



2022 BC Municipal Elections

# Candidate Questionnaire



## HUB Cycling Township of Langley Municipal Election Candidate Survey - Long Answers

We asked candidates two 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. When thinking about Active Transportation, the anticipated Langley Skytrain station and the soon to be updated Township Transportation Plan, what will you do to ensure that Langley will provide the necessary Triple A cycling infrastructure and secure end of trip bike parking?
2. What will you do to ensure that Township bike lanes connect seamlessly with infrastructure in the City of Langley, Abbotsford and Surrey?
3. What piece of bike infrastructure is needed next in the Township of Langley?
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)

[Eric Woodward \(Mayor\), Tim Baillie, AJ Cheema, Steve Ferguson, Barb Martens, Rob Rindt, Misty Van Popta | Contract with Langley](#)

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# Eric Woodward (Mayor), Tim Baillie, AJ Cheema, Steve Ferguson, Barb Martens, Rob Rindt, Misty Van Popta | Contract with Langley

## **When thinking about Active Transportation, the anticipated Langley Skytrain station and the soon to be updated Township Transportation Plan, what will you do to ensure that Langley will provide the necessary Triple A cycling infrastructure and secure end of trip bike parking?**

Our Contract With Langley Team is committed to a big catch-up on our infrastructure deficit with roads, sidewalks and cycling infrastructure and this will go a long way to making the Township of Langley more cycling friendly, Exhibit A being 208th Street and our other major roads.

We will also update the Township of Langley's subdivision and servicing bylaw for a more modern road design standard for additional separation beyond on-street painted bike lanes. New roundabouts or collector roads in some cases do not even consider cyclists, currently. As we are still building our new major and collector roads we should have been getting this better infrastructure in place for the future now. We will change that.

In addition, we will work with local advocates that Eric Woodward has met with multiple times to review many good ideas that are needed from properly installing bicycle racks in the right, visible locations and the right distances from other objects to ensure we have secure storage at many destinations such as our local parks and more clear, realistic requirements for installation of bicycle facilities in new construction that residents will actually use. We will listen and always be open to learn more and making it happen if we can.

For SkyTrain coming to Langley, we need to finish our major road infrastructure with improved design standards needed for safer north south connections via active transportation to the three stations set for Langley within Langley City and at the south-west edge of Willowbrook. We will expect this to be a significant focus within an updated Willowbrook Community Plan with that process currently ongoing.

Updated connections to SkyTrain (and to the Carvolth exchange for that matter) is needed for residents in areas like Murrayville with safer options to Langley City. For residents of areas such as Brookwood, Walnut Grove and Willoughby a comprehensive rethink and a better plan is needed now as we are about to or still in the process of building this infrastructure via development. With Aldergrove we need make progress with upgrades as part our plan for more progress with the Aldergrove Core Area Plan Area.

**What will you do to ensure that Township bike lanes connect seamlessly with infrastructure in the City of Langley, Abbotsford and Surrey?**

Improved alignment and coordination with adjacent municipalities is something we are not seeing enough of here in Township of Langley today, with different standards and entirely different approaches to cycling infrastructure in the City of Langley vs the Township of Langley currently. Our team would like to improve that with clear direction from Council to do that at the staff level as much as may be possible with aligned or much closer standards for the future.

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

The Township of Langley is at a stage where we still do not have basic major road infrastructure within its developing areas with no plan to get that done. Addressing that is our top priority for the next term, with an updated modern road design standard for improved separation. And we need to ensure that we get these changes done for Fernridge development as well to not repeat the mistakes of Willoughby.

Other priorities of ours will be to see cycling infrastructure plans improved for Aldergrove, Fraser Highway from Langley City to Aldergrove and additional safety upgrades for 16th Avenue with updated designs and continued funding for cycling considered as well within and for our rural areas.

## Michelle Sparrow (Mayor) | Independent

**When thinking about Active Transportation, the anticipated Langley Skytrain station and the soon to be updated Township Transportation Plan, what will you do to ensure that Langley will provide the necessary Triple A cycling infrastructure and secure end of trip bike parking?**

Over the last eleven years, I have spoken about a different vision for our community: a balance of urban and rural; of heritage and the future. I crave new conversations: a new way to build community.

Connecting people with their lived environment. I want to create a walkable community together and be thoughtful of what we will leave for our children and grandchildren. Safe, walkable roads are an integral part to the equation and recipe for a livable city.

The necessary improvement to our cycling infrastructure, as well as end of trip parking, storage and the necessary facilities is absolutely vital to the ensuring we can achieve that vision for the future. Our cycling network must be built to accommodate all users and allow those in our community to feel that cycling is a safe and accessible choice as an alternative to the automobile.

As mayor I want to facilitate discussions around road safety the kind that include real and proven new ways of thinking. Justifying biking investments, the benefits of curbside parking, building slow flow streets, the immense and undervalued use of street trees and lighting, our need for a community wide walkability study are all much needed conversations that need to occur when looking at our road infrastructure. It is not enough to just say we need to “fix it” or to talk about the mere completion of our road infrastructure that is still needing to occur, we need to think bigger... we need to think better.

**What will you do to ensure that Township bike lanes connect seamlessly with infrastructure in the City of Langley, Abbotsford and Surrey?**

I believe in the role of mayor that strong relationships building skills are essential. Both within council, the organization, as well as within Metro Vancouver, Translink and the cities we neighbour. We cannot work in isolation; we are a part of a larger region and our ability to work together within that region is vital to our success. I believe we have an opportunity to further foster these relationships and look to see the Langley Township have an even stronger voice. We are at the farthest end of the geographical region of Metro Vancouver, and it can be easy for our voice to get lost. The ability to build strong relationship and allies within the region will be beneficial to our community. Ensuring we have strong relationships with our neighbouring communities will be vital in ensuring our infrastructure has a seamless connection. We must be understanding of the importance of building on these relationships and ensure the voice and the needs of our community is strongly represented as well as well respected at the table.

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

I would like to see us support the efforts to develop a network of cycle highways across the region. I see great value in the creation of these cycle highways, and I believe the protected routes that are paved, lit, direct will encourage a wide demographic and offer tremendous value and enhance the quality of life for our residents.

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

I absolutely support and endorse the HUB Cycling Platform. I appreciate the work that has gone into the plan as well as the advocacy work HUB undertakes. It is the work of organizations like yours that help to move forward important initiatives which make our communities better. Thank you for your engagement and for providing all of us an opportunity to share our thoughts.

## Blair Whitmarsh (Mayor) | Independent

**When thinking about Active Transportation, the anticipated Langley Skytrain station and the soon to be updated Township Transportation Plan, what will you do to ensure that Langley will provide the necessary Triple A cycling infrastructure and secure end of trip bike parking?**

I will work closely with the cycling community to provide greater access to safe cycling around the Langley Skytrain stations. This would include facilities for bike parking.

**What will you do to ensure that Township bike lanes connect seamlessly with infrastructure in the City of Langley, Abbotsford and Surrey?**

I think we should continue working in the enhancement of the cycling network across the region.

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

I think the biggest need is separated cycling lanes to allow for safe travel along some of the major routes. Bike parking is also needed for people using their bikes as a mode of transportation rather than just pleasure riding.

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

I support increasing budgets to support cycling infrastructure. I support the motion that people should feel safe cycling and be able to use their bikes for commuting. This requires safe cycling paths, storage and parking facilities, and appropriate speed limits along cycling routes.

## Carlos Suárez Rubio | Independent

**When thinking about Active Transportation, the anticipated Langley Skytrain station and the soon to be updated Township Transportation Plan, what will you do to ensure that Langley will provide the necessary Triple A cycling infrastructure and secure end of trip bike parking?**

I will work with other councils and lobby for the so needed infrastructure, when possible. I will also work with other levels of government and with the elected mayor to ensure that we are moving forward to our desire plan.

**What will you do to ensure that Township bike lanes connect seamlessly with infrastructure in the City of Langley, Abbotsford and Surrey?**

This is a very difficult question to answer. Very ambitious. I can only answer for the township, and the answer is to work with local contractors and local government to ensure proper planing and development.

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

There is Beverly any. We need bike infrastructure everywhere. On 88, on fort Langley, on Walnutgrove, there is not a single bike lane separate from main car roads , except by few, which I can't cite right now.

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

To be answered At a later time. Most likely infrastructure, and social.

**Additional comments?**

None. All I will say is that I will work to implement a stronger bike culture, and a more sustainable future for the future generations.

## Teresa Townsley | Independent

**When thinking about Active Transportation, the anticipated Langley Skytrain station and the soon to be updated Township Transportation Plan, what will you do to ensure that Langley will provide the necessary Triple A cycling infrastructure and secure end of trip bike parking?**

We need to plan for safe and secure cycling within the Township. Most of the Township doesn't even have shoulders to ride on let alone walk. I would like to see separated cycle paths as a routine part of any development in Langley. I would also like to see cycle paths in the agritourism areas to encourage cycling as a viable way to visit our farms, breweries and wineries. I would like to see a public-private partnership to offset the costs of proper and secure bike racks and bike lockers at our civic facility and any new public recreation area.

**What will you do to ensure that Township bike lanes connect seamlessly with infrastructure in the City of Langley, Abbotsford and Surrey?**

Our politicians need to do a better job of networking these initiatives at both the metro meeting and purpose driven meetings as part of planning.

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

We need a safe way to connect our communities within the Township so that it makes sense to bike from one area to another. We also need secure bike parking once there.

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

Because parking is a huge issue within the Township, I do not endorse maximums, however I do believe that there needs to be a case-by case assessment of minimum need and, where possible, underground parking. Everything else I agree with.

**Additional comments?**

I believe that the Township of Langley needs to incorporate treed barriers between cyclists and cars where possible and should be mandatory on high traffic routes. This reduces heat islands and improves canopy for climate change and provides a safety component while doing so.

## Brit Gardner | Independent

**When thinking about Active Transportation, the anticipated Langley Skytrain station and the soon to be updated Township Transportation Plan, what will you do to ensure that Langley will provide the necessary Triple A cycling infrastructure and secure end of trip bike parking?**

The upcoming Transportation Plan is an essential opportunity to ensure we have the plans in place for a robust cycling network. As a regular cyclist myself, I will work with the elected mayor and council from Day 1 to ensure we are insisting on proper infrastructure for secure bike parking and storage, and protected, separated cycling networks right at the very beginning of the planning process, and every

step of the way thereafter, so that every single development application that comes forward contributes to the vision of a robust and connected cycling network.

**What will you do to ensure that Township bike lanes connect seamlessly with infrastructure in the City of Langley, Abbotsford and Surrey?**

In 2013 I travelled to Amsterdam, a cycling capital of the world, and was deeply inspired by their robust cycling network, and interregional connectivity with neighbouring towns. I want to bring that vision to Langley. I would like to help the Township of Langley develop a cycling Master Plan that includes Cycle Highways, and urge our neighbours to join us in doing so. Ensuring a seamless South of Fraser bike network requires that we work together at a regional level, and clearly signal that this is a future and vision we are seriously committed to as a Municipality.

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

As a cyclist myself, I feel the most urgently needed infrastructure is separated bike lanes that allow cyclists of all ages and abilities to feel safe, comfortable, and confident on their bikes in our community. If cycling doesn't feel safe and welcome by design, people won't choose it. That needs to change. Bike storage is another critical issue that should be incorporated into all neighbourhood plans.

**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 and fully endorse the overall goals and focus areas of the Cycling Platform, and look forward to working together to make this vision a reality.

**Additional comments?**

I encourage anyone skeptical about the feasibility of building a cycling-dominant city to spend some time taking international "city bike tours" on YouTube to be inspired about what a little bit of planning can do to transform our landscape.

## Margaret Kunst | Independent

**When thinking about Active Transportation, the anticipated Langley Skytrain station and the soon to be updated Township Transportation Plan, what will you do to ensure that Langley will provide the necessary Triple A cycling infrastructure and secure end of trip bike parking?**

Make sure that the necessary funding for infrastructure is considered when reviewing the annual budget.

**What will you do to ensure that Township bike lanes connect seamlessly with infrastructure in the City of Langley, Abbotsford and Surrey?**

Support a cycling plan in the TOL that integrates and connects with these other neighboring municipalities.

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

As we anticipate skytrain coming to Langley we need to have safe and connected bike lanes to skytrain stations as well as end of trip lockers and bike parkades to encourage more active transportation in the Township of Langley.

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

I support many of the focus areas in the cycling platform, to name a few:

- Support good land use and zoning policies including densification and building complete communities.
- Support infrastructure that improves safety for all users
- Support bicycle parking requirements in new developments

## Kim Richter | Independent

**When thinking about Active Transportation, the anticipated Langley Skytrain station and the soon to be updated Township Transportation Plan, what will you do to ensure that Langley will provide the necessary Triple A cycling infrastructure and secure end of trip bike parking?**

While the Township of Langley has added many km of bike lanes over the past decade, these are not used well or even often by cyclists. I think safety of cyclists is the key reason why these lanes are not being used.

More emphasis has to be placed on "SAFE" cycling lanes. In my opinion, this means strong and clear separation from motor vehicle lanes as well as pedestrian pathways.

**What will you do to ensure that Township bike lanes connect seamlessly with infrastructure in the City of Langley, Abbotsford and Surrey?**

This is a complicated question because it crosses municipal jurisdictional boundaries. What one community chooses to do may not be accepted by other communities. While Langley Township may (and I stress the "may" part as it depends on who holds the majority vote in each) be able to work with Surrey and Langley City because all 3 are in the same Regional District (i.e. MetroVancouver), please note that Abbotsford is in an entirely different Regional District (i.e. Fraser Valley). I think cross-jurisdictional discussions will need to occur and I will certainly work towards establishing groups for such dialogues to occur.

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

Clearly separated bike lanes from both pedestrians and motor vehicles.

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



In principle, I support the HUB Cycling Platform. In practice, more has to be done for cycling lane safety. This will cost a lot of tax-payer money and there are many competing priorities right now for that money given the Cost of Living crisis we now all face.

**Additional comments?**

Langley Township is the fastest growing area in Metro Vancouver and BC. We have insufficient transit options for our population but we do have many cycling routes that are under-utilized. It seems to me that increasing the physical safety of our existing cycling routes and increasing the use of these routes by children and parents is the major key to the future going forward.

## Kam Respondek | Independent

**When thinking about Active Transportation, the anticipated Langley Skytrain station and the soon to be updated Township Transportation Plan, what will you do to ensure that Langley will provide the necessary Triple A cycling infrastructure and secure end of trip bike parking?**

Advocate for secure bike storage facilities in Hub areas throughout the city. This will have the added benefit of cutting down rampant bike theft and freeing up police resources. This will allow residents to safely leave their bikes and participate in whatever activity they choose.

**What will you do to ensure that Township bike lanes connect seamlessly with infrastructure in the City of Langley, Abbotsford and Surrey?**

I believe in quality over quantity here. I would advocate for a network of routes connecting hub areas around the township and adjoining cities. Routes that are efficient, well lit and safe.

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

Lane demarcation and visibility improvements, especially for at night / bad weather riding. The roads in the lower mainland have awful visibility in terms of lane demarcation. Additional factors like night-time and rain etc.. make the lanes near impossible to see causing a lot of safety issues. I would like to see a network of routes connecting busy/dense hub areas within the township.

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

I have no fundamental issues with most of the points in the Cycling platform. I don't necessarily believe speed limit decreases are necessary if the infrastructure provides for safety measure to address vehicles from entering the lanes. Additionally lower speed limits require enforcement and therefore more resources. Money is better spent designing a safe network.

## Michael Pratt | Independent

### **When thinking about Active Transportation, the anticipated Langley Skytrain station and the soon to be updated Township Transportation Plan, what will you do to ensure that Langley will provide the necessary Triple A cycling infrastructure and secure end of trip bike parking?**

I will work to make sure that the new Willowbrook Plan that will be implemented in time for the completion of SkyTrain will contain a tight grid system that has protected and separated lanes of travel for both bikes and pedestrians, while ensuring that public transportation is a priority in the area. By working with developers as they build, and by utilizing publicly-owned lands, we will make sure the end-of-trip facilities in the area are suitable to help encourage the use of alternative forms of transportation.

### **What will you do to ensure that Township bike lanes connect seamlessly with infrastructure in the City of Langley, Abbotsford and Surrey?**

I will work to ensure that the recent improvements in the City of Langley along 203 Street and Glover Road are complimented by improvements along the Township's stretch of these roads, as well as better connecting Clayton to Willoughby and Aldergrove to West Abbotsford through investments in active and public transportation.

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

Fully separated bike lanes are needed on a completed 202a/202b Street stretching from the Carvolth Exchange to downtown Langley, with Willowbrook Drive, 200th Street (from Brookwood to Walnut Grove) and 208th Street in due succession.

### **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, with special focus for myself on the land-use and transportation aspects of the platform. As someone who is pursuing a Master's in Urban Studies at SFU, this is a key priority of mine. We need to create more complete neighbourhoods that allow people to use other means of transportation besides their cars.

### **Additional comments?**

A huge focus of mine will be to better connect our areas of high employment through active and public transportation. With over 36% of Township residents commuting within our community for work, but over 80% using their personal motor vehicles for most or all trips, we can and need to do better.