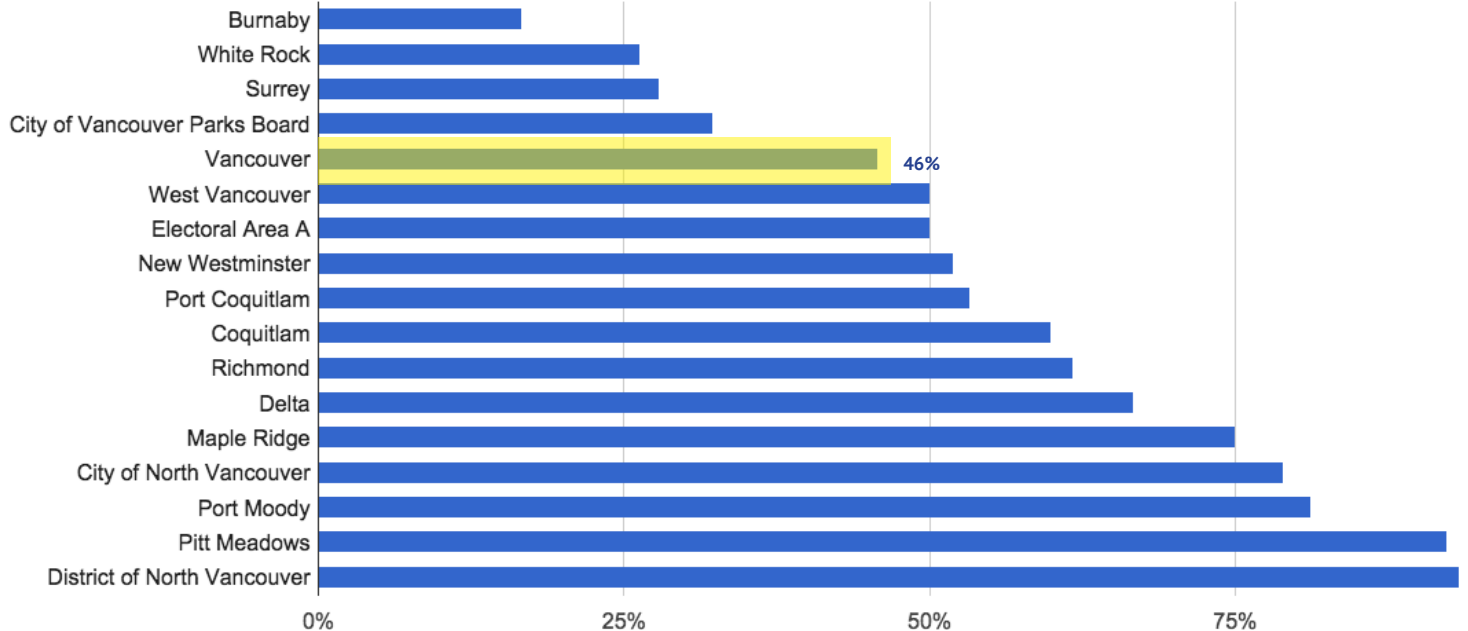
Question 2 answer distribution



Response distribution by party affiliation



Survey Participation as % of all registered candidates





Your Cycling Connection



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 reporta 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.



Your Cycling Connection

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	



Your Cycling Connection

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.





Your Cycling Connection



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	



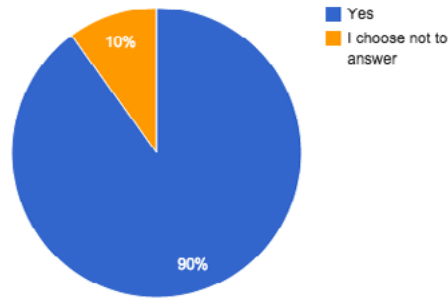
Your Cycling Connection

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

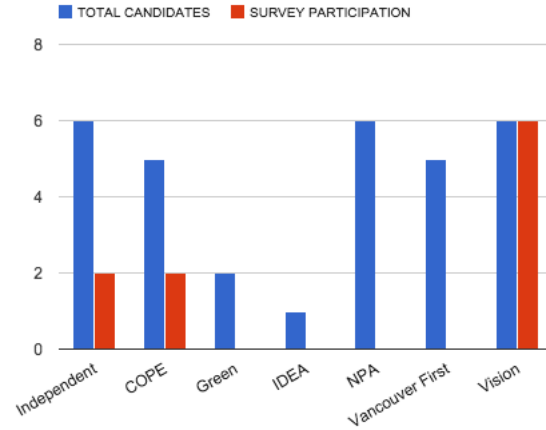
SURVEY SUMMARY, BY THE NUMBERS



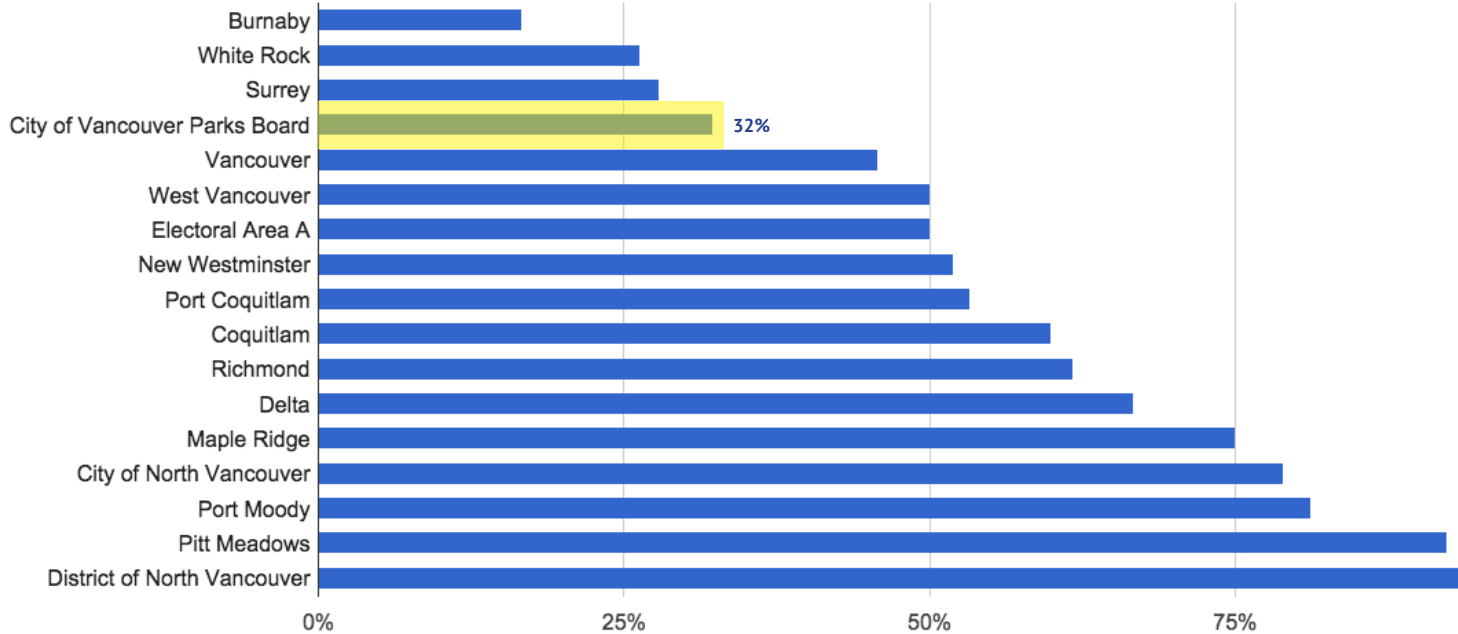
Question 1 answer distribution



Answer distribution by party affiliation



Survey Participation as % of all registered candidates





Your Cycling Connection

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.