



2022 BC Municipal Elections

Candidate Questionnaire



HUB Cycling Port Coquitlam 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. How can Port Coquitlam help fast-forward an active transportation connection to the Port Mann Bridge keeping in mind that it also allows for other significant connections as well?
2. What have you done, or will you do to advocate in support of active transportation infrastructure in your city and why?
3. Where do you see room for improvement in connecting us with neighbouring municipalities for active transportation?
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)

[Erik Minty](#)

[Cindy Carkner](#)

[Mithila Karnik](#)

[Nancy McCurrach](#)

[Jami Watson](#)

[Steve Darling](#)

[Paige Petriw](#)

Erik Minty

How can Port Coquitlam help fast-forward an active transportation connection to the Port Mann Bridge keeping in mind that it also allows for other significant connections as well?

At present, cycling is not a viable commuter option for Port Coquitlam residents because the Cape Horn Interchange is not designed for safe cycling. It is simply essential that we find ways to work with MOTI and other impacted stakeholder groups to provide two dedicated corridors - along the Mary Hill Bypass from Argue St and through Riverview from Pitt River Road connecting all the way to the Port Mann cycling onramp and through to Braid. These corridors need to be separated from pedestrians and lit for night-time use in order to be effective as safe cycling corridors.

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

As a local team lead with Force of Nature I helped collect over 500 responses to our Active Transportation Survey and presented this to Councils of all 3 Tri-Cities municipal governments. I also provided input on Active Transportation to Port Moody's public engagement forum. Cycling is my primary mode of transportation so ensuring safe cycling infrastructure throughout Port Coquitlam, and connections to neighbouring municipalities, is a major priority of my election platform.

Where do you see room for improvement in connecting us with neighbouring municipalities for active transportation?

Besides the Cape Horn connections which I view as critical, we need to start identifying prime locations for a "Cycle Highway" corridor that connects Port Coquitlam to central Coquitlam and Port Moody. Also, existing pedestrian bridges at McAllister and Patricia need to be widened to accommodate a broader mix of active transportation modes including e-mobility modes which are rapidly gaining in popularity and frequently result in conflict with pedestrians when constrained to narrow corridors, MUPs or other pinch points.

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

I agree strongly with every point in the platform. A year ago I made a personal commitment to sell my car and rely exclusively on alternate modes of transportation. I witness daily the challenges, misguided infrastructure development and missed opportunities to improve safety for active transportation modes in our city. There is a huge latent demand for safer infrastructure that will, if implemented well, result in fewer trips by car. This will positively impact household affordability, physical and mental wellbeing, traffic congestion and (certainly not least) GHG emissions.

The only concern I do have is that many of the maps show Lougheed Highway as a major cycling route. I am concerned about the wisdom of encouraging cyclists adjacent to a major trucking route. "Separated routes" is too often implemented as Multi-Use Pathways which are hazardous and force cyclists onto roadways. I feel we would be better connected through speed-reduced neighbourhood streets, some of which already exist but require better connections and/or signage.

Additional comments

I support recent initiatives to provide wider, multi-use pedestrian pathways in different locations around Port Coquitlam - for example along Prairie and the proposed new route along Kingsway. I am concerned that these will be viewed as appropriate cycling infrastructure. Multi-Use Pathways are not suitable for travel speeds in excess of 15 km/h, leaving a gap between 15-30 km/h where most non-recreational cycling occurs.

I'm also concerned about green painted lanes in locations that are unsafe for cyclists, for example on Pitt River Road where the designated bike lane is immediately adjacent to roadside parking in the "door zone".

Getting this critical infrastructure right I believe can be done with very minimal cost and will have extremely positive short-term and long-term effects that will benefit everyone.

Cindy Carkner

How can Port Coquitlam help fast-forward an active transportation connection to the Port Mann Bridge keeping in mind that it also allows for other significant connections as well?

This is an area I need to look into more closely

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

I support active transportation infrastructure in our community

Where do you see room for improvement in connecting us with neighbouring municipalities for active transportation?

More direct bus service that includes bike racks, and improving cycling availability

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

I would have to look at that more closely before I give an opinion

Mithila Karnik

How can Port Coquitlam help fast-forward an active transportation connection to the Port Mann Bridge keeping in mind that it also allows for other significant connections as well?

We need to maintain the trail connections to Port Mann Bridge in order to effect the connection better. It would be nice for the city to engage experienced bikers and have them "trial" a route and discuss issues and solutions.

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

I am on favour of active transportation for the past two years since I started walking the city with my baby in a stroller and biking during the pandemic. The fact that PoCo does not have designated bike routes through the city except connecting to trails and the Donald Walkway is a disappointment. We need more work to put together by-laws to support bikers, e-scooters and stroller safety.

Where do you see room for improvement in connecting us with neighbouring municipalities for active transportation?

I think you are doing a great job!

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 the points on the Cycling Platform as they are heavily tied into my own platform for Community Development focus

Nancy McCurrach

How can Port Coquitlam help fast-forward an active transportation connection to the Port Mann Bridge keeping in mind that it also allows for other significant connections as well?

I would like to suggest that a letter be sent to our current MP Ron McKinnon, and our MLA Mike Farnworth stating that it is imperative that an active transportation connection for all modes of travel be included that use (or will use in the future) the Port Mann Bridge. Also when any council discussions come up with Federal or Provincial ministers in the region that all modes of transportation be implemented with the design and RETROFIT design as soon as possible. We need to work at every angle, with all three levels of government to reach carbon-neutral emissions targets by 2050. Other venues for advocacy could be by submitting a resolution to the UBCM (Union of British Columbia Municipalities) that would highlight the importance of ensuring that ALL modes of transportation be implemented on any new connecting arteries for ALL bridge designs in BC; and that the funding is through Provincial and Federal funds/grants.

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

As an E-Bike rider, I know firsthand where some of the gaps are in and around the City of Port Coquitlam. Currently, there is no safe bike route connecting the North and South side of PoCo traveling south. The Coast Meridian overpass bike lane traveling North needs to have small posts on the road to safely separate the bike lane from the car lane. Anytime there is a Council discussion I raise concerns to our engineers about dangerous spots where I have traveled. I also find the corner on Victoria Dr and Cedar Dr dangerous as the bike/walkway path is not continuous in this narrow stretch and when the new Fremont Connector is designed I advocated for this to be made safer. Currently, I have also mentioned that the new roundabout on Kingsway at the new Port Coquitlam Rec Centre has no bike path lane and bikers have to dismount and to onto the sidewalk, or travel in the high-traffic roundabout with all the

vehicles. On the new roundabouts in the city, I advocated for verbal signage to indicate that one must yield to traffic already in the roundabout as drivers were getting confused and thinking they had the right of way when they did not. This signage has now been implemented. We have come a long way with the new MUP on Prairie and it is a safer route for recreational bikers. I have advocated for a better connecting route in the Fremont area around Nicola Ave. In the Birchland neighbourhood I was advocating for traffic calming measures on Larch Way to slow the cars down, recently a speed hump has been implemented. Currently, I have been advocating for the multi-use pathway along Kingsway with the new roadway. We need better connections for bikes to take the West Coast Express as well. In addition I have also been advocating for safer places and lockers for all bikes and charging stations in new buildings for e-bikes. As a city, we are making our downtown walkable and we are needed to get our greenhouse gas emissions down to net zero by 2050. Any way to enhance walking and biking experiences is where my advocacy lies.

Where do you see room for improvement in connecting us with neighbouring municipalities for active transportation?

Perhaps building a bike path along the West Coast Express route, there could be a bike route implemented alongside. There also needs to be apps, facebook and instagram social media ways to connect and gather ideas from many other cyclists as to where they believe the best connecting routes would be. We have a lot of intelligence out there from our cycling community to tap into.

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 the points

Additional comments

I will also continue to advocate for a safe new bike route along the not yet constructed Fremont Connector!

Jami Watson

How can Port Coquitlam help fast-forward an active transportation connection to the Port Mann Bridge keeping in mind that it also allows for other significant connections as well?

By leading the way to organize a coalition of regional and local governments. We need active transportation corridors that will connect to the bridge path for all ages and abilities cycling and walking. As an experienced cyclist, there's no way I feel comfortable riding Mary Hill Bypass. Accessibility and safety is everything when it comes to active transportation.

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

I will look to other cities that have or are currently building infrastructure that supports safe and active transportation in their cities. Learning from other cities on what worked, what mistakes and what benefits it's had is the key to quick approval and implementation.

Where do you see room for improvement in connecting us with neighbouring municipalities for active transportation?

There is always room for improvement. The stretch of road past Shaunessy, before and after the bridge is awful. Most people will ride on sidewalks because they are comfortable.

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 entire platform and very excited about it as an avid cyclist.

Steve Darling

How can Port Coquitlam help fast-forward an active transportation connection to the Port Mann Bridge keeping in mind that it also allows for other significant connections as well?

Port Coquitlam can only do so far. We have another city to deal with. I think we have done a very good job at maintaining and improving our cycle routes. We have much more to do and asking development to consider off site work and multi use paths is always something we advocate for

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

A big part of our update to the North side of Poco included multi use path which have make the area much safer for walkers and cyclists

Where do you see room for improvement in connecting us with neighbouring municipalities for active transportation?

I also think if we can link a current networks to others it only make for a better system. Allowing people more options is always a good thing.

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

I feel the platform has a number of really great suggestions . Some of them are out of the hands of municipalities but overall I am supportive. Making our city safer is a priority for me.

Paige Petriw

How can Port Coquitlam help fast-forward an active transportation connection to the Port Mann Bridge keeping in mind that it also allows for other significant connections as well?

With funding from the provincial government, we need extensive upgrades to the Mary Hill Bypass, including separate pedestrian walkways and designated bike lanes.

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

Incorporate this into transportation plans and projects. I have always advocated for cycling safety on roads and sidewalks.

Where do you see room for improvement in connecting us with neighbouring municipalities for active transportation?

Developing designated bike lanes on major routes between municipalities.

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

I endorse almost all points, so I'll only focus here on the ones I have hesitations about. Reduction of parking minimums raises concerns for me, particularly around accessibility (example: my son has autism and cannot ride a bike). In order to promote accessibility and inclusion for all, this policy would need to be carefully considered by all advocacy groups. Support 30 km/hr speed limits on all bike routes -- I see issues with this point along routes such as Mary Hill Bypass. Instead of 30km/hr speed limits, I would support designated bike lanes that are separated by barriers on roads that are higher speed.

Additional comments

Thank you for taking the time to put together the Cycling Platform and engage with candidates.