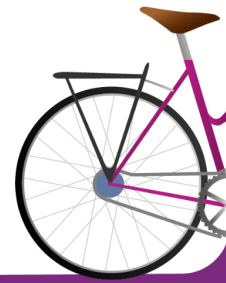




2022 BC Municipal Elections

# Candidate Questionnaire



## HUB Cycling Burnaby Municipal Election Candidate Survey - Long Answers

We asked candidates four long-answer questions related to active transportation, as well as providing them space to add additional comments. Answers are presented in the order we received them.

The questions were:

1. What have you done, or will you do to advocate in support of active transportation infrastructure in your city and why?
2. What piece of bike infrastructure is needed next in your city?
3. What will you do to help achieve BC Road Safety Strategy's Vision Zero? (the ultimate goal of zero traffic fatalities and zero serious injuries.)
4. HUB Cycling has released a Cycling Platform. Which focus areas and points do you endorse, and which ones do you disagree with?

Candidate answers (click to jump to their answer)

[Konstantine Roccas | Independent](#)

[Mario Miceli | One Burnaby](#)

[Martin Kendell | Independent](#)

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[Carrie McLaren | Burnaby Green Party](#)

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[Richard N. Liu](#)

## Konstantine Roccas | Independent

### **What have you done, or will you do to advocate in support of active transportation infrastructure in your city and why?**

My model is European cities that encourage walkability. This means that cycling also falls in place here.

### **What piece of bike infrastructure is needed next in your city?**

More pedestrian and cycling routes that prohibit vehicles

### **What will you do to help achieve BC Road Safety Strategy's Vision Zero? (the ultimate goal of zero traffic fatalities and zero serious injuries.)**

Cycling and pedestrian routes separate from the road.

### **HUB Cycling has released a Cycling Platform. Which focus areas and points do you endorse, and which ones do you disagree with?**

I heartily support Land Use and infrastructure with the caveat that I would lump in infrastructure with a larger community building plan to ensure walkability. And yes, bold steps are necessary but it can't be a kitchen sink approach. It needs to be lumped in with an overall vision for sustainability, community and walkability. Once this is done social equity can be addressed as every neighborhood should be walkable and beautiful.

### **Additional comments**

If I am elected to the Burnaby council I won't gas you up with promises I won't keep. I'm not like that. Instead what I will tell you is that I will fight to explain everything to you all and fight for a future that is a return to smaller, more communal neighborhoods instead of cities build around the car. Cycling is thus a staple of transportation in the future I envision.

## Mario Miceli | One Burnaby

### **What have you done, or will you do to advocate in support of active transportation infrastructure in your city and why?**

I have been cycling for many years, competing in biathlons, triathlons and fundraising rides, that was 50 lbs ago. I would not do the training rides that I attempted years ago as the streets are much too dangerous to ride on. I recently purchased an electric bike to ride and to commute to my office and I noticed the variance in safety on different routes that are designated bike routes. At One Burnaby we want to improve the cycling infrastructure so that it serves the purpose it was intended - for cyclists to ride safely throughout our city and for these routes to be accessible to parks, community centre and transportation hubs such as skytrain. I will advocate for increasing accessible, safer, cyclist friendly infrastructure so residents don't have to make a decision to ride that day on the safety of their route, it would all be safe.

**What piece of bike infrastructure is needed next in your city?**

My first piece of infrastructure consideration is for streets designated as cycle routes be restricted access to only those living on that street. Secondly, I would like to see more electric subscription bicycles available in key transportation hubs. les

**What will you do to help achieve BC Road Safety Strategy's Vision Zero? (the ultimate goal of zero traffic fatalities and zero serious injuries.)**

Burnaby has one of the highest rates of injury and death from collision and it is imporant and as a former ICBC Executive Member and former Community Policing Chair on the Committee of Council, the simple answer is yes. Having seen the impact of traffic injuries and fatalities, I would support this and this is part of our policy at One Burnaby

**HUB Cycling has released a Cycling Platform. Which focus areas and points do you endorse, and which ones do you disagree with?**

Our objectives align very well with my personal position and One Burnaby policy

## Martin Kendell | Independent

**What have you done, or will you do to advocate in support of active transportation infrastructure in your city and why?**

I am a member of HUB Cycling and believe that safe and efficient mobility (bike) lanes are necessary to encourage more residents and commuters to leave their vehicles at home.

**What piece of bike infrastructure is needed next in your city?**

A robust network of mobility (bike) lanes, included separated lanes on all major vehicle traffic routes

**What will you do to help achieve BC Road Safety Strategy's Vision Zero? (the ultimate goal of zero traffic fatalities and zero serious injuries.)**

I propose that Burnaby adopt a 30 km/h speed limit on non-arterial roads. This would discourage rat runners from speeding down residential area streets and putting everyone else at risk, and would allow police to more effectively enforce excessive speeding infractions.

**HUB Cycling has released a Cycling Platform. Which focus areas and points do you endorse, and which ones do you disagree with?**

I endorse an increase of cycling related infrastructure and increasing the amount of safe bicycle storage locations.

**Additional comments**

Keeping cycling lanes clean is an important part of my platform. On October 15th, vote for Martin Kendell for a Cleaner and Better Burnaby.

## Deborah Skerry | Independent

### **What have you done, or will you do to advocate in support of active transportation infrastructure in your city and why?**

"I would like to make sure that bike lanes are not also bus lanes. I will work for more separation between bikes and cars. I would like to see more safety equipment and fixtures.

I will also consider pedestrian traffic being divided from the bikes. I will still advocate for a person's right to choose what commute procedures work for them. I will learn more and talk to the public to understand better what people want to see done and the feasibility of their requests."

### **What piece of bike infrastructure is needed next in your city?**

Free bikes or ones that can be accessible to use and return .

### **What will you do to help achieve BC Road Safety Strategy's Vision Zero? (the ultimate goal of zero traffic fatalities and zero serious injuries.)**

Anything i can as i am a public safety advocate. I will learn the hazards and educate others as to what i have learned the situation to be and any possible solutions.

### **HUB Cycling has released a Cycling Platform. Which focus areas and points do you endorse, and which ones do you disagree with?**

"1- Land use is an important step. It is important to remember that the vast portion of British Columbia is Crown land. Accessing land is complex. Are you referring to city owned public spaces? Private land is zoned but the owners can choose its use. Cities can affect the bylaws for zoning. Many current properties are high rises that are required to provide both bike and car parking. Older properties would not be subject to new building bylaws. I would think all modes of transport would need parking: scooters, motorized chairs, motorcycles, etc. i think it is important to be inclusive and plan for many scenarios.

2. I believe Burnaby does have an infrastructure for cyclists. There are maps of all the current routes. I could ask for input from users as to where improvements need to be made and where hazards are.

3. Bold sets can be made as more persons cycling as a commute will be good for them and others. I just want to say that cycling is not for everyone and many people have mobility concerns or cycle for leisure. I think it is important to consider everyone pro and con so that everyone is included in the decisions.

4. Accessible rapid and safe commutes should be available to everyone regardless of there economic status. "

### **Additional comments?**

I had a bike route downtown at one time and i know first hand how difficult (or scary) sharing narrow busy streets with everyone else can be; however, I currently have mobility concerns of my own and biking is not an option at this time. Which is a whole new perspective for an athlete.

## Carrie McLaren | Burnaby Green Party

### **What have you done, or will you do to advocate in support of active transportation infrastructure in your city and why?**

Have tried to amplify HUB and cyclist issues and solutions online and educate myself of best practices and alternatives other cities have done to transform their infrastructure to one that allow safe cycling. I would cycle if I could get to places I need to go - if I could do so safely. Right now I can't do that so take bus/train everywhere.

### **What piece of bike infrastructure is needed next in your city?**

Continuous separated cycling areas of the city like Lougheed, and Kingsway or other suitable roads that are identified by cyclists

### **What will you do to help achieve BC Road Safety Strategy's Vision Zero? (the ultimate goal of zero traffic fatalities and zero serious injuries.)**

Look to Other cities like those in Netherlands , to implement various road changes and updates.

### **HUB Cycling has released a Cycling Platform. Which focus areas and points do you endorse, and which ones do you disagree with?**

Agree with all of them.

## jasmine Nicholfigueiredo | Burnaby Green Party

### **What have you done, or will you do to advocate in support of active transportation infrastructure in your city and why?**

The Burnaby Greens have committed to 30 kms of separated bike lanes and sidewalks every year. We do not advocate for multiuse paths (MUP). The City of Burnby needs to get more feedback from the community on their transportation plan and make it visible to the citizens.

### **What piece of bike infrastructure is needed next in your city?**

There are a few items that the city needs to implement. There are no free standing bike lock ups at any of our town centers, nor does there currently seem to be any plans to add these to our new Community Centers or pools (CG Brown, Cameron etc.). The current bike paths need lighting, and better directional signage.

### **What will you do to help achieve BC Road Safety Strategy's Vision Zero? (the ultimate goal of zero traffic fatalities and zero serious injuries.)**

Again, separated bike paths throughout the city are a must. Busy intersections are a key problem we must model Burnaby on well-designed intersections such as the one in Vancouver on Ontario and 1st and 2nd and Quebec. Create more traffic calmed streets throughout Burnaby and more slow streets and speed bumps to slow cars down.

**HUB Cycling has released a Cycling Platform. Which focus areas and points do you endorse, and which ones do you disagree with?**

I support all your platforms for municipal 2022.

## Scott Van Denham | Independent

**What have you done, or will you do to advocate in support of active transportation infrastructure in your city and why?**

I would like to see Burnaby redesign its multi-use pathways, by segregating bicycles and walkists from one another to reduce collisions between them. If that means removing a motor vehicle (parking) lane from one side of a street, so be it. I'd also like to replace some of the current off-street motor vehicle parking spaces along Hastings Street between Boundary and Gamma, allowing cyclists to have more opportunities to shop and dine in the Heights neighbourhood. For transit users like me, I'd like to ensure that all possible bus stops across Burnaby have shelters to protect commuters from adverse weather. This should include making such shelters significantly larger on routes and at stops that are known to have higher traffic levels. I also want to find a way to make the installation of intersection curb cuts a public safety priority, rather than a choice that adjacent property owners can vote against. Far too many intersections in Burnaby are still deprived of this basic safety feature. Finally, I think that all bike routes and multi-use pathways in Burnaby should have lighting, and we should include them in the city's annual snow and ice clearance budget.

**What piece of bike infrastructure is needed next in your city?**

I think one of the best ways we can encourage more bicycle usage in Burnaby and around the region is to provide more spaces for secure bicycle storage at major destinations, including (but not limited to) transit hubs like bus exchanges and Skytrain stations. More people would find it attractive to leave their cars behind when commuting, if not outright, if they had access to secure bike storage at or enroute to their destination.

**What will you do to help achieve BC Road Safety Strategy's Vision Zero? (the ultimate goal of zero traffic fatalities and zero serious injuries.)**

I have noticed the recent increase in sidewalk bulges at intersections close to schools and where streets intersect with multi-use paths. Though this is good, I have also read about how some cities have invested in daylighting - introducing sidewalk bulges and anti-parking barriers that allow cyclists, walkists and motorists alike to better see one another at intersections. Typically, these measures occur within 20ft of an intersection, which, combined with the bulges, allow for better sightlines at intersections for all involved. daylighting may also include raising the street to meet with the level of the sidewalk, making crossing the street safer, especially for people with strollers, walkers and wheelchairs. This is a program I'd like to see adopted across all intersections in Burnaby, including particularly challenging locations like Lougheed and Willingdon.

**HUB Cycling has released a Cycling Platform. Which focus areas and points do you endorse, and which ones do you disagree with?**

i believe the entire platform is worth endorsing; the issue is pacing. I particularly like the focus on prioritizing low-cost active transport options in economically deprived areas, and including people in such communities/neighbourhoods in the decision-making process. One thing I would add to this platform, as it applies to Burnaby, is developing safe cycling and bike maintenance programs at our community centres. It isn't mentioned explicitly in the platform, but I believe additional spending here would be worthwhile. As for infrastructure spending, I would want to see monies gradually shifted away from auto-focused infrastructure, to public transit and all forms of active transportation.

## Tara Shushtarian | Burnaby Green Party

### **What have you done, or will you do to advocate in support of active transportation infrastructure in your city and why?**

Being part of WE-CAN (West Coast Climate Action Network) and the lead on the Climate Solutions Team, we organised a webinar series on transportation laying emphasis on active transportation. We were able to learn some best practices from some talented city planners.

- 1) As the Burnaby greens we are advocating for 30km of sidewalks and separated and protected cycling paths to be built each year. This is because we need continuous safe cycling corridors for new cycling route development. Right now Burnaby is rated low on supportive policies and practices.
- 2) Burnaby could incorporate protected intersections with corner safety islands and signal phasing as they have in downtown Vancouver. This makes it easier and safer for both pedestrians and cyclists on busy intersections.
- 3) Actively encourage the Ready, Step, Roll programmes for school. Where we promote the walking school bus or cycling. When we choose active travel, everyone gains, safer streets, mitigates the horrendous traffic volume at schools, cleaner outdoor spaces, adheres to the school climate action plan as well as the well being of the community.
- 4) Allocate about 11% of the road space to walking, cycling, transit to reduce vehicular traffic reduction. and lessen green house gas emissions."

### **What piece of bike infrastructure is needed next in your city?**

Bike racks at major town centres and major commercial hubs. Bike locker facilities at skytrain stations.

### **What will you do to help achieve BC Road Safety Strategy's Vision Zero? (the ultimate goal of zero traffic fatalities and zero serious injuries.)**

- 1) Advocate for more protected and wider bike lanes.
- 2) Install low level solar LED lighting on bike path and trails
- 3) Remove vehicle wide radius right hand turns at strategic intersections; make tight corners to ensure, pedestrian and cyclist safety and causing vehicles to stop.
- 4) Permanent Delineators like they are embedded as a permanent structure on roads. Many motorists and cyclists have asked for this .due to lack of concern of certain motorists.
- 5) Continue to earmark the Green bicycle mark on roads as it forewarns motorists.

- 6) Proper winter maintenance of bike paths during winter so that there is no skidding hazard.
- 7) Develop a minimum safe passing law of 1.5 metre minimum passing distance like in Nova Scotia , Ontario and Quebec.
- 8) Legislation of bike specific signals.
- 9) Multi -use Pathway etiquette."

**HUB Cycling has released a Cycling Platform. Which focus areas and points do you endorse, and which ones do you disagree with?**

I think it is brilliant as it incorporates and includes all that one needs for a good cycling infrastructure and beyond. It promotes wellness and community. It embodies all that we admire in Cycling nations like Denmark and Holland from land use , to density ,to 15 min cities, to vehicular traffic reduction, to calming streets,infrastructure , parking minimums to equity. Just like the missing middle in housing you have included people like me, the non-commuting and recreational trip maker. From 8- 80 we can't wait to get onto the cycling highways.

**Additional comments**

This is an astounding blue print to go on. The hub platform. Till we achieve all of that. Is there a way to flag the right turn at production way going towards Costco. A friend , an avid cyclist has had near misses, many motorists coming on the cycling. Is there an opportunity with planters to separate the multi use pathways in Gilmore and Lougheed. Many people use the Central valley Green Beltway to get to work in Vancouver and Burnaby. Such a pity due to construction access has been denied.

## Heymann Yip | Independent

**What have you done, or will you do to advocate in support of active transportation infrastructure in your city and why?**

I will advocate in support of active transportation infrastructure to reduce carbon emissions. We need our four town centres to be self-sustaining with all amenities that are readily accessible without the use of gasoline vehicles. Burnaby has its challenges with the transportation infrastructure because of the many hills in the city which will make it difficult for many people walking or cycling. I would involve the many stakeholders including HUB Cycling input into any new transportation infrastructure.

**What piece of bike infrastructure is needed next in your city?**

As I am not an avid cyclist, I cannot provide an opinion on this matter. However, I will make a decision based on the City staff surveys from the residents and stakeholders in a positive manner on this topic.

**What will you do to help achieve BC Road Safety Strategy's Vision Zero? (the ultimate goal of zero traffic fatalities and zero serious injuries.)**

While I would like to see zero traffic fatalities and zero serious injuries, I cannot stop bad drivers who are a danger to themselves and others around them. I will advocate for increased road patrol from the Burnaby RCMP traffic division to help curb the number of driver's who do not abide by the rules of the road.



**HUB Cycling has released a Cycling Platform. Which focus areas and points do you endorse, and which ones do you disagree with?**

I agree and endorse the majority of the points on the Municipal Election Cycling Platform, and would like to see a greater emphasis on making cycling safer and more accessible in Burnaby. I would see to it that the City moves quickly on the Transportation Plan to integrate all four points: land use, infrastructure, sustainable transportation, and social equity.

**Additional comments**

I believe that adding an electric bike share program in high density areas such as Metrotown and The Amazing Brentwood would encourage Burnaby residents to use active transportation. This is something I would advocate for if elected to council.

## Sav Dhaliwal | Burnaby Citizens Association

**What have you done, or will you do to advocate in support of active transportation infrastructure in your city and why?**

Work with my fellow councillors to ensure that streets are safer for cyclists, people on transit, people who use mobility aids, pedestrians, and families.

**What piece of bike infrastructure is needed next in your city?**

More cycling routes and paths, especially connected to transit routes.

**What will you do to help achieve BC Road Safety Strategy's Vision Zero? (the ultimate goal of zero traffic fatalities and zero serious injuries.)**

I will listen to cycling, walking and disability advocates for their ideas on how to create safer paths for cyclists in a way that suits their needs.

**HUB Cycling has released a Cycling Platform. Which focus areas and points do you endorse, and which ones do you disagree with?**

I support land-use goals including building liveable, walkable communities. This is something we have done with our Urban Centres in Burnaby. With new development, we have opportunities to improve our walking and cycling infrastructure to meet the needs of the future.

**Additional comments**

Burnaby has made good improvements but there is more to do. We must act as a region when it comes to active transportation. As Chair of Metro Vancouver, I have worked hard to coordinate the work of our regional neighbours to address the climate challenge and to promote sustainable transportation.

## Pietro Calendino | Burnaby Citizens Association

### **What have you done, or will you do to advocate in support of active transportation infrastructure in your city and why?**

I would make sure that paths are more accessible so that everyone can enjoy them. This means seniors, people with mobility challenges, families with strollers, kids, and recreational cyclists. I support dedicated bike paths so that cycling in our City is safe and accessible.

### **What piece of bike infrastructure is needed next in your city?**

We need to look at cycling routes the same way we do as car routes or transit routes. Cycling advocates have pointed out that there are many gaps in the current network. We should close those gaps, particularly where routes connect to transit and to workplaces.

### **What will you do to help achieve BC Road Safety Strategy's Vision Zero? (the ultimate goal of zero traffic fatalities and zero serious injuries.)**

Traffic fatalities and injuries are tragic for everyone. I support road calming, to prevent racing through our neighbourhoods.

### **HUB Cycling has released a Cycling Platform. Which focus areas and points do you endorse, and which ones do you disagree with?**

I support that new developments should have bicycle parking requirements. Also, providing safe and secure public bicycle parking at major destinations in our city.

### **Additional comments**

Everyone should be encouraged to take active transportation to shopping, school, work, and recreation. It is good for your health to keep active, and reducing car trips is good for all of us. We need to do more to make active transportation convenient and safe for people of all ages and abilities. Provincially, we need to invest in mass transit to help people move around the region in buses and rapid transit.

## James Wang | Burnaby Citizens Association

### **What have you done, or will you do to advocate in support of active transportation infrastructure in your city and why?**

I'm looking forward to working with my colleagues to act on the BCA's Platform and create a connected cycling network.

### **What piece of bike infrastructure is needed next in your city?**

I would like to see more paths so people will be safe as they walk or cycle to work or school or shopping. I supported Councillor Gu's motion in January 2022 to improve cycling infrastructure.

**What will you do to help achieve BC Road Safety Strategy's Vision Zero? (the ultimate goal of zero traffic fatalities and zero serious injuries.)**

I will join my colleagues in the BCA and start improving the standards for major intersections in a way that protects other road users.

**HUB Cycling has released a Cycling Platform. Which focus areas and points do you endorse, and which ones do you disagree with?**

I support efforts to develop a network of cycle highways across the region so that people can cycle long distances in a way that is easy, direct, lit and intuitive. Burnaby is a municipality between other municipalities, and we enjoy having the Central Valley Greenway and other pathways in our city. They should connect to other cycling highways going north to south and east to west

**Additional comments**

People move to Burnaby because it is a city of nature. We need to do more to allow all people to access active transportation in their neighbourhoods so we are reducing fossil-fuel consumption.

## Alison Gu | Burnaby Citizens Association

**What have you done, or will you do to advocate in support of active transportation infrastructure in your city and why?**

My primary mode of transportation is my bike. I care deeply about increasing road safety for cyclists. I'm an advocate of expanding our cycling network to make active transportation more accessible. I successfully brought a motion to Council in January 2022 that commits us to improving our cycling infrastructure.

**What piece of bike infrastructure is needed next in your city?**

I would focus on closing the gaps in the current cycling network (there are lots of areas with missing connections, unsafe crossings, and little or no wayfinding). I would also work on faster implementation of separated cycling lanes along Lougheed Highway.

**What will you do to help achieve BC Road Safety Strategy's Vision Zero? (the ultimate goal of zero traffic fatalities and zero serious injuries.)**

I would put emphasis on much safer intersections/slip lanes/anywhere there is crossing of routes between cars and cyclists. This is where a large majority of injuries and fatalities occur.

**HUB Cycling has released a Cycling Platform. Which focus areas and points do you endorse, and which ones do you disagree with?**

I endorse the full platform.

**Additional comments**

Active transportation is an area I am passionate about! In my one year on Burnaby City Council, I submitted a motion (passed unanimously by council) on cycling infrastructure, to establish safe cycling,

active transportation routes to schools, establish connectivity with Skytrain stations, and to address orphan cycling lanes. I am a cyclist myself, and see a lot of area for improvement not just for cyclists, but for all folks who don't use cars.

## Daniel Tetrault | Burnaby Citizens Association

### **What have you done, or will you do to advocate in support of active transportation infrastructure in your city and why?**

I will promote safer, more accessible neighbourhoods, particularly around schools. This is important for families who want to live a low-carbon life by reducing car trips and promoting active transportation with their kids.

### **What piece of bike infrastructure is needed next in your city?**

With a wider network of cycling routes, and a more connected network, we'll make cycling a more accessible option for many more Burnaby residents. As we reduce the need for cars, and invest into our cyclists, we can continue to work with cyclists and organizations to fill any gaps that we may discover.

### **What will you do to help achieve BC Road Safety Strategy's Vision Zero? (the ultimate goal of zero traffic fatalities and zero serious injuries.)**

In addition to making intersections safer for pedestrians, cyclists, and those on public transit, I would work to connect a lot of the "orphan" cycling paths into a larger network.

### **HUB Cycling has released a Cycling Platform. Which focus areas and points do you endorse, and which ones do you disagree with?**

I endorse the full platform and will do my best to activate it in Burnaby, in partnership with the Province and in advocating with the rest of the region.

### **Additional comments**

Our region was built around the car. As we plan for a future that is in a climate crisis, we must change our city and infrastructure to promote low-carbon transportation. This means building denser neighbourhood centres, public transportation, and active transportation routes and supports. Taking on this challenge is one of my key motivations for running for Burnaby City Council.

## Antara Deb | Burnaby Citizens Association

### **What have you done, or will you do to advocate in support of active transportation infrastructure in your city and why?**

We need more cycling routes that are separated in some manner from regular traffic. This will help cyclists feel confidence to cycle in the city. I have an 11-year-old and I want him to be safe while he explores his city.

**What piece of bike infrastructure is needed next in your city?**

I will follow the lead of the many advocates who have come forward, as well as my friends in the BCA caucus, to create protections for alternative road users. Walkable and cyclable neighbourhoods are far safer than the alternative, so I will support the necessary changes required to make communities cyclable, walkable and safe.

**What will you do to help achieve BC Road Safety Strategy's Vision Zero? (the ultimate goal of zero traffic fatalities and zero serious injuries.)**

I will follow the lead of the many advocates who have come forward, as well as my friends in the BCA caucus, to create protections for alternative road users. Walkable and cyclable neighbourhoods are far safer than the alternative, so I will support the necessary changes required to make communities cyclable, walkable and safe.

**HUB Cycling has released a Cycling Platform. Which focus areas and points do you endorse, and which ones do you disagree with?**

I want to do more in this area, bringing an equity and accessibility lens to the issue. How do we get more women and children using active transportation? We need to make it safe and convenient. I support the work of cycling advocates who have pushed governments to prepare our cities for more active transportation to address our climate targets.

**Additional comments**

If we want people to get out of their cars, and reduce greenhouse gas emissions, we need to make it safe, convenient, and easy. We need to coach and train people how to cycle safely in our city. And we need to build out the infrastructure to make cycling safer and easier, like dedicated pathways and safe transitions between streets and areas.

## Reah Arora | Burnaby Citizens Association

**What have you done, or will you do to advocate in support of active transportation infrastructure in your city and why?**

I will advocate for more cycling paths, especially near schools. Promoting active transportation needs to start with our youth, if we are going to seriously address our climate goals.

**What piece of bike infrastructure is needed next in your city?**

More protected bike lanes. This is an equity issue, as women are more likely to cycle if they feel protection from car traffic.

**What will you do to help achieve BC Road Safety Strategy's Vision Zero? (the ultimate goal of zero traffic fatalities and zero serious injuries.)**

When a motor-vehicle accident happens, it is devastating. This is especially true when a pedestrian/cyclist is involved. We need to make intersections safer, and alternate forms of transportation more accessible, so that families aren't torn apart by something as preventable as a car accident.

**HUB Cycling has released a Cycling Platform. Which focus areas and points do you endorse, and which ones do you disagree with?**

Members of our community who need alternate forms of transportation made available to them the most, tend to have less access. We need to make functional, safe, and enjoyable pathways for cyclists, that are convenient enough for them to make cycling their main mode of transportation.

**Additional comments**

Burnaby is growing. We need to acknowledge that many residents don't use cars for a variety of reasons. It's the right time to address our active transportation networks so we can encourage more residents to get out of their cars and support residents who walk, cycle, or roll to their schools, work, or activities.

## Maita Santiago | Burnaby Citizens Association

**What have you done, or will you do to advocate in support of active transportation infrastructure in your city and why?**

I will work with fellow councillors to improve cycling networks and paths. I have a young family, making neighbourhoods safer for cyclists also makes them safer for pedestrians and families.

**What piece of bike infrastructure is needed next in your city?**

Safer cycling routes to schools for families, children and youth. We should be finding ways to help young people take active transportation, for their health, fitness and for the planet.

**What will you do to help achieve BC Road Safety Strategy's Vision Zero? (the ultimate goal of zero traffic fatalities and zero serious injuries.)**

Many incidents happen within 5 minutes from home. We need to increase infrastructure and signage in neighbourhoods to prevent "dooring" of cyclists, pushing for reasonable speed limits and creating barriers to protect children, families, and other pedestrians.

**HUB Cycling has released a Cycling Platform. Which focus areas and points do you endorse, and which ones do you disagree with?**

I endorse the platform, creating the infrastructure to allow for more active transportation is vital in achieving the City of Burnaby's GHG reduction goals. It's particularly important to use a social equity lens when deciding where these new routes would go to ensure that those who need the access, have it.

**Additional comments**

With all new development in the City, we need to use it as an opportunity to improve our active transportation infrastructure. Let's make it easier for people to get out of their cars and onto bikes, transit or walking to the places they need to go. Many people can't afford cars in the first place, so we need to make the city safer and more effective for them and all of us too.

Richard N. Liu

**What have you done, or will you do to advocate in support of active transportation infrastructure in your city and why?**

I've spoken about and advocated for separated bike paths and/or highways, but also looking at proposing a 2-year pilot project for \$500 ebike vouchers to encourage more e-cyclists instead of cars in Burnaby. And work closely with Translink to introduce Bike Locker Sheds.

**What piece of bike infrastructure is needed next in your city?**

More bike paths, and secure bike parking and locker sheds

**What will you do to help achieve BC Road Safety Strategy's Vision Zero? (the ultimate goal of zero traffic fatalities and zero serious injuries.)**

Identifying the top 25 roads & intersections with the highest rate of collisions for safety audits.

**HUB Cycling has released a Cycling Platform. Which focus areas and points do you endorse, and which ones do you disagree with?**

The platform is a well thought out proposal of actions and policies, and endorse all 4 focus areas.