

Long Answer Questions - Vancouver Council Candidates

Party	Candidate	What have you done to make biking better in the city, either on a political level or something more local or personal?	Additional comments
OneCity	Christine Boyle	I have been a tireless advocate for safer cycling, including leading on achieving: - AAA bike lanes on Broadway - Safe routes to schools, including the School Streets program - Funding to transition the "Slow Streets" program (orange barriers) into permanent infrastructure - Side guards on trucks	I've worked hard to improve active & public transportation in Vancouver. And I know that some n'hoods - especially in South & East Van - are still underserved. OneCity will address this, while increasing connections to green spaces, schools, shops, transit stations and other hubs across the city.
	Iona Bonamis 陶思穎	As a senior transportation planner at the City, I helped develop the transportation policies for the Broadway Plan. The policies include creating an 'all ages and abilities' cycling network, which includes car-lite to car-free greenways that prioritize walking and cycling.	Building active transportation facilities that directly and safely connect people to their daily destinations makes cycling a more viable transportation choice for people. This has helped reduce greenhouse gas emissions, increase physical activity levels, reduce traffic noise, and more!
	Ian Cromwell	I am a street performer, and use my bicycle to transport my gear. It is a very visible statement of the possibilities that cycling offers. I get many comments on it, and questions from people who are thinking of cycling and are grateful for the encouragement.	An important part of the politics of active transportation is talking about what you GAIN (health, accessibility, flexibility, fun) rather than what people LOSE (a car). I look forward to those conversations in the campaign.
	Matthew Norris	Championed the need for AAA bike infrastructure amongst residents. Supported Councillor Boyle's efforts to include a protected bike lane in the Broadway Plan. Encourage cycling at UNYA, where we offer weekly indoor track cycling to Indigenous youth.	OneCity will build and design safe, cohesive and convenient active transportation infrastructure while prioritizing destination-to-destination routes, increased access to lockers, and supports for e-bikes and cargo bikes, with a focus on underserved neighbourhoods such as South Vancouver.
Vision Vancouver	Stuart Mackinnon	Enhanced the Stanley Park bike lanes on Park Drive; improved the bike experience in Kits Point	Would also advocate for better transit service with access to all.
	Lesli Boldt	Joined HUB ;) Participated in bike-to-work days; advocated for better bike infrastructure at work	I was a recreational rider before the pandemic, and began using my bike (Betsy) as my main mode of transportation in 2020. I learned how great some of our bike infrastructure is, but also where the deficiencies and danger zones are. We need to refocus on our priorities on active transportation.
	Honieh Barzegari	I talk to people in my community specially younger bikers to respect the signs (like stop signs) which will end up increasing their safety.	Bikers' safety is very important so we need to make sure we consider that when we work on mapping and building the bike lanes. It's important to make sure bikers know the traffic rules . In my neighborhood Westend sometimes bikers do not respect stop signs and that can put their lives in danger .
COPE	Jean Swanson	voted for improvements to bike lanes and more bike lanes and will do so in the future	go bikes go! A medical condition prevents me from cycling; however, I believe cycling must be an easy and safe option for everyone in Vancouver. Gil Penalosa's philosophy applies: "If everything we do in our cities is great for an 8 year old and an 80 year old, then it will be great for all people."
	Breen Ouellette		
	Tanya Webking (she/her)	I've participated in various group bike rides along the seawall since the 1990's, but recently I had a conversation with an avid biker who pointed out bike lanes that needed safety rails, to make them family friendly. I absolutely support that.	As an Indigenous woman, I support all efforts to protect these lands, this air, our plant relatives. Going green and decolonizing go hand in hand. I'm ready to decolonize city hall.
	Nancy Trigueros	I had a knee injury last year, so I stop riding, but encourage people around to use a bicycle. In the past I volunteered taking children in the ASD spectrum to take biking training so they can rip the mental and practical benefits of riding. Safety and inclusion is key.	Biking is essential for the many benefits we know, cutting gas emissions in our city, is essential so I will be a firm promoter of clean alternatives to transportation.
Green Party	Michael Wiebe	Approved the refresh of the Greenway Strategy to complete the cycling grid in Vancouver starting at Park Board then at City Council, and finally at Metro Vancouver.	We need to continue to work with our regional partners for the funding and management of larger capital infrastructure projects including active transportation bridges and connections.
	Adriane Carr	Amended Broadway Plan & Van Plan to repurpose min of 11% of COV streets for non-car use including cycling; moved motion to connect COV schools to safe cycling routes & set up meeting for advocates for that with COV staff; advocating in COV & Metro for cycling infrastructure.	Time in Copenhagen this spring made me passionate about cycling, walking, transit, non/car infrastructure. Only concern about cycling lanes on shopping streets is if they are too narrow; then reduce traffic speed to 30km/hr.

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	Pete Fry	Bike by example. Led "slower safer streets" initiative to reduce speeds on most Vancouver streets to 30kph, safe passing distance @UBCM, introduced bike safety index into urban/transportation planning, introduced strategy for bike locking infrastructure, slowing C.Drive to 30, supported Mobi expand	On narrow high streets where bus stops, pickup/dropoff, patios, parking, and parklets occupy curb lanes I favour nuanced approach to protected lanes. Traffic calmed to 30kph, prioritize pedestrian/active transportation comfort/accessibility via bumps, bulges, public and design for multimodal share
	Devyani Singh	Written to parks board every year in favor of Stanley bike path and to improve it in coming years. Also advocated for AAA bike paths	
	Stephanie Smith	I'm a housing activist, and more than 90% of commuting cyclists live less than 15K from work. I advocate for people of all incomes to be able to live close enough to where they work for cycling commutes to be feasible.	Vancouver's incompletely integrated cycling network and lack of secure bike lockups have contributed to my status as an intermittent cyclist. I'm looking forward to building out the network, and creating a city with safe transportation for people of all ages, occupations, incomes, and abilities.
Forward Together	Kennedy Stewart	As part of the Broadway Plan, I supported the inclusion of a bike lane, as well as ongoing work on the Transportation 2040 plan. I supported the Climate Emergency Action Plan by proposing a 1% tax increase to fund its goals, which include increasing active transportation.	Active transportation is a critical piece in my response to the climate crisis. I will support plans to make active transportation safer and more inclusive across the city. My commitment to improving public transit and increasing safety for active transportation will be reflected in our votes.
	Jeanette Ashe	Politically, I support the Broadway Plan's bike lanes & active transportation, the City's Climate Emergency Action Plan goals, & more equitable, diverse, & inclusive cycling. Personally, If I can't walk the city I cycle it, & encourage friends/family to do the same.	Active transportation is an essential part of our response to the climate crisis. Forward Together supports making active transportation in Vancouver safer & more inclusive. Our work & votes will reflect our commitment to improving transit & increasing safety for active transportation.
	Dulcy Anderson	I work for David Eby's community office and in this capacity connect with the biking/walking/rolling folks in our community and try to make sure that their voices are heard. I am a supporter of HUB and its initiatives as a private person and a mom. I am biking to campaign across the city.	Safe and accessible active transportation (walk, roll, bike) as part of 15 minute neighbourhoods are vital to addressing the climate crisis as well as increasing equity and inclusion for people in all neighbourhoods. My commitment to these principles will be reflected in my votes.
	Alvin Singh	In past workplaces I've participated in Bike to Work weeks and helped encourage others to join. I worked alongside Mayor Kennedy Stewart to support the addition of a bike lane in the Broadway Plan as well as advocated for the climate levy which would help accelerate investments in active transport.	I think one of the best ways to encourage more people to choose active transport is to build more complete neighbourhoods with shopping, services, missing middle housing, and plazas/parks. We know these communities help lower our reliance on vehicles, and they're safer places to cycle, roll & walk.
	Tesicca Truong	As an avid cyclist, I teach and encourage my friends and family to bike together to work or for fun, encouraging folks to take part of BTWW and speaking with elected officials about increasing bike and active transportation infrastructure, such as in the Broadway Plan.	Thanks for your incredibly important advocacy work! I'm not sure if you remember, but I helped to MC a HUB's event Spoke Up! in Oct 2018. Forward Together will support plans to make active transportation safer and more inclusive across the city.
	Russil Wvong	Often it seems like there's people who would like to ride more (e.g. to commute to work), but aren't sure how to get started. I'll sometimes post advice to Reddit, as someone who regularly commutes to work by e-bike.	Personally, my experience of cycling in Vancouver is that it's quite good But there's neighbourhoods in the city, like the southeast, where bike infrastructure isn't great. A review of the 1995 greenway plan: https://markburge.ca/vancouver-greenways-how-far-weve-come-since-1995/
ABC Vancouver	Ken Sim	We are an active cycling family. We have over 15 different bikes between myself, my wife, and our four children. I myself have a cruiser bike, a road bike, and an e-bike and use them all regularly.	Car-free zones around schools would be challenging for parents who depend on vehicle access. Thank you for this opportunity to engage with HUB on cycling in our city.
	Mike Klassen	I support and maintain our slow streets initiative in my community, which includes clearing the bike path from debris at the Fraser Street public plaza.	Good bike, pedestrian and mobility device infrastructure makes for good neighbourhoods.
	Peter Meiszner	Advocated for better cycling infrastructure on social media - Smithe bike lane from Richards to Thurlow; better connections between seawall/convention centre and Gastown, NW Marine drive	I am a regular cyclist and support improved cycling infrastructure.
Progress Vancouver	David Chin	I have been featured in HUB Cycling advertisements.	Building bike infrastructure is important and Reduces green house emissions and improves health. However, along with building that, we need to build a respectful & unentitled bike culture. Cyclists need to use bike paths and obey all laws. Van cyclists often don't and are not well policed.

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Non-Partisan Association (NPA)	Elaine Allan	I so my best to respect crosswalks and foot traffic to prevent collisions.	Thank you for putting out this survey. All the questions asked were relevant and important.
	Cinnamon Bhayani	I have used bike paths and shown my kids how to ride safely	The yes / no questions are very definite. I must consider the impact of bike lanes to all involved (shops, homes, roads). My main goal is to increase safety for all people, which includes cyclists, pedestrians and drivers. Safety of existing bike lanes can be improved. I like them. So important.
Vote Socialist	Sean Orr	I've used my platform as political columnist to advocate for cyclists and infrastructure	
Independent	Françoise Raunet	Bought an e-bike to make it up hills in South Van. Advocated for safety improvements to the Kent St bike path.	
	Ryan Charmley	Early pioneer for bicycle delivery for food in Vancouver. Lazymeal was second to offer bicycle delivery as a logistical solution, only second to The Breakfast Courier, while we favoured Shift delivery to deliver our corporate catering orders.	Stay healthy!
	Imtiaz Popat	We need more regulations for bike and pedestrian safety. Bike riders should be insured and they should follow traffic rules. There should be more promotion of pedestrian safety for those of us who do not have the ability to ride a bike.	We need to have more bike ways away from shopping streets to balance pedestrian safety for shoppers.
	Leona Brown	Honestly have not attempted but i have witnessed along with others in the city how bike paths do not seem to be used in places ggey are designed. Im curious are riders involved in the design at all?	I would also ask bike rider involvement in design. My concern is safety, bikers are extremely fast and perhaps a better divide from riders and foot commuters. Especially around the seawall or along skytrain route. I support bikes, I just do not support shared lanes with pedestrians.
	Gölk Z Buday	I advocated for Free Markets. Do what you want, as long as you don't harm other's doing it.	All I could begin to say is this yes/no never answers how you pay for it. If a company sponsors a street a puts a non-barracaded bike lane on it, fine, they are paying for the management of the road. State financing shouldn't be going to a bunch of people who never got licensed.
	Kyra Philbert	I am passionate about active transportation. As a queer Black feminist, the personal is political :My commitment to biking is evident in my active choice to use cycling as my preferred method of transportation in my everyday life. This extends to how I plan to engage in city politics.	Bikes became a hot commodity during covid. So investing in more programming and accessibility for everyone within our city to have bikes is very important. Having more maps on bike routes would also be helpful for folks. Finally, investing in public bike sharing programs across the entire city & GVA
	Amy "Evil Genius" Fox	Successfully petitioned naval reserve base to permit nighttime bike commuting. Donated to community bike programs. Helped implement bait bike program.	I want a sci-fi utopia. And that means no more 1900's Traffic! We need biking, walking, rolling, and transit as defaults, not painted bike icons and polite signs. We need: merciless traffic calming; secure bike parking; and separate, straight, weather-covered bike routes by every arterial street.
	Dominic Denofrio		Although my priority when it comes to transportation is public transit, more safe cycling infrastructure is absolutely needed. I believe in the concept of the "15 Minute City", where people can access all their day-to-day needs within 15 minutes of their home, either by transit, cycling, or walking.
	Eric Redmond	I cycled frequently to work when I worked within the city (12 year period) and encouraged my company to have bike storage for other employees that cycled to work.	With increased density in the city (as proposed in our platform), we need people to use alternate forms as transit such as bicycling and car sharing. We will thus require increased investments into bicycling infrastructure.