



Your **Cycling** Connection

# 2017 City of Vancouver By-election

Will your candidates work to make biking better?

# #VOTETOBIKE



## Candidates



BREMNER, Hector  
*NPA*



LEE, Gary



CARDONA, Diego  
*Vision Vancouver*



MURPHY, Damian J.



DUNSDON, Mary  
Jean "Watermelon"  
*Sensible Vancouver*



SWANSON, Jean



FRY, Pete  
*Green Party*



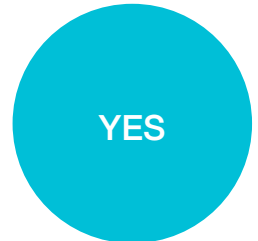
WASILENKOFF, Joshua



GRAVES, Judy  
*OneCity*

## Results\*

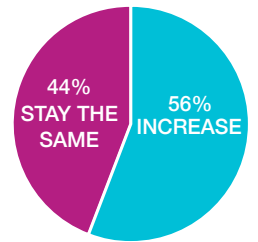
**Questions 1:** Would you vote in favour of infrastructure investments that separate bicycles from motor vehicles along key transportation corridors and certain busy commercial streets?



**Questions 2:** Would you vote in favour of infrastructure investments that close the gaps in the municipal and regional cycling network so it is well connected, allowing people to travel safely by bicycle?



**Questions 3:** Do you think the budget for cycling infrastructure should increase, stay the same, or decrease and why?



**Questions 4:** Do you support providing transportation cycling education to all Vancouver elementary schools so that people can learn to be safe and responsible road users early on?





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## Will your candidates work to make biking better?

**Questions 1: Would you vote in favour of infrastructure investments that separate bicycles from motor vehicles along key transportation corridors and certain busy commercial streets?**

Hector Bremner	Yes	Whenever we can increase safety and reduce travel times to move people and goods in our growing city, that's a good investment. Especially when can reduce traffic congestion - we need to be more innovative than we have been however, and that's going to mean fixing our housing crisis by building out our neighbourhoods so they are more walkable, bike and and transit friendly. If we keep building around the car, instead of people, we won't achieve the goal of reducing traffic congestion.
Diego Cardona	Yes	Yes I would, because separated facilities for cyclists are the best way to improve safety for all road users. I am also running with Mayor Robertson and vision Vancouver because they have a proven track record of investing in active transportation infrastructure and helping foster a more supportive culture for biking and walking in Vancouver.
Mary-Jane Dunsdon	Yes	I support making Vancouver as bicycle-friendly as possible.
Pete Fry	Yes	A qualified yes, where usage and capacity allows on certain busy streets. On a health and safety concern, I would question the efficacy of cycling on key transportation corridors (even if separated). A growing body of evidence continues to point to auto exhaust including nitrogen oxides, carbon monoxides, heavy metals, and particulate matter as a serious health risk. In Europe especially this is leading authorities to build housing and bike routes away from that level of exposure.
Judy Graves	Yes	Dedicated, separated bike lanes are the safest, most comfortable form of cycling infrastructure. OneCity is supportive of improving cycle infrastructure and encouraging more Vancouverites to bike. Increased ridership is good for the health of our population, the environment and our local economy. OneCity would vote in favour of the continued development of separated bike lanes, while ensuring the safety and mobility of pedestrians, seniors, people with disabilities, and children.
Gary Lee	Yes	Yes, I believe that people should have access to safe, reliable transportation in this city. Providing dedicated biking lanes is one way to do this and is an effort I will support going forward.
Damian Murphy	Yes	I'm a (near) daily commuter by bicycle from home in East Van to Downtown for work. I'm experienced enough to feel comfortable in traffic with less physical separations like painted lines. However, fully separated lanes promote safety and encourage new cyclists and others like folks in scooters a chance to feel safe travelling independently outside. I support all investments that will increase participation in safe, active transportation in our City.
Jean Swanson	Yes	
Joshua Wasilenkoff	Yes	Yes if all stake holders are taken into account and the particular needs of each area are being contemplated.



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**Questions 2: Would you vote in favour of infrastructure investments that close the gaps in the municipal and regional cycling network so it is well connected, allowing people to travel safely by bicycle?**

Hector Bremner	Yes	I believe that by addressing the housing crisis and building the communities we need to, we should be able integrate more walking and biking in the city, including infrastructure investments like this. Housing and transportation choices and investments are linked today, we can ensure they work better together in the future.
Diego Cardona	Yes	
Mary-Jane Dunsdon	Yes	If possible, we should integrate cycling routes between cities in the lower mainland.
Pete Fry	Yes	Absolutely, for instance I consider the bike path to nowhere over the Powell Street Overpass to be a major disappointment. Similarly I would like to see the new Arbutus Greenway connected to Kent Ave and the Fraser River foreshore. I think incomplete routes do a disservice to the notion of cycling infrastructure as viable road networks.
Judy Graves	Yes	Yes. OneCity would close the gaps in the existing cycling infrastructure, as well as the gaps within the existing links between public transit and cycling. In addition to gaps in the network, OneCity recognizes there are groups of Vancouverites who have been excluded from using the cities Active Transportation infrastructure due to income or physical disability. OneCity believes that more work needs to be done to improve the accessibility of our Active Transportation Infrastructure.
Gary Lee	Yes	I would collaborate with my fellow councilors as well as the surrounding municipalities to help ensure that biking infrastructure investments that extend to the edges of the city are done so in a way that logically connects us to our neighbouring municipalities in order to 1. make commuting by bicycle easier and 2. efficiently spend on infrastructure projects.
Damian Murphy	Yes	Safety is the most important thing. On a recent ride out to Delta I was impressed with the ease of connecting to the network out to New Westminster but lost the connection after that. Closing gaps in both the municipal and regional network makes sense and will result in more people using them. I rode from Burrard in the West End to Boundary Road the other day in about thirty minutes using the network safely all the way.
Jean Swanson	Yes	
Joshua Wasilenkoff	Yes	Having an infrastructure that closes gaps between other municipalities and regional cycling networks is a good goal and I am supportive of the current works to make that happen, but any increase for an infrastructure would have to be looked at a case by case basis to insure economic efficiency.



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**Questions 3: Do you think the budget for cycling infrastructure should increase, stay the same, or decrease and why?**

Hector Bremner	Increase	I think all transportation investment need to increase, we are a growing city. We need to be much bolder in the future to catch up and get ahead of the curve.
Diego Cardona	Increase	The current budget for infrastructure covers several major projects including upgrades for union/Adanac, West 10th, Arbutus Greenway and the seawall. I will be a strong champion for increasing investments in cycling infrastructure as part of the next four year capital plan. This capital plan will likely include investments for improvements in gastown as well as the granville bridge Greenway. I am also committed to supporting additional funding to expand public bike share east of Main Street.
Mary-Jane Dunsdon	Stay the same	I support ongoing, reliable funding for cycling infrastructure. I don't think it needs a big boost or reduction.
Pete Fry	Increase	But I would also like to see clearer delineation of cycling infrastructure in budget line items, currently itemized as pedestrian and cycling improvements. That being said, I would also like to see more residential street calming in general to accommodate all modes of transportation, including walking, cycling, skateboards, and automobiles - in a safe, accessible and human-friendly style - which rightfully might fall under a budget category not exclusive to cycling.
Judy Graves	Stay the same	The current budget is well-needed, because creating new cycling infrastructure is a relatively new thing in the city. As cycling increases in the city and there is more uptake of cycling, then we should initiate a conversation about increasing the budget. Increasing cycling access and participation for people with disabilities, seniors, and families with children should also be a priority.
Gary Lee	Stay the same	I believe that Vancouvers 10 year bike lane spending plan that commenced in 2010 has greatly improved bike commuting within this city as can be shown by all the major bike path usage statistics. As this council position would only be guaranteed for one year I would not make changes to this budget. However in the following 2018-2022 term I believe this 10 year plan should be revisited to ensure that adequate funds are set aside to maintain and improve bike infrastructure.



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Damian Murphy	Stay the same	The current City budget indicates 7 mil. forecast in 2016 and 17 mil. to be spent in 2017 and 11 mil. forecast for future years. If elected as Your Independent Voice on City Council I will take a close look at how the numbers roll up at the end of this year, what was achieved for that cost and advocate for ongoing investment where it makes sense. It's a small piece of the budget that makes a huge impact in encouraging more cycling as a transportation option. Stay the same or more.
Jean Swanson	Increase	Our spending on public infrastructure, especially healthy and sustainable transit options like cycling needs to be increased - keeping in mind that issues like ending homelessness and the overdose crisis must be the highest priority in short-term. Low-income people and children have to have access to quality bikes and cycling education - that would be a priority for me. All transit must be accessible; we all have the right to the city and that includes the right to mobility.
Joshua Wasilenkoff	Increase	I stand for the budget for cycling infrastructure to increase in the City of Vancouver, but to have equal balance I recommend that other partnerships be involved to contribute instead of just relying on Vancouverites to pay taxes that doesn't benefit everyone.



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**Questions 4: Do you support providing transportation cycling education to all Vancouver elementary schools so that people can learn to be safe and responsible road users early on?**

Hector Bremner	Yes	Definitely, I know our NPA School Board team is looking a bringing innovative programs like this, plus practice economics and better language training in Punjabi and Mandarin. All these skills will help them, and our city, succeed in the 21st century.
Diego Cardona	Yes	
Mary-Jane Dunsdon	Choose not to answer	This isn't a bad idea, but it's not really in the mandate of a city council to mandate what classes are taught in schools.
Pete Fry	Yes	I think that's a great idea, but even more important would be cycling education for ALL users, that includes adults and newcomers. I would focus on basic courtesy, best practices, respect, and general strategies for minimizing conflict and maximizing understanding among ALL road users
Judy Graves	Yes	Yes. Absolutely! This would be a high priority. We need to encourage young people to cycle, and ensure they have the knowledge to do so safely.
Gary Lee	Yes	I remember having a bike day when I was in elementary school that included some great instruction on how to safely bike which I think is a very valuable lesson to anyone. As such I would work with the Vancouver school board as necessary to implement programs like this
Damian Murphy	Yes	Outreach and early education in schools makes sense for this and many other areas of civic life. It should be easy to incorporate into existing curriculum throughout the school system. Vote Murphy! Your Independent Voice on Vancouver City Council.
Jean Swanson	Yes	This is an excellent idea, and would note that many working and poor families in Vancouver cannot afford bicycles and gear for their children.
Joshua Wasilenkoff	Yes	I support transportation cycling education to all Vancouver elementary schools for students in intermediate grades 4-7. As for primary students in grade K-3 it should be the responsibility of the students parent(s)/ guardian(s) to teach bike safety as Kindergarten to grade 3 is too young for schools to take on.