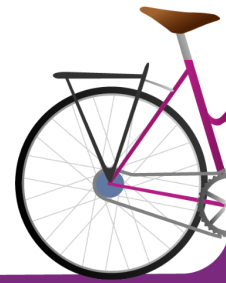




2022 BC Municipal Elections

Candidate Questionnaire



HUB Cycling North Vancouver (City) 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)

[Tony Valente](#)

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Tony Valente

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

I have been an advocate during my first term on City Council in North Vancouver for the creation of a complete mobility network serving people of all ages and abilities to move throughout our City. This includes people with disabilities. I have pushed for mobility lane projects underway or complete on Esplanade and on West 1st Street, which won a HUB Cycling Award. We have much more to do!"

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

The routes on Esplanade beg for proper separated North South connections. Some are underway in pieces on Chesterfield and other streets parallel to Lonsdale. A complete network is needed.

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 championed the City of North Vancouver's Safe Mobility Strategy which seeks to provide "a safe mobility network [that] is foundational to creating a healthy and people-oriented City where everyone has safe, comfortable, convenient, and reliable access to work, school, and other destinations [they] need to travel to every day. I have supported infrastructure improvements through the City's project planning processes that provide better lighting, safer crossings, mode separation, and slower streets throughout the City.

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 - the Bold Steps identified are exactly the type of critical actions we must take to address the climate challenge we now face while addressing the physical and mental health of people in our cities.

Additional Comments

I have been an advocate for safe cycling and safe mobility since before being elected as a former Chair of HUB Cycling North Shore and a community leader. I want to continue pushing forward for safer cycling and electric mobility in the City of North Vancouver.

See my platform for Transportation and other matters here:

<https://www.tonyvalente.ca/policy/>

Jessica McIlroy

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

Over the past four years as a Councillor in the City of North Van I have advocated for the advancement of mobility lanes, asking for them to be brought forward in the budget and given greater priority. I have

supported the reduction of car parking spaces and the increased secure bike parking spaces, with a recognition of the need for a different type of bike storage given the size of cargo bikes and cost of e-bikes. I've continued to support budget allocation to pedestrian and cycling signals, leading pedestrian intervals, and advocating for no right turns on red. I also call for pilot project of a 30 km/hr zone on a residential street and continue to advocate for a full roll out of 30 km/hr residential streets across the City. I believe we've begun some great work across the city to advance active transportation infrastructure but many initiatives have been delayed due to covid, construction delays, and budget delays.

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

Over the next four years we will need to continue the roll out of existing plans, such as the upper levels greenway and the casano loutet overpass, as well as a plan for how bike infrastructure will fit into the "high street" design of Lonsdale. We will continue the build out of the priority mobility lanes and continue to increase bike parking and storage options around the City. There's lots to do!

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.)

One of the major pieces of action required in the next term is to continue to both change the speed limits of streets as well as the physical configuration. As we continue to build separate and safe mobility infrastructure we need to also slow vehicles down and change the configuration of intersections and streets in order reduce the risk.

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

I endorse all of these points, and would like to also see more advocacy and a focus on the use of cargo bikes for commercial and retail uses. We need facilities to support first and last mile deliveries and advocacy for regulations and standards that allow for the increased use of different types of bikes.

Additional comments

We need to continue to do better on education and communication in order to reduce tensions around the reallocation of road space and removal of car parking. There is a lot frustration on the North Shore related to car traffic and this results in decreased support for active transportation infrastructure. There is still a perception that few people ride, and that people won't because of the weather or geography. We need to ensure people see cycling and walking as methods of transportation, not leisure activities.

Kathy McGreenera

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

I will get better acquainted with the research done on bike paths recommended and prioritized and advocate that council moves ahead with those plans and any others advocated by local cyclists. I will get involved in attending meetings with the local north shore HUB group, and other cycling advocacy groups that exist. I formerly have signed petitions and organized my building to participate in supporting the first major north/south bike lane outside our building.

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

There is great opposition to the newly installed bike lane on St Andrews n/s from Keith to 13th. We need to work with opponents and opposing council members to make any enhancements to ensure that bike lane stays in place and links as needed. I'd love to work with the district of North Van council to add a section to the Spirit trail bike path that ends suddenly near Park and Tilford behind the Rona store, to join up with the Marine Drive path to the 2nd narrows bridge.

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.)

Get familiar with the Strategy and select focus areas for the City of North Van in consultation with cycling advocates.

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. I'd need more info about the speed reduction to 30km per hour on all bike paths and whether that includes roads with separated bike paths. I'd also like to understand which points are the most concerning for residents and if there are ways to mitigate concerns.

Additional comments

Thanks to HUB for all your great work to support a cyclable region. I was so sorry to see the end to the Bike the Night event and would love to be heavily involved in expanding that event to the City of North Van.

Maxwell Lai

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

On the North Shore, I believe that our community lacks a viable, reliable and efficient transportation alternative that is directly competitive with driving and I believe that supporting your measures for active transportation would give road users a different way to travel within the North Shore without having to be reliant on a motor vehicle. If elected, I would continually advocate in support of active transportation infrastructure in the City of North Vancouver.

The first thing that I would like to do is to review, update and modernize our North Vancouver Bicycle Master Plan (2012). The current Bicycle Master Plan has not been updated for over 10 years (from the research I was able to find on the CNV website) of which I think that the Bike Map also needs a review to be updated what is the current communities' perception of our roads.

With this review of our policy, we should use your Position Paper "Modernizing the BC Motor Vehicle Act (2016)" as a guiding reference to see what the City of North Vancouver measures when it comes to active transportation have been met and what measures have not been met. I am a believer in actionable and measurable goals and strategies as it ensures any level of government a form of accountability when making any forms of promises.

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

I think the primary barrier for those that bike or want to bike is the perception that not all of our roads are safe. Understanding this, I would support all bike infrastructure projects that helps reduce this perception while allowing more access to the use of cycling such as;

- More cycle paths next to major streets, separated by a physical barrier.
- More off-street and protected bicycle routes
- Decrease road speeds for shared bike routes to 30 km/hr
- More bicycle facilities such as bicycle parking and cleaning stations
- Support the expansion of our current E-Bike Program to encompass Electric Cargo Bikes like Bakfiets due to their ease and flexibility as a transit alternative

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 City of North Vancouver, in 2020, released a Safe Mobility Strategy that outlines its vision to create "safe streets for everyone" with the goal of moving towards vision zero. I think there are some things in this Strategy that can be enhanced with current CNV Policy.

Updating the Bicycle Master Plan to meet the standards of the Safe Mobility Strategy would streamline a better sense of what Bike infrastructure is currently being met and what more is needed. I further believe that the Bicycle Master Plan should be incorporated, policy-wise, within the Safe Mobility Strategy to further the goal for better and more regulated data as the idea of the Bicycle Master Plan was to guide staff in creation of a bicycle network.

I also believe that when it comes to the Safe Mobility Strategy, that we should lead by example and enact your reforms within our City's Bylaws. There is no need to reinvent the wheel when your organization has already done a vast amount of research into it and I see no reason to not endorse and implement the reforms within your paper.

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

I have friends, family and my partner that are avid bike riders and consistently try to cycle if able to. From this group, I have asked their opinions as I casually bike but have always been a primary user of the car. To get a better understanding, I went to your site and read both your HUB Cycling platform as well as your 51 page Position Paper to learn from your position as cyclists in terms of your research in bike infrastructure in the context of our local infrastructure. It is why I fully endorse and will advocate for all your reforms and choices of change.

Additional comments

I think your website was very helpful in getting me a better understanding of bike infrastructure through your research. I would like to thank you for having this resource open for the public to see.

Jeremy Cato

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

First, I am an active cyclist. Watch this video here for more. https://youtu.be/jMvA0_ujyEs. I believe CNV has achieved a reasonable balance of cycling lanes and provisions for other forms of transportation in the city. CNV's own research says that one in 10 CNV residents rides a bicycle, pedal or electric. What is far more pressing that additional bikes lanes is better public transit. That will be my No. 1 focus as councillor.

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

We need to ensure all transit solutions accommodate cyclists and their bikes when necessary. Real, legitimate public transit, particularly real rapid transit to, from and within the North Shore. CNV's own research shows that just 6% of folks use transit as a primary means of transportation. Fixing transit should be the No. 1 priority for North Shore Councils.

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.)

No. 1: support world class transit. This is the best way to get the most folks out of their personal vehicles and into safe, efficient, reliable, four-seasons and affordable transportation modes. Bicycles are a piece of the puzzle but only a very small percentage of the total population can use a bicycle as a primary means of transport -- because of a wide range of barriers to entry and use. Transit not only addresses transportation concerns, it also has a hugely positive impact on climate concerns and is a very suitable option for a broad cross section of our communities. As well, public transit serves as a powerful way to address housing affordability issues. World class public transit provides or a light rail, subway or skytrain station located within a 1km walking distance of the workplace and residence of all folks.

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

This is a narrowly focused platform that addresses the views of group of concerned folks who comprise, as the research in CNV shows, at most about 1 in 10 of CNV residents. I recognize their concerns and support reasonable cycling initiatives. But I do not have the space here to address the issues in this platform in sufficient detail. We need to work together as a community to come up with answers and that takes time, patience and the good will of informed folks.

Additional comments

I applaud HUB for its interest in and advocacy for cycling and cyclists. I am an active cyclist myself and aside from biking in CNV, I take at least two significant cycling trips every year. I will be a councillor who listens, learns stays informed and works diligently to bring together communities, not split them apart into camps. Cycling, scootering, rolling of all sorts, actually, and walking are key pieces in how we move about our communities. So is transit, which is not supported well on the North Shore at all. And so are personal vehicles, of which I am a particularly strong support of the transition to EVs. HUB will find me an active listener, but I will not be a one-issue councillor.

Anna Boltenko

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 continuing redesign city streets so that vehicles are treated as guests and naturally move at a slower speed, giving streets back to their residents.

I will work with cycling coalitions, pedestrian coalitions, neighbouring municipalities, and BC Transit to ensure there are no gaps, permitting a continuous network of sidewalks and footpaths, creating 15-minute neighborhoods where people can walk to amenities and public transit safely and easily. "

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

Protected bike lanes near Lonsdale ave corridor.

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 encourage analysis of current conditions and trends, which includes considering safety concerns, available data and other resources, the broader context that affects city residents safety.

Foster the development of plan vision, goals, and objectives and connecting these to actions, responsible parties, time frames to complete the actions, and performance measures to track progress toward achieving objectives and goals of the BC Road Safety Strategy's Vision Zero.

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 valuable addition to the work that our city is doing towards promoting active transportation that makes our communities safer, healthier, happier, more inclusive, more affordable, and more equitable while reducing GHGs.

I fully support all areas of focus mentioned in the Platform.

Moreover, I found that my vision of a complete and resilient city is well aligned with it.

Linda Buchanan (Mayor)

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

We all want to move efficiently and safely. More and more, people are asking for alternatives that are more affordable, accessible, and healthier. That's why I will continue to deliver solutions that work for everyone and am proud of the work we have done over this past term to improve the movement of people.

As Mayor we have:

- Delivered RapidBus across the North Shore
- Increased SeaBus and Handydart service
- Piloted 30km speed limit in select neighbourhoods
- Delivered protected cycling lanes along East Third, West First and Esplanade currently in progress.
- Delivered a AAA network along St. Andrew's from Keith to East 13th
- Delivered new sidewalk and crossing infrastructure
- Moved forward with Casano-Loutet Overpass
- Implemented the first ever Electric Bike Share Program in BC with record ridership numbers
- Wrote an OpEd Province (March 2021) re Bridging the two sides of the City over the Highway to improve health and active travel from one side of the City to the other.
<https://theprovince.com/opinion/linda-buchanan-bridging-communities-across-highway-1-would-revitalize-north-vancouver>
- Brought forth a Notice of Motion to study the feasibility of bridging over top of the highway and advocated to the Minister of Transportation and PS for Infrastructure
- Advancing Upper Levels Greenway to connect with Casano-Loutet Overpass and Green Necklace
- Have discussed the extension of the City portion of the Spirit Trail through a commercial area to the east
- Approved the Safe Mobility Strategy, WALK CNV Strategy and updated our Mobility Strategy this term
- Approved T2050 as a member of the Mayors' Council
- Continue to champion Safe Routes to School which I brought to the City when first elected in 2011 and prior to that when on the Board of Education.

- Have a signed MOU with NVSD Board of Education on Safe Routes to School and updated this term to include other areas of shared priority
- The City continues to pay for all school crossing guards across the City
- Creation of the Kid City Map and educational programming
- Over the next term I am focused on continuing this work and delivering Burrard Inlet Rapid Transit.

Moving in active ways not only supports our health, it helps reduce traffic and congestion, and helps our environment by reducing emissions. Providing options for people makes it easier for everyone to get around regardless of mode. My vision is to create the Healthiest Small City in the World By providing the infrastructure needed, tying land use with transportation decisions, creating a compact, walkable City that is focused on people, and moving to net zero by 2050 are just a few of the ways that will help us reach this goal.

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

The City has an established long-term AAA network vision. Council approved the Priority Corridors for AAA in the fall of 2019, prioritizing key corridors for infrastructure upgrades across the City.

Recommended priority corridors will direct near term investments towards connecting key destinations (recreation, commercial, first/last mile); filling gaps in high demand areas and making high collision areas safer. This next term, I will be focused on continuing to move forward on the Casano-Loutet overpass.

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.)

A safe mobility network is fundamental to a healthy community and creating a City for people. We all want to move safely and efficiently. But for too long our cities have been designed for cars. That isn't working for all people. That's why I am proud of the work we have done as a council to advance transportation solutions that do work for all people. This includes many of the points I've outlined in question 1. In particular the Safe Mobility Strategy, which was approved by council in July 2020, has a goal of moving towards Vision Zero and puts safety above all else when designing streets. The 4 big moves are to Design Safe Streets; Encourage Safe Speeds; Promote Safe Behaviour and be Evidenced Based.

Prior to being Mayor, I brought forth a motion to move our City to Vision Zero so I am pleased to see we are moving in the right direction by not only adopting the strategy but aligning our budget with delivering the infrastructure and programs needed to reach our goal.

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

I have endorsed the Platform so I agree with all the points.

Additional comments

Thank you for the opportunity to share what we have done in the City of North Vancouver to support active transportation. Thank you also for all the work you do and for working collaboratively and in partnership with us.

Angela Girard

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

I supported the City's Mobility Strategy in April 2022, which set the City's vision for planning of our streets and how residents get around our City for the next decade. This includes building complete, high quality pedestrian network and AAA bike network, enhancing fully accessible transit services and creating the conditions to make seamless connections between transit and other transportation modes. It also includes transitioning to zero-emission vehicles and easier access to car-sharing, and youth programming that encourages walking/rolling to school as opposed to being driven. I will continue to support and advocate for a continue expansion of more active transportation, which supports good health and better for our environment through reduction of vehicle emissions.

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

In areas which transition from City to District of North Vancouver, for improved safety, separated bike lanes need to be implemented. We need more clearly designated markings at intersections so that all users of those intersections, cyclists, pedestrians and drivers, can be visible to each other to avoid injury.

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 first educate myself on the initiatives, tools and enforcement programs that are available to our City that would help all road users - drivers, pedestrians, cyclists, a skateboarder, or another type of road user - can be confident that the City's road network is safe and they will not experience injury or fatality using it. I would then recommend that the City engage in an active educational campaign to engage residents to determine where the issues in the City's road network still exist to improve upon the network's safety, as well as promote education, through driver training programs and cycling programs of appropriate ways of share the road network, and ways to respond to situations when users are not using the road network appropriately.

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

Yes I support this 2022 Cycling Platform in its entirety.

Additional comments

I appreciate and applaud the advocacy work of HUB Cycling in its support of cycling, active transportation, and the increased build-out of safe cycling infrastructure which supports all mobility users. As someone with knee injury who does not cycle on a regular basis (but appreciate the ease of using an e-bike), I certainly consider riding more often (as I am sure others, who are also not frequent riders, do as well) knowing the infrastructure is being implemented and expanded upon to keep all users safe. Thank you, Angela Girard

Ron Polly

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

Encourage people to choose active transportation. Make active transportation more convenient and enjoyable.

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

That would be could be decided by what and where future density is placed.

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.)

Promote the right that everyone has the right to move safely in their communities.

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

I agree that future density should be promoted along transit and bike routes as long as future density increases are coordinated with other required infrastructure such as school, hospitals, public amenities and senior housing.

Additional comments

Hello HUB

Some of the questions seem to be a little polarizing. In urban planning a lot of matters have to be considered. I find for example increasing budget for bicycle infrastructure is possible but with taxes on the sharp increase other ways may be needed to fund projects such as grants from the Federal or Provincial Governments.

I also believe a council member should be a champion for all citizens including our four legged friends. I feel we are all in this together and must work for safe mobility for all.

Rapid Transit on and to the North Shore is going not only be a big issue in the next four years but also a major cost.

I am in favour of any action that keeps people and goods moving

Questions to you.

What do you think of liability insurance for electric bikes ?

Do you take donations from the real estate & development industry such as UDI ?

What is the projected percentage of population expected to use a bike on a daily basis. Thank you for your time.

Shervin Shahriari

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

I have and will continue to champion safe active transportation infrastructure. I would like to see more residents involved in providing feedback and championing safe infrastructure.

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

Secure bike storage/lockers near transit hubs and busy bus stops. Assessing current bike infrastructure to make sure it is safe (e.g. St Andrews)

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.)

Speeds should be lowered on many routes and more speed humps should be installed.

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 platform. On the North Shore, we are still not connected to the SkyTrain network efficiently and sometimes trips are doubled in time when taking transit and/or cycle to work, which means that many people still depend on their vehicles to commute, and those vehicles need to be parked somewhere. There are plans in place for a Bus Rapid Infrastructure that when implemented will help this issue. I will advocate the BRT if I am elected. In addition, many commuters do not live in the City of North Van, and come here to work by car and park their cars on local streets - reducing parking spaces for residents. My election platform focuses on solving this issue by supporting workforce housing programs which in turn will reduce pollution and parking requirements opening street spaces for bike infrastructure. More on this in the general comments.

Additional comments

Thank you for the opportunity to comment. One thing, you can add to your platform is to encourage people to live closer to their places of work (in some countries employers provide incentives), and encourage businesses to adopt work from home programs. You could consider adding this. As the distance between home and work is reduced on average, car usage goes down, and more people will cycle, take transit or walk, or a combination to work. Also, more emphasis should be placed on theft prevention, secure public bike locker infrastructure using new technologies and partnering with TransLink and municipalities to enhance theft prevention.