

## Long Answer Questions - Vancouver Parks Board 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
<b>Vision Vancouver</b>	John Irwin	I helped to reduce automobile traffic in Stanley Park and kept the temporary bike lane open to the end of the 2018-2022 term. I collaborated to help create a better cycling solution for the Kitsilano beach area bicycle path. I also nudged Council to support a AAA bike lane on Broadway and Beach Ave.	We can aid those with disabilities by having bicycles available with wheel chairs attached as a prominent part of our parks, staffed by workers. Staff could save costs by accessing active transport for meetings and other work-related tasks.
	Carla Frenkel	My 20s were filled with critical mass rides and bike activism. I still eagerly participate in social rides to raise the profile of bicycling, community, and to advocate for improved infrastructure and safety. We were early adopters to the electric cargo bike craze and advocate for this lifestyle.	This summer I committed to ride all the bike routes in the city. I've seen inequities, gaps in safety and wayfinding, and see room for improvement. Parks, schools, and skytrain stations should all be linked by bike routes. More bike routes should be AAA designated. Trees should line all bike routes.
<b>COPE</b>	Gwen Giesbrecht	As a Park Board Commissioner I have supported a number of recommendations and motions to increase accessibility for non motorized transportation. Notably increased access to Stanley Park with a temporary bike lane, in advance of the Stanley Park Mobility Study & improvements to Kits beach bike path.	The past term with huge up take in pedestrian & cycling in parks it has become very clear that there is much work to be done in creating safe access for all modes of transport. I would very much like to continue the work started and value the input that HUB members provide.
	Christopher Livingstone Maira Hassan	I believe in free public transit! Less cars on the road is a worthwhile goal...	Access and public transit must reach to all corners of parks in Vancouver. The alternative is the exclusion of people with disabilities and that is really wrong...
<b>OneCity</b>	Serena Jackson	Cycling is my primary mode of transportation. I've spoken at and written to Council and Park Board regarding safe cycling infrastructure. At my previous job, I helped lead our BTWW activities and I have helped friends, neighbours, and co-workers get into cycling year-round. And I'm a HUB member!	I will advocate for the design of separated bike lanes that advance street tree targets. Locating trees along bike routes provides cooling not just to cyclists, but to everyone using the street. Many parks lack basic amenities; let's invest in end-of-trip infrastructure starting with bike racks.
	Caitlin Stockwell	Submitting information on dangerous intersections to city staff; supporting speakers before Park Board regarding importance of bike access in and to Stanley Park ( re Stanley Park Mobility Study) and sharing info on twitter: <a href="https://twitter.com/caitstockwell/status/1549803538783485952">https://twitter.com/caitstockwell/status/1549803538783485952</a> )	Many neighbourhood parks are lacking basic amenities. OneCity would invest in end-of-trip infrastructure starting with bike racks but also including water fountains and washrooms. Construction of bike lanes is an opportunity to modify the road way in ways that support larger, healthier street trees!
	Kristen Rivers	My cycling advocacy has mainly been focused on my family and community, pushing back against people who think cycling isn't a practical way to get around the city. As a Park Commissioner, I plan to advocate politically for cycling in Vancouver.	As a OneCity Park Commissioner, I'll improve cycling by integrating street tree planning with bike lane planning - which will make for shadier, beautiful cycling lanes and healthier street trees. I'll also ensure cycling amenities and end-of-trip infrastructure are present in all city parks.
<b>Green Party</b>	Tom Digby	Attended July Park Board meeting to support Stanley Park bike lane and mobility study	Active transport and micro-mobility is growing in Vancouver. Since 2015 we've seen a surge in cargo bikes, e-bikes, electric scooters, etc. These changes are not just a gadget trend but here to stay because they provide freedom and non-car options that many people seek. Park Board needs to adapt.
	Tricia Riley	Speaking out about the importance of safe, connected active transit networks in our city. Being a conscientious biker while commuting around the city (following traffic signals and treating others on the road with respect).	We've seen a lot of improvements over the last few years in developing a safe, accessible network of bike lanes across the city, but there is still more work to be done connecting those networks not to just parks, but through parks. We also need more bike shares and e-scooter stations.
<b>ABC Vancouver</b>	Brennan Bastovanszky	The ABC plan for Stanley park is to restore the previous access at the end of this fall and then work to build a new, dedicated cycling path in time for next summer. All users will have proper access, with vastly improved cycling infrastructure alongside in the park on top of it all.	An ABC majority on Council and Park Board will allow better coordination and planning for future bike lanes, and will audit all Park Board assets, including bike lanes. This will provide transparency on the maintenance deficiencies and will guide investment from the Emergency Restoration Fund.

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	Marie-Claire Howard		I think it's important to differentiate between cyclists on speed bike, city bikes, electric bikes, bikes with training wheels, etc. Cycling highways can be hazardous for leisure cyclists.
	Scott Jensen	I organized a campaign amongst my friends and colleagues to donate used children bicycles to children living in the Downtown Eastside.	To clarify, I believe that SP drive can support both bicycles and businesses. ABC Vancouver will adjust the temporary bike lane to allow access to the parking lots in Stanley Park. Protection will certainly be provided along the winding hill.
	Laura Christensen	Built a bike friendly workplace by prioritizing office space with appropriate amenities resulting in >30% of staff biking to work. Participate in bike-to-work week.	We are committed to implementing a bike lane in Stanley Park that also provides equitable access to those with disabilities and full access to small businesses in the park.
	Angela Kate Haer	I've made biking more accessible for my family. All three of my children and my husband own bikes. We encourage our children and their friends to explore the city on their bikes. They are familiar with biking conduct and often wonder from our house in Dunbar to downtown. Biking=General Wellness!	6. As an ABC majority on Council and Park Board we can effectively plan for safe and accessible bike lanes. With this we will also audit all Park Board assets, including bike lanes, allowing for transparency and better future planning from the Emergency Restoration Fund.
<b>Non-Partisan Association (NPA)</b>	Dave Pasin	As President Hillcrest community Centre we have actively looked at more bike parking spaces for those who choose to commute by cycle & other forms of active transport.	bike paths should be planned and coordinated with engineering and traffic to ensure safety of cyclists and other forms of active transit who would use that lane as well as vehicular traffic. Bike lanes should be separated And planned to facilitate not just cycling but all forms of transit
<b>TEAM for a Livable Vancouver</b>	Michelle Mollineaux	Don't laugh but I have spent over \$1,000 (which I really couldn't afford) on bike safety gear for my son who does mountain biking and bike jumping in the parks. Bike Safety practices is a big issue for me.	EVERYONE has the right for mobility around Stanley Park and Vancouver. As far as I know there are now three bike lanes in some areas, which is not fair to people with disabilities, seniors, businesses, tour buses, cars and pedestrians. We need to work together to find respectful solutions for all.
	James Buckshon	Planning for. Kitsilano Beach ike lane	As a Park Board candidate, I would like to see a bike lane that incorporates Kits Beach finalized. I would also like to see cycling in Stanley Park seawall maintaining and cycling on the roads where it is sensible for all forms of transportation,
	Nick Charrette		I currently use the shared Mobi bikes, and am very happy with their service, which makes cycling appealing to many who are otherwise less inclined to ride. I would like to see a network of protected bicycle lanes connecting the entire city (as I am very aware of gaps between protected routes)
<b>Independent</b>	Liam Menard	As the President of the False Creek Community Association, I played a pivotal role in helping transition the underutilized space on Granville Island into bike valets for folks to store their bicycles when they are visiting the Island.	I am looking forward to continuing to build on the legacy and work of the Green Party Commissioners that came before me, while ensuring that the Cycling actions outlined in the Transportation 2040 Plan are implemented as quickly as possible.
	Tracy D. Smith	On a personal level, I have posted "children playing" signs around my neighborhood & have encouraged a biking lifestyle among the neighbour kids which includes teaching my daughter how to ride a bike. We actively use the Arbutus greenway - my daughter bikes & I walk (due to a foot/shoulder injury).	I believe we can all work together to make space for all of us in the city.