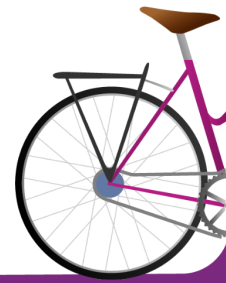




Your Cycling Connection

2022 BC Municipal Elections

Candidate Questionnaire



HUB Cycling North Vancouver (District) 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)

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Greg Robins

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

Up to this point, as a resident of the District of North Vancouver, I have been a strong advocate for the cycling community. Many of my posts on social media reflect my position in favour of increased infrastructure and budgets to make cycling comfortable and accessible for everyone.

As a councillor, I would strongly advocate for the acceleration of the BMP and the completion of safe routes for cyclists.

When I ran four years ago, I called for mandatory bike storage and suitable electrification of that storage in all new construction.

I very strongly support cycling and believe we are obliged to create a safe space for those who are not in cars

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

I feel unbroken routes to schools and town centers

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.)

As a councillor, I would advocate for physical barriers where ever possible to separate cars from those on bikes. Paint and plastic does not work.

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 the areas and see them as a thoughtful, achievable set of recommendations.

The only point I believe may cause friction from a political standpoint and would be very challenging to enforce, is the idea of a 30 km/h limit along bike routes. I would rather see those confined mainly to school zones and physical barriers along bike routes to provide reliable protection.

Additional comments

Thank you for the opportunity to comment.

Ellison Mallin

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

I am a cyclist, I do not own a vehicle, so I get around by bike or bus almost always. I have not been an constant public advocate for active transportation infrastructure, but I seek elected office to help improve transportation solutions, with one of my main priorities being better separated active mobility lanes. I

especially want to see lanes that are not along corridors that see heavy traffic, or are built distant enough from traffic that even a distracted driver would pose minimal threat. This is especially relevant for destinations that are exceptionally popular in our community, like Deep Cove, Cates Park, and rec centres.

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

The top priority needs to be better active transportation options along Dollarton Highway. Ideally an extension of the Spirit Trail, done in partnership with the Tsleil-Waututh Nation, that links Phibbs Exchange to Whey-Ah-Wichen to Deep Cove.

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.)

Beyond safer and separated bike lanes, also more pedestrian lanes. North Vancouver has an abundance of trails or options for well developed trails, that minimal intersect with vehicle traffic. We need to focus on building those out.

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

Looking through the platform, I could comfortably say that I endorse it entirely. There are certain points I would prioritize, and certain points I do not think need to be prioritized. For example, I do not think we need to "Conduct research that advances equitable land-use goals", as I believe we know what needs to be done in North Vancouver. The gaps are obvious and must be addressed immediately, without the delays that research, however well-intentioned, do create. Regarding reducing parking existing parking - while I support reducing street parking in cases where necessary, I think I would advocate for a higher percentage of parking spaces in public areas (parks, etc) be allocated to handicapped parking, instead of removed entirely. This is at least in my first term in council, as I would be interested to see the impact of that, as well as reduce the counterarguments about restricting people with disabilities.

Additional comments

North Vancouver's geography presents a case for prioritizing better active transportation along "easy" routes, instead of hills. In my first term as councillor, I would focus my energy on that. Flat areas, or areas that can be made accessible and easy (through leveled pathways, etc) would be where I would want to see active transportation funding spent.

Trey Bell

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

If elected I would advocate for separated bike lanes in new development areas, and creating biking routes that are off of main roadways that don't have bike lanes. I would advocate for expansion of bike and e-bike share programs in the district.

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

Dollarton Highway needs to have bike lanes installed in the area to the East of the Innovation campus. This could be done as part of a widening on that stretch of road.

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 am in favor of lower speed limits on side streets. In areas that are on bike routes, close to daycares, parks, trails, and seniors residences.

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 overall goals outlined in the Cycling Platform. I especially agree with "sustainable land use plans and zoning, including densification and building complete communities where people can access all of their daily needs within a 15-minute walk or bike ride, including jobs, groceries, schools and services"

Additional comments

I am endorsing HUB Cycling's Platform. Biking and non-carbon transportation is a key factor in addressing climate change.

Thomas Tofigh

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

Traffic and clamant change are my priority if I will be elected. For decreasing the traffic, education and cycling culture and safe routes for cyclists are the main needs.

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

Safe routes for 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.)

Separate routes for cyclist.

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.

Additional comments

To reduce traffic in our city, People should be encouraged to use bicycles and need them; Having a safe space for cyclists. Use of bicycles; in addition to reducing traffic; It also helps to keep the environment clean.

Jim Hanson

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

I have consistently voted in favour of active transportation initiatives and I have spoken out in favour of increasing our budget and speeding up construction of cycling and pedestrian pathways.

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

We need connected and separated cycling routes across the North Shore.

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.)

Advocate for separated cycling routes. I would also support reduced speed limits in urban areas.

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

I support significant investment in active transportation infrastructure

Additional comments

Significant investments in Active Transportation are a step we can take to provide alternatives to cars and thereby reduce some of the demand on our congested roadways.

Catherine Pope

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

I think most people in the District recognize the need for more efficient transportation infrastructure and that includes better supports and accessibility for bikes. Given the gridlock in this area, I think there's a case to be made that cycling is often faster than driving. An e-bike rental program is already in place. I think we could expand its reach, but the cost per ride has to be reduced to incentivize commuters.

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

Continued expansion of bike lanes and routes must be carefully planned in consultation with impacted neighbourhoods

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 advocate for better protection for cyclists and pedestrians, including safe road systems that provide space for walking, cycling and accessing transit.

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

Generally, I am in agreement with most of the platform. In North Van, we have seen some conflicts with neighbours who weren't consulted before a bike lane was put in. Expansions of separated bike lanes needs to happen in collaboration with the community, or we risk losing support for this type of change.

Mike Little (Mayor)

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

I have supported significant improvements to active transportation in our community.

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

Better Main St & Marine Drive 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 support using ICBC crash data to inform and rank infrastructure priorities.

Additional comments

I have worked closely with the other North Shore Mayor's to fight for Transportation improvements in our community including our successful campaign to advance rapid transit and significant bus improvements on the North Shore through the new Translink Mayor's Vision.

Betty Forbes

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

Complete Spirit Trail

Additional comments

Our OCP states that our cycling infrastructure should be for "all ages and all abilities". Safety is my priority for all users and I will support safe routes with safe infrastructure.

Herman Mah

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

Invest and advocate for MUPs (multi-use paths) and, where warranted, separated lanes for active transportation.

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

At locations where bike theft is an issue, invest in secure bike parking facilities. I also support moving forward with Phase 2 of the Lynn Valley Active Transportation improvements. The District needs a connected system of bike paths.

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 advocate for safer streets by reducing speeds where warranted, invest in lane separate where required and support education/communications on sharing the road.

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

"The Cycling Platform is very comprehensive. I support investments in active transportation and other means to get people to use more sustainable transportation modes and to ease congestion; however, I would require some more information before I can fully endorse the Cycling Platform. In the meantime, I would support the following:

1. Land Use: support bicycle parking requirements in new developments and provide high-quality public bike parking at major destinations;
2. Infrastructure: support, in principle, that people of all ages and abilities should be able to bike to and from major destinations safely;
3. Sustainable Transportation: support the piloting and expansion of bike share and e-bike share programs in urban centres;
4. Social Equity: I support programs that address the inequity that marginalized people face. I also realize the dilemma that, if local government does not invest in neighbourhoods that have historically seen less investment, participation levels in those neighbourhoods may not ever increase. However, in principle, the priority for where active transportation infrastructure should be built should be based upon where the need is greatest."

Lisa Muri

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

We can do more if we find a better balance, areas of protected bike lanes in high volume areas should be a priority, money should go there first. Is infrastructure only built when condos are approved? Some areas need infrastructure now.

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

Completion of High volume protection at major commuter crossings, approaches to bridge heads, Spirit Trail

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 support initiatives and policy goals.

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

I support in principle the platform

Additional comments

There needs to be an understanding of the challenges we each face individually, in the region, as an example, the City of North Van and District of North Van have many differences, DNV has the most recreational cycling on the North Shore and probably in the region, our trails our world class, the City has been able to implement connected bike lanes on roadways because they are built on a grid. We both have strengths and weaknesses, it is not one size fits all, balance is what we need to work towards.

Jordan Back

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

I have been a strong advocate for greater investments in active transportation, such as the facility on E 29th Street and the, now underway, Lynn Valley Road Active Transportation Project. I also am a regular e-bike user, and regularly commute and move around the community with my 2 young kids via an e-cargo bike.

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

Completing of Lynn Valley Rd, Significant improvements along Dollarton Highway, among several other 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.)

I'll be pushing to adopt a Vision Zero approach in the DNV, as well as advance work on our Safe Routes to Schools program and lowering of speed limits.

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 of it.

Harrison Johnston

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

As someone who does not own a car, I depend on public and active transportation infrastructure, so it is very important to me. My priority for active transportation would be to build more separated bike lanes that are connected to existing infrastructure and efficient to use. We also need to ensure that existing infrastructure is well maintained and safe to use. I would also like to see more secure bike parking options built at Phibbs Exchange and at town centres.

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

Within the District, I believe the area that is most in need of better bike infrastructure is between Phibbs Exchange and Deep Cove.

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 am very supportive of Vision Zero. I believe that the District should work towards reducing the speed limit on all residential streets to 30km/h. Many residential streets are used by cyclists, people walking their dogs, children playing and many other road users and I believe it isn't safe for cars to be going 50km/h in those areas.

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

I am very supportive of all areas of the platform.

Additional comments

I am very grateful for the work that HUB has done to improve active transportation infrastructure and I look forward to working with you to ensure that the infrastructure in the North Vancouver District is safe and efficient for all road users.

Mathew Bond (Mayor)

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

I use my cargo bike as my primary mode of transport with my two young children and have worked diligently to advance a connected and protected network of safe and convenient infrastructure for people when they choose to walk, roll and bike since I was first elected in 2014. I am not an "avid cyclist", I bike because it is the best option to get around that brings me good health and joy,

Specifically, I brought forward a motion in 2016 to prioritize a connected network of protected bike facilities. I have worked with staff over successive budget cycles to shift the District's approach to the delivery of active transportation infrastructure from one of opportunistically tacking on bike lanes to disconnected road projects, to an approach that prioritizes high cycling opportunity connections between our town centres, the City of North Vancouver and the Lions Gate Bridge and Ironworkers Memorial Bridge. Over that time, our budget for active transportation has increased from less than \$1M a year to almost \$10M annually.

I also worked to change perspectives on Council by hosting annual "Bike To Council" rides during Bike to Work / Go By Bike week to bring fellow Councillors and senior staff for a highlights/lowlights tour of the bike routes in the District.

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

We need to connect Lynn Valley to the City of North Vancouver, and through Lynn Creek to the Ironworkers Memorial Bridge, and complete the final connections between the Ironworkers Bridge, the City of North Vancouver and the Lions Gate Bridge near Marine Drive. A safe connection to Deep Cove is necessary within the next five years.

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 systems approach to transportation will be a long term project in the District of North Vancouver. Most of our transportation infrastructure was designed with speed and convenience of motor vehicles in mind. To truly achieve vision zero, most of our streets will need to be completely redesigned at a human scale to prioritize lower speeds and safety of children, seniors and people with disabilities.

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 platform. Land use, transportation, affordable living and social equity are intrinsically linked. If anything, we need to accelerate all of these initiatives to achieve the necessary climate and emission reductions and a shift in transportation choice over the next 8 years, so we ensure safety and well being for current and future residents.

Additional comments

Ensuring people have more safe options to get around when they want to bike is important to me and its part of the future of transportation in our community. If you want to know a little more about why please read this article

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