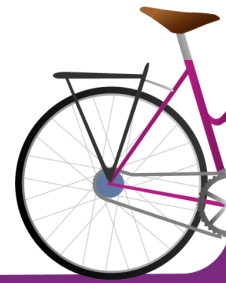




2022 BC Municipal Elections

Candidate Questionnaire



HUB Cycling Port Moody Municipal Election Candidate Survey - Long Answers

We asked candidates five 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. Do you support eliminating the westbound HOV lane on Clarke to accommodate a bidirectional protected bike lane?
3. Do you support changing Murray Street to one lane each way between the overpass and loco Road to provide protected bike lanes and separate pedestrians and cyclists, who currently have to share the MUP?
4. Where do you see room for improvement in connecting us with neighbouring municipalities for active transportation?
5. 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)

[Kyla Knowles](#)

[Callan Morrison](#)

[Dustin Chelen](#)

[Richard Biedka](#)

[Amy Lubik](#)

[Samantha Agtarap](#)

[Haven Lurbiecki](#)

[Steve Milani \(Mayor\)](#)

[David Stuart](#)

Kyla Knowles

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

I have been a vocal advocate for Transit Oriented Development in Port Moody, and have spoken several times at Council in favour of skytrain-adjacent developments such as Coronation Park. Such developments now include car-share services with designated spots to further reduce the need for vehicle ownership for those living adjacent to Transit. This is good for traffic AND good for the environment.

Well-planned TODs and mixed-use developments also result in “internal traffic capture”, meaning they actually eliminate traffic that would otherwise be present due to proximity to services like grocery, dentistry, pet care, etc. (Suterbrook is a perfect example of this).

Do you support eliminating the westbound HOV lane on Clarke to accommodate a bidirectional protected bike lane?

Yes. If you look at my platform and my written and verbal submissions to Council on this matter, I am in favour of radically reducing passby traffic in Port Moody and encouraging greater use of transit, so this action would assist with both those goals.

Do you support changing Murray Street to one lane each way between the overpass and loco Road to provide protected bike lanes and separate pedestrians and cyclists, who currently have to share the MUP?

Ideally, yes, though I have some concerns about the stretch between Capilano Road and loco which receives and directs traffic in various directions. I'd like to learn more about the proposal.

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

It is better to work with all stakeholders (the Ministry of Transportation and Infrastructure, TransLink, car sharing businesses, non-profit advocacy groups, community associations, local developers and more) in good faith to come up with solutions for the benefit of all residents.

As a member of the City's Parks & Rec Commission, one of our recent discussions was regarding the lack of policy regarding alternative transportation modes like scooters, mini-bikes, hover boards, etc. We need a consistent new set of by-laws etc. across the tri-cities to encourage people to use these forms of transportation across the region.

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

I endorse most/all of the platform points, with the exception of "Supporting 30 km/hr speed limits on all bike routes" - I don't think that will make sense everywhere.

Additional comments

Callan Morrison

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

As a new candidate I do not have any voting record with active transportation infrastructure. However listening and engaging with our community on issues is something that needs to be done across all issues and has not been done over this previous council term. If a solution can be provided that makes cycling or other non vehicle transportation safer and more desirable to use, then we have a responsibility as a council to listen to, and act on those solutions

Do you support eliminating the westbound HOV lane on Clarke to accommodate a bidirectional protected bike lane?

I support safe cycling options regardless of their location. That being said community consultation with cycling groups, the community and our city staff in regards to achieving the best possible solution would be my starting point.

Do you support changing Murray Street to one lane each way between the overpass and loco Road to provide protected bike lanes and separate pedestrians and cyclists, who currently have to share the MUP?

This would need more discussion with the council that is elected and of course public and expert engagement. I would be willing to have the idea brought forward for discussion however.

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

Having multi use paths between communities is a massive benefit if it is an efficient and safe path for users. I believe more non vehicular connections between cities is a great way to not only move people who are out getting some activity, but also those who are commuting to and from their business. The more we can separate active transportation from vehicles the more safe it is.

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

I support walkable communities that are even closer than the 15 minutes you mention in your platform for essentials like groceries and recreation. Although 15 minutes doesn't seem long, it is a bit far to truly encourage walking or alternative modes of transportation. The rapid development of E bikes/ scooters, boards etc has been massive over the past 5 years. I don't see E-modes of transportation going away and we need to plan as a city for more people to choose transportation options that don't involve vehicles, yet are easy to use and can include a wider range of physical abilities. I see the reduction in parking as having a multi benefit besides just encouraging less vehicle use, I also see the lower cost of building, and a lower environmental impact overall. I do want to see higher densification around transit hubs as we need to be providing complete communities that have all the needs in one place to reduce the need to travel for daily essentials.

I was speaking with a resident recently who rides to Vancouver for work every day and lives in Eagle Point in Port Moody. He mentioned one of the biggest frustrations is that cycling lanes and infrastructure may make sense on paper, but if it isn't placed where the natural flow of rider traffic goes then it doesn't get used. We need the infrastructure where the riders are riding instead of trying to massively change their habits.

As far as disagreeing, I don't believe that 30kph restrictions on vehicle speeds makes sense in 100% of cases. The same rider I mentioned above says he feels safer riding on Barnet highway than he does down spring street in Port Moody. I'm not certain if it's the speed of the traffic or the infrastructure and planning that makes the safer road for cyclists. Obviously a dangerous road is safer if traffic is slower, but is there not a high speed road that is also safe? Things to discuss once I am elected to council for sure.

Additional comments

Safe communities and getting people out of vehicles is an important consideration not only for our community as it is right now, but also if we plan to responsibly grow with transit oriented development. Traffic in our region is not going to reduce, so the safety of residents and commuters that choose non vehicular transportation is key to encouraging more people to choose that method. I am excited to work with my council colleagues on a plan that can deliver what this current council seems reluctant to do.

Dustin Chelen

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

I'll advocate for an updated transportation master plan that includes a well-thought out and comprehensive bike lane network that enables citizens to cycle to both local destinations and other municipalities. I'm supportive of infrastructure that is separated from traffic and pedestrians so that cyclists are safe during their commute.

Do you support eliminating the westbound HOV lane on Clarke to accommodate a bidirectional protected bike lane?

Yes, and this is planned in Port Moody's long term master transportation plan.

Do you support changing Murray Street to one lane each way between the overpass and loco Road to provide protected bike lanes and separate pedestrians and cyclists, who currently have to share the MUP?

No - I think that there is sufficient space off the road to clarify dedicated, separated bike lanes without closing a lane of traffic.

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

We need a tricities strategy for bike infrastructure so that bike lanes don't unexpectedly end outside municipal boundaries. This also includes collaborating with Anmore and Belcarra staff to ensure a cohesive network.

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

Walkable / active transit oriented communities, supporting biking infrastructure additions and improvements, long term planning, separated bike lanes, bike parking guidance for new developments. I'm not supportive of reducing parking requirements in all new developments as Port Moody has a shortage of parking space around our existing shops and parks.

Additional comments

I walk the walk - literally. I do not drive a car and use active transit to get nearly everywhere in my life.

Richard Biedka

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

I am new to city politics and will review the available traffic lanes and bike paths to determine the best effective uses of these spaces.

Do you support eliminating the westbound HOV lane on Clarke to accommodate a bidirectional protected bike lane?

Traffic is a major concern for residents in Port Moody. HOV should be returned to vehicle traffic. An assessment is required to determine if additional addition space can accommodate a protected bike lane and ridership commitments.

Do you support changing Murray Street to one lane each way between the overpass and loco Road to provide protected bike lanes and separate pedestrians and cyclists, who currently have to share the MUP?

no. The MUP should not have been merged with pedestrians. there should be designated space for both

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

there are 4 new communities proposed for port moody along ST Johns st. These should be connected with pedestrian and cycle paths independent of the road network.

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

business require parking for customers. They need to be consulted prior to any reduction in parking. Port Moody is in a poor financial position and needs to trim their budget to get back in the black. Tax

increases are most likely coming to Port Moody to cover basic services prior to additional spending on new initiatives. I am unsure what is the correct speed limit for a dedicated or shared bike path. With the onset of more E-bikes speed is now an issue for safety and integration of E-Bikes into transportation network.

Additional comments

I support healthy forms of transportation and transit. I would like to see a cooperative expansion of safe foot and bike paths that do not cannibalize the road network and add to the already burgeoning congestion in Port Moody. We require some creativity to achieve this goal.

Amy Lubik

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

I worked with another councillor on a climate emergency declaration in which we had tangible and ambitious targets, including aiming to have 90 per cent of residents living within walking distance of their daily needs and shifting 40 per cent of trips in the city to biking, walking or transit by 2030. We need to do this to meet our climate goals, which has the added benefit of promoting the health of our community members. There are also studies showing that this may help our local businesses if people can bike to them. I also support having a separated bike lanes across St. Johns and working with our neighbours to try to have more connected bike routes (understanding that this can be complicated because of competing timelines and priorities). I would like to see what can be done provide better and safer bike access to Sasamat and other destinations, partly because I would like people to be able get out of their cars and it would take pressures off parking. I know not everyone will use active transportation but it is important we support as many people to do so as we can.

Do you support eliminating the westbound HOV lane on Clarke to accommodate a bidirectional protected bike lane?

Protected bike lanes are my preference. This is something the city is considered and I would like to see a more detailed study to see how we can accommodate more active transportation safely. I am committed to find a solution to connecting the Barnett to existing networks.

Do you support changing Murray Street to one lane each way between the overpass and loco Road to provide protected bike lanes and separate pedestrians and cyclists, who currently have to share the MUP?

I would like to further study options for making Murray street safer for those using it for active transportation in order to find a holistic solution. The shared trail on the northern side of the street is great for recreation, but I do think we need more bike lanes for utility and daily needs as we grow.

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

I think there is a lot of room for collaboration on Barnett and Guilford towards Coquitlam, as well as West on highway on Guilford. I also think there is room for more connections with Burnaby on the highway.

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

All of them

Additional comments

When we think about active transportation, we need to making sure that it works for all users and connects to transit wherever possible. I think it is important that we consider how to create these networks as we grow to make it as safe and welcoming to use active transportation. It is important to remember that getting people feeling safe to take active transportation will get cars off the road, lower our collective GHGs, make people healthier, and also support local businesses if we can connect our infrastructure for daily needs trips. We also have to take an equity lens to make sure all users are supported and connected in as many neighbourhoods as possible. Making sure it is safe for families and youth is likely to lead to life-long travel choices that benefit youth.

Samantha Agtarap

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

I use my bike fairly often to get around the city and through doing this have identified gaps in the infrastructure. The city has a Transportation Master Plan which will address some of these gaps and I will advocate for these actions to be implemented.

Do you support eliminating the westbound HOV lane on Clarke to accommodate a bidirectional protected bike lane?

Yes. I think we need to examine how we can facilitate the safe travel of bikes through our city and ensure routes are connected to neighbouring municipalities.

Do you support changing Murray Street to one lane each way between the overpass and loco Road to provide protected bike lanes and separate pedestrians and cyclists, who currently have to share the MUP?

No. I think we should reexamine the MUP and separate bikes from pedestrians.

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

Everywhere. Port Moody's active transportation network is currently disjointed.

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

Yes, support the majority.

Haven Lurbiecki

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

I believe that Port Moody should be connected as a community and with the region through green corridors and designated active transportation routes. Reducing car use can only happen if tangible transportation alternatives are provided that are accessible and safe alongside improved transit options. Port Moody has a lot of opportunity ahead in terms of where we can add more designated bike infrastructure. For example, we are looking to add a designated multi-use path along St. John's Street per recommendations in our 2017 Transportation Master Plan. While I support this project being a widened sidewalk with a separate two-directional bike path, I also think we could re-consider putting a bike lane on Clarke Street.

Port Moody's trails and parks make our city such a special place and should be expanded and enhanced as our population grows and connected via safe bike and walking paths. I have been a member of the Port Moody Parks and Recreation Commission since 2018 where I was lead author on a report endorsed by council to inform parkland acquisition planning in our city. A top priority for me on council is to finally complete a Parkland Acquisition Strategy and look for ways to tie this work into active transportation planning.

Any new development in Port Moody must include adequate bike parking, improved sidewalks and tie into bike networks. The lens of safety and accessibility through walking and cycling must be at the forefront of all city planning. Bike parking must be established across the city.

Do you support eliminating the westbound HOV lane on Clarke to accommodate a bidirectional protected bike lane?

Yes, while Port Moody is currently planning for a separate bike lane along St Johns, I think Clarke should be reconsidered as an option to connect to Murray St.

Do you support changing Murray Street to one lane each way between the overpass and loco Road to provide protected bike lanes and separate pedestrians and cyclists, who currently have to share the MUP?

I support separating out the bike lanes on Murray for safety. I would consider moving to one lane each way with traffic mitigation planning.

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

I think there are so many opportunities to improve existing bikeways and connect Port Moody with the broader region. For example, Port Moody could continue its St. John's Bike lane project to connect with the Barnet Highway and to Burcoquitlam at the top of Snake Hill. From Murray St a separate bike lane route continuing to Coquitlam such as via Guildford Way could be explored. Engagement with the community is imperative for deciding best options for new bike lanes and routes.

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

I support each of the key points and strategies, while taking the approach that we must provide the greatest options we can for active transportation and transit use -while recognizing not everyone can be car-free (e.g. many young families, seniors and those with mobility challenges). We have to be data-driven with our city planning and use a lens of equity in how we are undertaking city planning, while doing all we can to support and encourage active transportation use.

Additional comments

This election is critical and offers an exciting opportunity. The next council will complete our new Official Community Plan. This is the vision for growth and development in our city. I believe Port Moody can be a green walkable, bikeable, livable community. But the planning decisions we make need to serve our residents, not developers. I am taking no donations from the development industry - I'm here to work for you.

Steve Milani (Mayor)

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

Once elected to council in 2018, I started up the Transportation Committee in Port Moody and have chaired and been a fierce advocate of improving and growing our active transportation network.

Do you support eliminating the westbound HOV lane on Clarke to accommodate a bidirectional protected bike lane?

Yes

Do you support changing Murray Street to one lane each way between the overpass and loco Road to provide protected bike lanes and separate pedestrians and cyclists, who currently have to share the MUP?

Yes, I have been advocating for this.

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

We have to start the conversation with neighbouring muni's before we can make any progress on this

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

Land use is a complicated issue so I would need more info on this, "Advance equitable land use that places low-income communities and communities of colour at the centre of decision-making processes." before endorsing it.

I would also need more info on this to support: Support 30 km/hr speed limits on all bike routes.

Additional comments

Active transportation IS the future and we need to do all that we can to ensure that people can move around safely and efficiently in our cities. Paint is not protection.

David Stuart

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

I have not served on Council and while I have served on Port Moody Committees but not any with a mandate to support active transportation. That being said I have appeared before Port Moody Council and advocated for a wholistic approach to transportation planning that includes all modes of active transportation rather than a piece meal consideration associated with development applications.

Do you support eliminating the westbound HOV lane on Clarke to accommodate a bidirectional protected bike lane?

yes

Do you support changing Murray Street to one lane each way between the overpass and loco Road to provide protected bike lanes and separate pedestrians and cyclists, who currently have to share the MUP?

yes Murray is already only one lane for much of the route and needs to be extended to the Barnett to reduce the dependence on the overpass for active transportation.

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

Yes and would propose a committee with all five municipalities to explore the opportunities.

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

yes

Additional comments

It is one thing to commit to active transportation, another to create a plan. the challenge is to get community support and find the funding to implement it.