



2022 BC Municipal Elections

# Candidate Questionnaire



## HUB Cycling Richmond 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)

[John Roston \(Mayor\) | RITE Richmond](#)

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## John Roston (Mayor) | RITE Richmond

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

Platform: Build segregated bicycle lanes to protect both cyclists and drivers.

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

Segregated bicycle lanes, streets designated as primarily for bicycles.

### **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.)**

Build segregated bicycle lanes to protect both cyclists and drivers.

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

Strongly support most of the points. Our strategy is to designate a few major north-south and east-west streets as primarily for bicycles with segregated bike lanes. Other streets primarily for vehicles. Reduced parking on primarily bicycle streets, but not on vehicle streets. Segregated bike lanes to be two lanes, one in each direction, and to allow passing.

### **Additional comments**

As both a cyclist and an electric vehicle driver, I am alarmed at the safety risk in most of Richmond for both cyclists and drivers. We can do a lot better. Thank you for your advocacy.

## Jerome Dickey | RITE Richmond

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

Connect with and advocate on behalf of stakeholder groups who are often the best resource of information and knowledge. Provide further opportunities for stakeholders to be part of decision processes which impact them and help our city provide progressive solutions. I try to bike more, drive less, and think about how we will integrate all new forms of emerging transportation ( eg. scooters, ebikes, mobility devices) into our city.

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

Good question! Likely additional segregation of bikes and other forms of alternative transportation into our existing 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.)**

Work with local groups or users and stakeholders to find the best solutions for our city. Safety always has to be a priority goal.

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

Overall I agree with most of it. It all starts with Cycling Master Plan developed by the City with essential input from stakeholders.

## Evan Dunfee | 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 professional pedestrian. As an Olympic race walker my career is spent training (walking) the streets of Richmond. Through this I have many daily interactions and one bright spot is that I have had many people comment that seeing me out walking in all weather has motivated them to get out and move more, which is awesome to hear. I also am a member of the Richmond Active Transportation Committee and HUB Richmond. I have spoken at council and messaged staff about issues I've seen with our future plans to expand roads within the city centre. Through my school talks (where I've spoken to over 10,000 kids) I talk promote walking and being active. I am currently developing a Walking Champions program along side an Albertan program that I hope to deliver in schools to promote walking for activity, transportation, mental health, socializing, learning and all the other ways walking is beneficial.

I don't drive. I am the only council candidate who relies on walking, cycling and transit to get around the city. While I am much more comfortable biking on the streets than the average cyclist I try my best to always put myself in the shoes of an 8 year old and an 80 year old and prioritize AAA bike infrastructure ideas.

I believe that we build the city of the future around micro-mobility and access to transit. I have a vision for a city that works for everyone and access to safe and efficient active transportation options is paramount to that vision.

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

The East side of Richmond is totally underserved. I would like to look at connecting the Shell Road Trail to the north with an extension of the Bath Slough Trail and Bridgeport Trail. It might not be the "next" piece we need, but it is a piece that doesn't seem to be on the City's radar currently that I think would make a big difference!

**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.)**

Richmond doesn't have our own Vision Zero goal. We have lots of rhetoric around active transportation and mode shift to 51% active transport or transit by 2041 but we aren't willing to actually prioritize anything other than moving cars as quickly as possible. I would look at all the tools available to us to make streets safer and tie it into a Vision Zero policy that starts with fundamentally changing our road engineering guidelines to promote safety as the number one priority. A few examples are lower speed

limits, raised crossings, leading pedestrian lights, narrower lanes, no right on red and many other research backed tools within our power. Of course one of the best things we can do is design streets so that walking, biking and transit become the preferred modes and move people out of their cars.

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

I agree with all of HUBs points within the Cycling Platform. Many of the points are specific platform points within my own platform and all the other points make sense if we are going to achieve the vision we have set out to achieve.

## Wei Ping Chen (Mayor) | Independent

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

Donation

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

Thinking

**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.)**

Working hard

## Andy Hobbs | Richmond United

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

Voted for our plan to increase cycling paths and multi use pathways. Supported bike valets at special events. Supported new bike plan and mobility pilot projects.

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

Greater east west connectors along Steveston, Westminster, Blundell.

**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 was the vice chair of the BC Chiefs of Police Traffic Safety Committee and the Inspector in charge of the VPD's traffic section. I've worked on many projects to reduce injuries and fatalities. The keys are engineering, education and enforcement. Including multiple stakeholders all have to be part of the discussions.

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

Generally, I agree with proper policies regarding land use, infrastructure and social equity. The issue of speed limits on bike routes is dependent on the nature of the road.

**Additional comments**

Richmond has significantly improved its cycling pathways and our plan, which I voted for, contains much more. I'm a recreational cyclist and will continue to support our infrastructure.

## Bill McNulty | ONE Richmond

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

Supported and voted for a cycling policy and plan in Richmond. Included in the city budget each year to increase our cycling lanes in the city. Asked staff to plan future cycling corridors. Requested appropriate signage where cycling takes place. Voted city funds to provide education to cyclist and students in our schools. Making sure developments have lockers and racks in them providing for bikes. Making sure we have adequate safe bike racks throughout the city to park bikes. Supported the establishment of Bollards on major roads through out the city separating the traffic from cyclist. Working on reducing the speed limit on areas where there are bike routes.

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

Establishment of more bike routes to the city centre, Establish more lanes on our arterial roads, make the downtown area more cycling friendly.

**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.)**

Lobby and support all initiatives.

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

None, keep up the good work!

**Additional comments**

We all need to work together in our respective communities. However we must try to link up our networks with each city so we have a connection through the lower mainland

## Kash Heed | Richmond RISE

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

Promote contemporary solutions for for any and all forms of transportation infrastructure.

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

Standalone safe bike lanes without displacing current infrastructure meant to ensure safety for everyone.

### **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.)**

Over my years in policing and witnessing the ongoing tragedy on our roads, everyone of us has a responsibility to ensure safe streets. I will continue to advocate for proper engineering of roads, educating all users regardless of mode of transportation, and ensuring that penalties will deter irresponsible behaviour of those who utilize our systems. These senseless tragedies are absolutely preventable.

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

I certainly endorse a balanced approach to this issue. I feel there are several aspects of your platform that make absolute sense and other areas that we need to examine, such as speed restriction areas, especially where we move to separated bike lanes, and reducing travelling lanes or parking spaces. These may be achievable eventually, but will create uncertainty for some. We need to ensure we have a practicable, long range path for success for all forms of contemporary transportation that we can embrace.

## Alexa Loo | ONE Richmond

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

We have partnered with HUB to deliver bike education to students. Council supported me in expanding this program to include all elementary schools - not just 2 per year.

I championed the Railway pump track that has been a huge success.

Council supported my motion to improve the intersection at Number 5 Road and Cambie to make it safer for bikes and pedestrians.

Council also supported my motion to add a bike lane on No. 2 Road between Steveston and Williams this year rather than waiting as there is a serious gap in connectivity there.

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

Safe bike parking. You need to feel confident that your bike will still be there when you finish your shift etc. and are ready to go home.

**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.)**

Continue to advocate for safe bike routes, increased education and vehicle safety, including truck guards.

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

I agree with the whole platform. As we get more e-bikes on the roads, a 30km/hr speed limit is too slow for many road bikers and e-bikers. It will make sense to have entire car lanes separated for bikes to accommodate the faster bikers, rather than imposing a 30km/hr limit on them.

**Additional comments**

I am a life member of HUB and an avid cyclist. Bikes including e and e-cargo bikes are the solution for a healthier more sustainable future.

## Malcolm Brodie (Mayor) | Independent

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

I have always supported the expansion of the cycle lanes and related infrastructure. I have supported the bike and scooter share programs as well as making active transportation options a part of every road improvement. I have done this to improve transportation efficiency, to help the environment and enhance good health.

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

More cycle lanes/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.)**

Work with ICBC as well as senior governments and partners to make the roadways safer.

**Additional comments**

There are many reasons to support improvements to active transportation alternatives in the City. We need to get people out of their cars to safe alternatives so that transportation is more efficient, less congested and better for the environment as well as residents. I have worked with city council, Translink and Metro Vancouver on various related initiatives in the city and region.

## Adil Awan | Independent

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

I would invite various groups to the table and ask for input on how things could be done better. Communication is key in my platform.

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

Improved cycling and walking infrastructures

### **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 invite parties to table and discuss options.

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

I agree with all of the platform, but we need to sit down and discuss option that are agreeable to all parties

### **Additional comments**

As a councillor candidate, I will be donating 50% of my net councillor salary to various groups, charities, families and individuals who need it the most. Its time to give back to the community and just be a councillor for a photo-op

## Michael Wolfe | RITE Richmond

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

As a current Richmond City Councillor, I have been the dominant voice for active transportation, advocating for additional bike education programs, infrastructure requirements, and protected bike lanes (beyond the white paint). As a lifetime HUB member, I've been a cyclist on all our major roads over the past decades. As a father, I'm teaching my daughter the ways of the strider bike. As science teacher in Richmond, I've sponsored school clubs that promote the Bike to School Week, bike infrastructure, and overnight biking fieldtrips. The reasons are that I understand how both bikes and cars work. Cars go fast and take more stuff, while bikes go anywhere and were here first, and they'll be here last.

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

Public bike repair stations between more protected bike lanes North-South and East-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.)**

When I learn of innovative road safety ideas or I find unsafe roadways while driving, cycling or walking with my toddler, or if I hear of a unsafe situations on our roads, I put forward a motion to the Richmond Public Works and Transportation Committee and work to gain support and then goes to City Council for approval, with financial, staffing and program support.

**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.

**Additional comments**

As a Hamilton resident in the eastern most neighbourhood, I experience the most time on the Richmond roads. Lived experience is key for leadership in active transportation. Cycling has always been and will be, a way of life for me.

## Jasmine Piao | Independent

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

- 1) Review existing active transportation infrastructure within Richmond, examples from municipalities in Metro Vancouver, and international examples to identify strengths and stretches of each infrastructure project to apply to future bicycle planning for Richmond.
- 2) Review existing budget and funding sources to justify and account for each tax dollar per infrastructure project to maximize project efficiency, and reflect the usage needs in Richmond. "

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

Multi-use pathways between major bikeways

**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) Review cyclist traffic fatalities and injury statistics/reports. Identify cycling safety measures, areas of concern and improvement recommendations in traffic regulation/infrastructure, and liaison with community first responders.
- 2) Liaison with community centres in Richmond to explore offerings of cycling education and safety training events and programs through local community partners and cycling businesses.

**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 infrastructure section of the Cycling Platform, with reservation on 100% separation of walking and cycling, as Richmond has seen success with multi-use pathways. Dialogue among residents and the cycling community of Metro Vancouver municipalities is necessary to adapt the Cycling Platform

to highlight core shared interests and needs across the region, while providing room for the Cycling Platform to reflect unique municipal infrastructure and character for each city.

### **Additional comments**

Note on questions:

"Will you vote in favour of infrastructure projects that separate bicycles from cars and pedestrians in areas of high cycling potential?"

- Residents of each municipality need to provide public consultation on the pros and cons of approaching cycling infrastructure in this manner, especially in densified city cores.
- I support connected cycling networks that are feasible in design, such as the successful multi-use pathway examples in Richmond eg. Railway Greenway, Shell Trail
- Neighbourhoods provide and can be designed with feasible pathways for cycling, and neighbourhood networks should be compiled for residents to maximize existing routes available in the municipality

"To move toward more sustainable and active transportation, difficult and sometimes unpopular decisions will have to be made—including reducing private vehicle parking space allocation and reallocating road space. Will you be a champion for active transportation on council?"

- I will be a champion for active transportation while respecting the needs for each mode of transportation, and explore innovative solutions to address concerns across modes
- Active transportation has many benefits for liveability for residents, and should be encouraged in approaches that preserves family-friendly neighbourhood characteristics while motivating residents to be active cyclists with their families should they wish to.

## Jack Trovato | Richmond Citizens

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

Support infrastructure projects that separate people on bikes from people travelling on foot and by car to improve safety for all users and remove conflict between different modes.

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

Support bold but difficult actions necessary to support a shift to sustainable transportation to meet climate goals, such as reallocating road space for biking and rolling and reducing street parking for cars.

### **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.)**

Amend bylaws and push for legislative changes that need to be changed to support people travelling by bike, including but not limited to reductions in speed limits, safe passing distance laws, and updates to the BC 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?**

None

**Additional comments**

Your HUB Cycling Platform is well-thought out and clearly articulated. Thank you for your advocacy.

## Chak Au | Richmond Community Coalition

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

Cyclists' safety and connectivity of bike routes are my top priorities. I would like to see people rely less and less on driving their vehicles when there are viable alternatives. The City adopted a comprehensive cycling network plan in July 2022. I fully support the implementation of this plan and feel that we should expedite its implementation by looking for additional external funding whenever opportunities arise.

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

I will not specify any particular bike infrastructure at this point. The Cycling Network Plan has listed many recommendations for route improvements, from short to long term. I would like to see them implemented according to schedule.

**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 providing safer and better infrastructure for cycling, law enforcement is a big issue. The driving behaviour of some motorists is a real threat to cyclists, and these drivers should not be allowed. I would like to see more law enforcement at high 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 have endorsed HUB's cycling platform.

## Laura Gillanders | RITE Richmond

**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 segregated bike lanes and other forms of active transportation to make the roads safer for both drivers and cyclists.

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

Starting with the roads that already have share the road lanes, we need to create a plan for segregated lanes with connected routes throughout the city.

**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 haven't had a chance to read the plan, but I am passionate about reducing preventable injuries. I believe segregated bike lanes is one step and also I want to see strong helmet law enforcement on children and teens.

**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's a good plan and necessary if we want to move able people out of vehicles and have them ride more in the city. I'm one of those people who has a bike and wants to ride but is scared to share the road. The points I agree with and endorse: Support increasing the budgets for active transportation and cycling infrastructure, education, programming and promotion.

Support the piloting and expansion of bike share and e-bike share programs in urban centres.

Amend bylaws and push for legislative changes that need to be changed to support people travelling by bike, including but not limited to reductions in speed limits, safe passing distance laws, and updates to the BC Motor Vehicle Act.

I somewhat disagree with:

(Support 30 km/hr speed limits on all bike routes - I do drive 30km inside neighbourhoods and by parks and on tight side streets, etc.) I support reduction to speed in neighbourhoods. In Richmond we have some very wide roads that can accommodate segregated bike lanes. People frequently drive 60-70 Km's on these roads in Richmond. 60-70km/hr might be too fast but I think 30km/hr might be too slow for many of these routes.

I support with caution and reservations:

(Support bold but difficult actions necessary to support a shift to sustainable transportation to meet climate goals, such as reallocating road space for biking and rolling and reducing street parking for cars.) I agree there will be difficult and necessary actions and some things will need to change. However some things have been done too quickly in other municipalities without considering all of the consequences. People with disabilities and seniors with mobility issues, and others need to drive and need some street parking, they need to drive to parks and enjoy them as much as able bodied people. People with driveways onto arterial roads that have always had parking need space for family, ambulances, deliveries, support workers, and others to be able to pull up near the home if there isn't adequate parking in the driveway. I don't disagree with the point, I would however approach those ideas with comprehensive studies and community engagement before making a decision that could harm someone's ability to function or live comfortably.

## Rahim Othman | Richmond Community Coalition

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

Cyclists' safety and connectivity of bike routes are my top priorities. I would like to see people rely less and less on driving their vehicles when there are viable alternatives. The City adopted a comprehensive cycling network plan in July 2022. I fully support the implementation of this plan and feel that we should expedite its implementation by looking for additional External funding whenever opportunities arise.

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

I will not pinpoint any particular bike infrastructure at this point. The Cycling Network Plan has listed many recommendations for route improvements, from short to long term. I would like to see them implemented according to schedule.

### **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.)**

Besides providing safer and better infrastructure for cycling, law enforcement is a big issue. The driving behaviour of some motorists is a real threat to cyclists, and these drivers should not be allowed. I would like to see more law enforcement at high 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 endorsed HUB's cycling platform.

## Mohamud Ali Farah | Independent

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

I will support positively Active transportation infrastructure in my city because of the environmental care

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

I have to make the research first

### **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 to study first before I give you answer

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

Amend bylaws and push for legislative changes that need to be changed to support people travelling by bike, including but not limited to reductions in speed limits, safe passing distance laws, and updates to the BC Motor Vehicle Act.

### **Additional comments**

to improve standard environmental care

## Carol Day | RITE Richmond

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

WE need designated bike lanes with barriers to protect everyone, my family comes from Denmark where cycling is KING we need to learn from that example and implement those ideas.

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

Barriers to protect bikers.

### **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

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

I agree with safety and education but we do need to also respect the motorists can't have their rights negatively affected either.

### **Additional comments**

We can all coexist together and all it take is cooperation and education so let's work together and make Richmond a safe and happy place for active transportation. I love to ride my bike but I want to feel safe so can do more to make that a reality.

## Keefer Pelech | Richmond Citizens

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

Protected bike lanes and paths are so needed in Richmond. I also want to see that our neighborhoods have safer active transportation options so that families can easily take their kids to school while leaving their cars at home.

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

Richmond has a great network of bike lanes throughout the city but they are not protected. Creating barriers that separate drivers from bikes would be a simple start.

**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.)**

Protected pathways and dedicated active transportation corridors so that more residents can travel without cars and feel safe. Creating neighbourhoods that are designed around accessibility and pedestrians and not just vehicles.

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

Strong endorsement to the whole plan. I'm especially in favour of bike infrastructure and bike-sharing programs for Richmond. We need more protected lanes and bike lockers along the Canada Line. Building up our neighbourhoods so that there's less reliance on cars and the need for more parking spaces is also crucial.

**Additional comments**

Richmond is flat and already has clearly marked out bike routes, but they are not separated from vehicle traffic. We have the ability to be the most bike-friendly city in Metro Van - we just need councillors who will prioritize it and shift towards more accessible, mixed-transportation neighbourhoods.