



2022 BC Municipal Elections

Candidate Questionnaire



HUB Cycling New Westminster Municipal Election Candidate Survey - Long Answers

We asked candidates for mayor and council five 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 New Westminster and why? If elected, are there any active transportation motions you plan to bring to Council?
2. What can our City do to reduce car traffic in and through New Westminster, and encourage more people to cycle and walk?
3. What piece of bike infrastructure is needed next in New Westminster?
4. 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.)
5. 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)

[Patrick Johnstone \(Mayor\) | Community First](#)

[Chinu Das | Community First](#)

[Bereket Kebede | Community First](#)

[Jaimie McEvoy | Community First](#)

[Ken Armstrong \(Mayor\) | New West Progressives](#)

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Patrick Johnstone (Mayor) | Community First

What have you done, or will you do to advocate in support of active transportation infrastructure in New Westminster and why? If elected, are there any active transportation motions you plan to bring to Council?

I have been a Member of HUB for years, and am in frequent contact with the local HUB chapter. As an active transportation user, and an advocate for safe streets, I have brought several motions to Council to move us forward on making transportation safer, with an emphasis on vulnerable road users. This includes a “Streets for People” motion to re-allocate road space towards making vulnerable road users safer and more comfortable, a motion to advocate for a complete and connected Mobility Network to be included in our 5 year Capital Plan, motions in support of 30km/h speed limits on residential roads and greenways, and advocacy at the UBCM level for Modernizing the Motor Vehicle Act based on the recommendations of the Road Safety Law Reform Group.

What can our City do to reduce car traffic in and through New Westminster, and encourage more people to cycle and walk?

A big part of this is building infrastructure to not only make vulnerable road users safe, but to make them feel safe and remove barriers to participation in active transportation for more people. The Community First team is committed to funding a complete and connected network with Safe Routes to School as the backbone. As a City, we need to continue our success in transit-oriented development, and encourage transit expansion and secure transit funding to give more people across the region the option to not rely on a car.

What piece of bike infrastructure is needed next in New Westminster?

We have hit-and-miss bike and mobility lanes in New Westminster. Some great pieces, some showing their age. However, we don't have a connected All Ages & Abilities (AAA) network that puts safe cycling infrastructure within everyone's reach. It is not a single “piece” we need next, it is a commitment in the Capital Budget to connect the network and remove the persistent “gaps” so our existing routes connect safely and reliably. The Community First team will commit to funding the building of this network. Alongside this, we support a new investment in secure end-of-trip facilities, to assure bikes (and, increasingly, e-bikes) are secure at home and at major destinations like schools and shopping areas.

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.)

The Community First team is committing to adopting a Vision Zero approach in New Westminster, and integrating Engineering, Education and Enforcement to make transportation spaces safer. We will continue to advocate to the BC Government for Motor Vehicle Act Reform, and will work with the New West Police Department and ICBC to bring an integrated approach to accident investigation that will seek to find road design changes at higher-accident locations.

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

I fully endorse the HUB Cycling Platform along with my entire Community First New West team. New West has already done or is doing much of the work on the land use planning side, and now needs to get the work done on the infrastructure side. I especially like that HUB is now focusing on the social equity piece often missing in active transportation advocacy. If I had one part I would de-emphasize, it would be the Cycle Highway vision while so many communities in the region (including New West) still lack the basic network needed for broad local adoption of active transportation. I love the idea, and hope we can get there as a region with significant senior government support, but we still have so much to do at the local level.

Additional comments?

Thank you to HUB for continuing to advocate across our region for better cycling and active transportation infrastructure. With a life-long cyclist as a Mayor, the Community First team is committed to connecting New West with safe, comfortable AAA routes.

Chinu Das | Community First

What have you done, or will you do to advocate in support of active transportation infrastructure in New Westminster and why? If elected, are there any active transportation motions you plan to bring to Council?

As a senior who mostly uses transit or walking as a way to get around in the City, I strongly support and advocate for active transportation infrastructure. We need infrastructure that works for all. I have supported motions that have been brought forward to make transportation safer and thereby make vulnerable road users safer. I particularly like our emphasis on creating "Streets for People" which re-allocates road space which makes it more comfortable for pedestrians, particularly seniors, families with young children and strollers and people using mobility devices.

What can our City do to reduce car traffic in and through New Westminster, and encourage more people to cycle and walk?

We need to continue to encourage development that is transit oriented so that there is less reliance on cars. We will advocate and work with TransLink so that we have better and expanded bus connections to the SkyTrain stations. Furthermore, re-design of existing road infrastructure and re-allocation of road space will encourage more people to walk and cycle. We have started this process and we are committed to moving forward in this direction by building a complete and connected network of cycling routes and safe spaces for other road users.

What piece of bike infrastructure is needed next in New Westminister?

We need better cycling infrastructure. We have some good stretches and other parts that need improvement. As someone who does not cycle, but understands the need for choices and safety in transportation, I support a fully connected cycling network to make it safe and reliable and incentivise people to use cycling to get around. These are budget considerations and commitments that we need to make and I am supportive of this.

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.)

We are committed to adopting a Vision Zero approach in New Westminister. We will work with our partners in the New Westminister Police Department and ICBC to bring an integrated approach to accident investigation. We will also have an integrated and collaborative approach to make transportation spaces safer.

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 HUB Cycling Platform. Again as someone who does not cycle but appreciates its value as a transportation mode, I have supported the work New Westminister has already done. Most of our efforts have been on the land use side such approving the bike path alongside the new development on Royal Avenue adjacent to Ecole Qayqayt Elementary, but we are working on improvements to infrastructure. I'm glad to see that the social equity lens is being applied and the needs of the vulnerable are being highlighted.

Bereket Kebede | Community First

What have you done, or will you do to advocate in support of active transportation infrastructure in New Westminister and why? If elected, are there any active transportation motions you plan to bring to Council?

As a regular transit user, active walker and occasional scooter rider, I would advocate for a safer and properly delineated and designated lane for active transportation users. Our sidewalks have aged, and our roads are not in the best condition. Therefore I would bring a motion that would address the safety of our active transportation users and help find a balanced solution to transit stop conflicts, intersection conflicts, and parking placement.

What can our City do to reduce car traffic in and through New Westminister, and encourage more people to cycle and walk?

We need to partner with other municipalities and TransLink to continue transit-oriented developments that would encourage active multimodal transportation and give people across the region alternate options to reduce their reliance on cars.

What piece of bike infrastructure is needed next in New Westminister?

We need safe, convenient and secured bike storage facilities at key locations, including schools, shopping centers, and transit exchanges.

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.)

We need to design better infrastructure, educate our residents and users, and enforce the regulations and bylaws. We also need to partner with ICBC and devise a collaborative approach to finding a holistic solution.

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 plan as a whole; I particularly like the equitable land use cycle highways plan

Jaimie McEvoy | Community First

What have you done, or will you do to advocate in support of active transportation infrastructure in New Westminister and why? If elected, are there any active transportation motions you plan to bring to Council?

I co-chaired the Master Transportation Plan Committee, and sit on the Transportation Task Force with Jonathan Cote and Patrick Johnstone. I have a 100% positive voting record for all cycling, pedestrian, and cycling infrastructure, and have spoken publicly about the need for active transportation infrastructure that is safe for all users. I would like to bring forward the idea of making a complete system where it does not now exist, for example, and moving that into regular infrastructure rather than neighbourhood agreement. With New Westminister now moving forward on safe bike lanes and routes, I feel there is now a need to also bring forward a plan for consistent and regular maintenance in accordance with set standards.

What can our City do to reduce car traffic in and through New Westminister, and encourage more people to cycle and walk?

I support the city plan to reduce road allocation by 10%. Better safety on routes is key. I also want to deprioritize motor vehicles, for example, have lighted intersections focus more on the needs of active transportation users and deprioritize the car. I would like to the Parks Department run free bike lessons for kids and adults.

What piece of bike infrastructure is needed next in New Westminister?

There is more than one. Firstly, to connect those parts that are not yet connected together, to have a complete network, supporting a safety and All Ages and Abilities framework. Good bike infrastructure also includes being able to enjoy time at destination, like a park or shopping area, with a secure place to store a bike. New Westminister could also use services like bike share.

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.)

This is an important issue, having had three accidents with vehicles while riding a bike. I definitely want the city to formally adopt, plan for, and fund the Vision Zero approach. To achieve Vision Zero, there has to be funding in both the capital and operating plan, as well as enforcement and education of drivers. I've spoken publicly on council in support of New Westminster's efforts to support changes to the Motor Vehicle Act.

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

I support the entire HUB Cycling Platform without reservation. As someone who has worked on disability issues, and who has run services and been an advocate for the poor, the economic and social justice pieces are important to me, so all people can benefit.

Additional comments?

As an incumbent councillor, I have supported cycling network and infrastructure consistently. I see this work as not only to provide for recreation and pleasure, but as critical for public health, and of course, saving the planet. New Westminster can be a real leader in the region.

Ken Armstrong (Mayor) | New West Progressives

What have you done, or will you do to advocate in support of active transportation infrastructure in New Westminster and why? If elected, are there any active transportation motions you plan to bring to Council?

If elected, we will Reduce parking requirements in “transit-oriented” developments in exchange for the development of long-term below market housing or an identified community public amenity; and, we will increase the visibility and overall scope of our separated bike lane network and cycle pathways by first securing the support of local businesses and residents and ensure that the installation of any permanent bike lanes in the future will not have a detrimental effect on local businesses.

What can our City do to reduce car traffic in and through New Westminster, and encourage more people to cycle and walk?

We are committed to getting people out of their cars by working with TransLink to further expand bus service within the city. Beyond that, making New Westminster a more attractive place to work and live will increase the viability of cycling and walking to and from work.

What piece of bike infrastructure is needed next in New Westminster?

My personal opinion is we need a reasonable bike and pedestrian connection to and from Queensborough; my team and I have no formal position on the next key piece of bike 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.)

In addition to increasing the visibility and scope of bike lanes, [as] discussed above, we will prioritize pedestrian safety when it comes to new transportation infrastructure and work to have safer pedestrian crossings on major arteries including crossing signals and better lighting, which will also benefit cyclists. Also, we will coordinate with the NWPD to increase traffic enforcement and implement targeted traffic calming measures in residential neighborhoods affected by "rat-runners," based on neighbourhoods input.

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

There are many good ideas in the Cycling Platform I find persuasive. For instance, my team and I are committed to exploring every option possible to implement the 15 minute City, and we agree with the reduction of parking minimums but in exchange for developers providing below market or lower market housing. We believe in separated bike lanes, but in the right places. Our City already incorporates a through cycling plan into its Master Transportation Plan. I am open to listen more about many of the remaining ideas in the Cycling Platform. Some of those ideas would require caveats. Reducing speed limits on cycling routes only makes sense if those cycling routes aren't on arterial routes (and I would say cycling routes should be off arterial routes for cyclist safety!) I am personally passionate about a thorough review of the Motor Vehicle Act to revisit the rights and responsibilities of all road users - including better delineating rights and responsibilities of cyclist and with respect to all road users with respect to cyclists.

Additional comments?

Generally, as a road user I am very concerned about protecting vulnerable road users, including cyclists but also pedestrians. I am also mindful that many commuters have no choice but to drive - whether due to the length of the commute or the lack of viable transit. It is a bal

Ruby Campbell | Community First

What have you done, or will you do to advocate in support of active transportation infrastructure in New Westminster and why? If elected, are there any active transportation motions you plan to bring to Council?

When working for the City, I helped identify and write grants to fund Canada to improve public infrastructure for pedestrians, cyclists and those with special needs resulting in some funding from Canada 150 Community Infrastructure Program and from various other federal and provincial programs. Elected or not, I will continue to be a strong advocate for funding active transportation.

What can our City do to reduce car traffic in and through New Westminster, and encourage more people to cycle and walk?

We have to build the infrastructure, which is why I have always tried to prioritize funding it. We also need to advocate to Translink for more routes and more frequent routes. Through our own personal leadership, we also have to demonstrate how the infrastructure can work for our community. We need to prioritize pedestrian and cycling routes and also grow transit-orientated communities. I know safe routes to school is of significance importance to our team and working with community groups, schools and other organizations to change car culture dependence.

What piece of bike infrastructure is needed next in New Westminster?

We need connected networks so residents are encouraged to use it. I know this current council and the Community First team is committed to building a connected All Ages & Abilities (AAA) network that puts safe cycling infrastructure within everyone's reach. Yes, we could use more secure and covered bike racks at facilities and key business districts. I would also like to see a bike share program in New West.

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.)

The Community First team is committing to adopting a Vision Zero approach in New Westminster. If elected to council, I will continue the work current council has done to advocate to the BC Government for Motor Vehicle Act Reform. I also think we need to work with partners to review how roads are designed and changes are prioritize design changes for higher-accident locations. I think we need to have a robust community engaged education program with this.

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

I support the Cycling Platform 100% along with our Community First Team. I am especially pleased to see and look forward to supporting the "Bold Steps" and "Social Equity". I appreciate the work and advocacy Hub Cycling has done and continues to move forward. Thank you!

Additional comments?

I remember the early days of The Cycling Hub with Marion Orser and others. I was working at the BC Lung Association organizing fundraising cycling events and have always been impressed advocacy and leadership!

Tasha Henderson | Community First

What have you done, or will you do to advocate in support of active transportation infrastructure in New Westminster and why? If elected, are there any active transportation motions you plan to bring to Council?

In my role as co-founder of Babies for Climate Action, I worked with our members to hold workshops on climate action and advocate to both City Council and the School Board for climate-friendly actions including the support of a car light community and improved active transportation infrastructure. My family uses an electric cargo bike with our two young kids, but I have found that many parents face barriers to engaging in active transportation, including the cost of cargo/e-bike options and the perception of safety for children on the roads. If elected, I want to work on addressing these barriers that families face to cycling to ensure that the City is doing whatever it can to help families to safely and confidently take part in active transportation.

What can our City do to reduce car traffic in and through New Westminster, and encourage more people to cycle and walk?

We need to continue the work that has been started by the current Council in supporting transit-oriented development, creating "cool streets" (car-free), and continuing to improve our current infrastructure so that people feel safe and confident on the road and sidewalks.

What piece of bike infrastructure is needed next in New Westminster?

The Community First New West team has committed to connecting the existing cycling routes and to upgrade the ones that are aging.

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.)

The Community First team has adopted the Vision Zero approach as part of its platform and will work with the necessary partners to ensure we are considering and re-imagining road design in high-accident areas.

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

Myself and my team have fully endorsed HUB's Cycling Platform.

Additional comments?

As a new road cyclist, I very much appreciate the safe cycling routes through New West and can't wait to continue improving the safety and reducing the vulnerability of pedestrians, folks using mobility devices, and cyclists.

Chuck Puchmayr (Mayor) | Independent

What have you done, or will you do to advocate in support of active transportation infrastructure in New Westminster and why? If elected, are there any active transportation motions you plan to bring to Council?

Creating safe spaces for cycling and micromobility devices.

What can our City do to reduce car traffic in and through New Westminster, and encourage more people to cycle and walk?

Create safe spaces for pedestrians and MM devices.

What piece of bike infrastructure is needed next in New Westminster?

An uphill shuttle device.

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.)

Education, enforcement

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

Endorse

Additional comments?

We will build micromobility infrastructure in all new developments and we will be rebuilding the infrastructure wherever possible. To digress slightly, I would like to see all car mirrors display a small embossed bicycle as a constant reminder to look before you open a door.