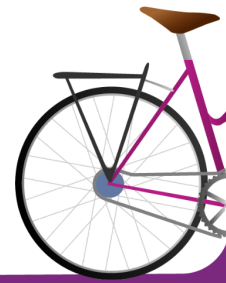




2022 BC Municipal Elections

Candidate Questionnaire



HUB Cycling Coquitlam Municipal Election Candidate Survey - Long Answers

We asked candidates four 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. How can Coquitlam help fast-forward a two-way active transportation connection to the Port Mann Bridge heading west from Riverview lands and east from King Edward St.?
2. What have you done, or will you do to advocate in support of active transportation infrastructure in your city and why?
3. Where do you see room for improvement in connecting us with neighbouring municipalities for active transportation?
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)

[Benjamin Perry](#)

[Dennis Marsden](#)

[Sean Lee](#)

[Adel Gamar \(Mayor\)](#)

[Phillip Buchan](#)

[Teri Towner](#)

[Ali Tootian](#)

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Benjamin Perry

How can Coquitlam help fast-forward a two-way active transportation connection to the Port Mann Bridge heading west from Riverview lands and east from King Edward St.?

I am not a route expert, but I think Cape Horn avenue and Brunette avenue are good candidates for adding a separated, protected bicycle lane. I spoke with many residents living in medium density homes along Brunette avenue that would like better bicycle infrastructure. I believe this would be a well-used route. North-South connections to the shopping centres along Lougheed would increase the utility of such a route. Another option for a more direct route would be to connect Cape Horn Avenue to Seguin drive. This might be accomplished by purchasing land or right-of-way from property owners. In terms of fast-forwarding these routes, I think it would be a matter of continuing advocacy by the public and councillors willing to push it on to the agenda. Provincial and Federal advocacy may also be required since Trans-Canada and Highway 7 are involved in this route.

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

For the past 5+ years, I have been a leader of the local Force of Nature Tri-Cities team. In 2019, we conducted and published a survey on active transportation. With the survey results, we lobbied the city government, talking to staff and elected officials. Our results showed a large amount of interest in improved active transportation infrastructure. On council, I will look for support from other councillors and make this one of my top 5 priorities.

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

Tri-Cities and New Westminster could use an active-transportation working group composed of elected municipal officials. Such a group could connect with MLAs and MPs to discuss any jurisdictional challenges. A connection to New Westminster at Brunette would be a well-used connection. A separated, protected bike lane running from Pitt River in the East, along the number 7, over the Coquitlam River, and all the way to Barnet Highway/Clarke Road intersection in the west would be a well-used and flagship route.

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 the entire platform.

Additional comments

Thank you for your hard work and excellent ideas. I would love to be a voice for you on Coquitlam city council.

Dennis Marsden

How can Coquitlam help fast-forward a two-way active transportation connection to the Port Mann Bridge heading west from Riverview lands and east from King Edward St.?

"Coquitlam must work with the Province and Kwikwetlem First Nation to determine the plans of the Semiqw?ele (Riverview site) and ensure that any plans include frontage improvements and an adequate separated bike lane in addition to any multi use pathways and sidewalks.

Similar work needs to be undertaken with the various entities and landowners around the Port Mann end of United Blvd.

A more challenging piece is connecting the King Ed to Port Mann section as it involves numerous private land owners. Typically, frontage improvements are completed in conjunction with development and with no likelihood of this happening in the near term, a more suitable solution must be an outcome of the updated Strategic Transportation Plan that is currently under review. "

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

I have been advocating for separated bikelanes, with the first ones scheduled for construction on Guildford in 2022/23. I have also advocated for regulations around e-mobility options to ensure that users and pedestrians are both safe and have consistent regulations from municipality to municipality. Coquitlam was also awarded for the completion of the King Albert Greenway, an active transportation solution that ensures all riders and pedestrians are able to move east/west from Hickey to Gatensbury. Additional work is underway for MUP's on Gatensbury to ensure it is safer for bikes and pedestrians. Recent discussions have also gained my support for safe bike locker options and bike racks in commercial areas and parks. Recently I introduced staff and council to a shared e-scooter program that we will look to bring forward as trial in 2023.

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

Staff have been more active in coordinating transportation routes between municipalities. Some recent examples are the joint approach to the Coronation Park neighbourhood and observation of recent changes on Moray in Port Moody to inform Coquitlam's intent in this area.

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 platform and note that many of the components have recently been adopted for the City centre. I have successfully lobbied for parking minimum reductions and look forward to more work in this area. The City goal of 30% of trips using an alternative to a car, can only be reached if we design our new walkable/livable areas at levels far exceeding this number. We can then prioritize the remaining older established neighbourhoods for enhanced cycling options.

Additional comments

I value the work and advocacy that HUB cycling has provided across our region and most effectively in Coquitlam. The availability of members to share experiences and suggestions has helped inform my positions and advocacy at the council table. We have significant need to accelerate the construction of separated bike lanes and cycling infrastructure and I have recognized their benefits as I traverse to downtown Vancouver to meetings. We will see cycling become even more important in providing "the last mile" for our transit system.

Sean Lee

How can Coquitlam help fast-forward a two-way active transportation connection to the Port Mann Bridge heading west from Riverview lands and east from King Edward St.?

Redesign Road Infrastructure

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

Redesign Road Infrastructure

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

Public Education and events

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

Yes, I love the bike parking idea.

Additional comments

Road infrastructure redesign is very important. I will introduce the new system. You can count on me. Support Sean Lee!

Adel Gamar (Mayor)

How can Coquitlam help fast-forward a two-way active transportation connection to the Port Mann Bridge heading west from Riverview lands and east from King Edward St.?

I need further information on the background of this issue to make an informed comment. I do know that an important part of the solution is regular communication with advocacy groups such as HUB cycling. Understanding the needs of the group being served is critical to any decision making.

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

I am a cyclist, and I believe that a mode of transportation that is an alternative to cars is needed in order for us to build a sustainable and environmentally sound city. Encouraging active mobility for the physical and mental health of residents is a priority for me. I have met with residents who are cyclists, including members of HUB cycling who are advocates for active transportation. If elected, I would broaden this communication and seek ways to meet the needs of this community.

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

Better and regular collaboration between mayors of the Tri-Cities to ensure protected and dedicated lanes for biking and wheeling.

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

I endorse all points in the platform. I would also like to see more emphasis on improving safety for young people. If our active transportation infrastructure is safe for young people, it will be safe for all.

Additional comments

Thank you for your advocacy on these important issues.

Phillip Buchan

How can Coquitlam help fast-forward a two-way active transportation connection to the Port Mann Bridge heading west from Riverview lands and east from King Edward St.?

They need to make a dedicated bike lane from King Edward to Fawcett road to connect the path to the Port Mann bridge. They should pave the path from the Port Mann bridge to Colony Farm road.

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

I will advocate to build barriers on Coquitlam bike routes to protect cyclists from motor vehicles.

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

I think we have to make sure that the bike paths are connected together seamlessly so cyclists can bike from Chilliwack all the way to West Vancouver and beyond that.

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

I endorse all of them and want to be an advocate for strengthening the cycling infrastructure.

Additional comments

We need to make it easy and safe to cycle for people of all ages so they can commute to work or school by bike or they can go shopping by bicycle as well.

Teri Towner

How can Coquitlam help fast-forward a two-way active transportation connection to the Port Mann Bridge heading west from Riverview lands and east from King Edward St.?

Adding the MUP (multi-use pathway) to the Port Mann bridge back in 2015 was fantastic but unfortunately, cycling infrastructure is lacking on the Coquitlam side of the bridge. I feel it is important to have cycling infrastructure integrated with that of neighbouring municipalities so a cyclist's commute is seamless and safe.

Many of the connections off the Port Mann are within Provincial jurisdiction and Colony Farm Regional Park is under the jurisdiction of Metro Vancouver. The City of Coquitlam cannot physically build trails or MUPs within the jurisdiction of other agencies or on land we don't own but we can advocate for improved two-way connections to/from the Port Mann bridge – and we have been doing that.

Coquitlam staff and some elected officials (including me) have attended meetings with Provincial staff, traffic engineers, cycling advocates etc. pushing for improvements to the Port Mann bridge connections. I will continue with this support and advocacy.

City Council has also been doing what they can to “fast forward” the Fraser Mills development east of King Edward. With that neighbourhood being developed, good quality east/west cycling and pedestrian connections will be realized. In the meantime, it is hoped that cyclists are aware of the current designated bike route that runs through the Pacific Reach Industrial Park along Hartley Avenue, Brigantine Drive, and through Fraser Mills. I know that the Trans Mountain project has caused disruptions to this area, but I am hopeful that project will be done soon.

Beginning in 2022, the City of Coquitlam’s Strategic Transportation Plan is being updated. This will guide transportation improvements over the coming years and cycling will be included in these plans. I will continue to advocate for improved connections so citizens can better connect on their bikes to/from the Port Mann bridge.

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

I have pushed for more bike racks everywhere and more bike lockers at rapid transit stations and have specifically asked during Public Hearings where the planned bike lock up/storage facilities will be in the proposed developments.

I have spoken up about safe bike storage in multi-family buildings too. I am aware of residents who want to be cyclists but they buy or rent in a multi-family building that doesn’t have adequate storage AND the Strata bylaws prevent them from storing their bike on their balconies. This isn’t acceptable. Bike ownership and storage should be available to all who desire it. With more people living in multi-family dwellings, close to transit - and therefore don’t necessarily need a vehicle - this NEEDS to be addressed.

I have put the call out and collected over 100 donated bikes, had them repaired and tuned-up and distributed them to low-income newcomers to our city. I also obtained helmets and locks and supported the recipients in navigating our city on bike. This recycles un-used items, gives newcomers increased transportation options and promotes a sustainable, affordable way to get around our city.

While out and about on my “Run Every Street” challenge during the pandemic (I ran every meter of every street in Coquitlam, Port Coquitlam, Port Moody, Anmore & Belcarra) I noticed that numerous streets had “No Exit” signs at the entrance to the street. But I would get to the end of the street – many times it was a cul-de-sac – there would be a pathway, trail, bridge etc. that DID provide an exit – if on foot or two wheels. (This made me happy because it meant I didn’t have to run THAT particular street twice to backtrack.) I shared my observation with the City’s Engineering staff and new signs have been put up all across our city indicating the street is only “No Exit” if in a vehicle. This advises cyclists they can navigate their way through neighbourhoods without having to stay on main roads.

I live in a hilly city but am able to use my e-bike to commute to/from City Hall for meetings. I promote the use of e-bikes to “flatten” Coquitlam’s huge hills and encourage many others to embrace e-bikes for errands, local outings etc. It’s challenging in such a hilly city, but with cycling champions sharing experiences, I believe we can get more people out of their cars and onto more sustainable modes of

transportation. I believe that e-bikes will increase the number of cyclists on our roads and safe accessible infrastructure has to be in place.

I have worked with middle schools and HasteBC promoted “Cool Routes to School” and active transportation modes. I have spoken at school assemblies about active transportation, cycling to school, being safe etc, and I have sponsored “Bike to School Week” at local schools. I was heavily involved in the middle school Bike/Walkability Improvement program working with schools, HUB, the city and other partners to make improvements so youngsters will embrace cycling and active forms of transportation. I have always supported these initiatives and will continue to support funding for these types of initiatives that aim to increase active, sustainable transportation modes and of course, safety while utilizing these modes.

If re-elected, I will continue all advocacy I currently have done and do.

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

As discussed above, I am aware that a segment of our population desires cycling across the Port Mann to commute. Better connections are definitely needed there. I’ve commuted on my bike from Coquitlam to downtown Vancouver and also to Port Coquitlam and Port Moody. I found the MUPs etc. on my routes to be adequate. That said, there is always room for improvement and I will always listen to residents’ concerns and their input for changes. I truly hope the City receives a high level of public engagement and input during the update to the Strategic Transportation Plan so we are aware where improvements need to be made and appropriate action can be taken.

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

I support all four focus areas: Land Use, Infrastructure, Sustainable Transportation and Social Equity. But within Land Use and Sustainable Transportation focus areas there are a couple of points I need more information about. I need more info before I can say I 100% support something. I never make promises or declarations or decisions without complete information.

But overall, in principal, I endorse HUB’s platform. I am a strong supporter of the work HUB does for cycling in our communities. If re-elected I will continue my advocacy and support for improved cycling infrastructure in Coquitlam. I am currently the Chair of the Sustainability and Environment Committee and cycling is definitely one way we can live more sustainably. The more "friendly" and accessible we make our city to cycling and other active modes of transportation, the better for everyone.

Additional comments

Thank you for the opportunity to share my enthusiasm for cycling and cycling infrastructure improvements!

Ali Tootian

How can Coquitlam help fast-forward a two-way active transportation connection to the Port Mann Bridge heading west from Riverview lands and east from King Edward St.?

Coquitlam can discuss the benefit of this project with the public and consider tax revenue for as long as needed.

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

I will negotiate with people in the areas some changes are need. I will communicate to get to know the projects better.

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

I can see room for connecting Coquitlam and Port Moody to North Vancouver.

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

The plan is well-introduced. I see no issue with the Land use section. In the Infrastructure section, we need to work on managing people of all ages and abilities to bike in the city with others around. I am in favor of all Sustainable Transportation and Social Equity sections.

Additional comments

We need to work on helping people actively transport on the hillsides, too. Coquitlam has a lot of ups and downs, which has not helped the bikers limit it to particular age and ability. Rain is also an obstacle. That is why budgeting and planning will be a very sensitive matter, or the projects may or may not receive the support of the public. Based on my background, I can help with proper research using updated data on any project. As an educator, it is crucial to educate people about the importance of the argument to benefit from their support of them. I can also help with this matter.

Steve Kim

How can Coquitlam help fast-forward a two-way active transportation connection to the Port Mann Bridge heading west from Riverview lands and east from King Edward St.?

Coquitlam can be an advocate to all stakeholders to develop a two-way active transportation network plan. With this plan, stakeholders can work to increase infrastructure investment to achieve the preferred outcomes.

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 strong supporter of active transportation in our city. I supported transit-oriented developments to bring density closer to skytrain stations and major transportation hubs. I also supported

increasing bike storage and reducing parking minimums in new developments during my term. I support safe, multi-use pathways and micro-mobility options for the city. I support growing our local business community to also cut down the need for commuting so that people can live, work, shop, play, learn close to home. I also support innovative streetscapes that will put delivery trucks in safe spots so that cyclists and others aren't hindered.

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

I believe there can be improvement everywhere. A regional plan should be considered. Also, I believe we need better bike infrastructure (ie. storage, etc) near skytrain stations to allow active transportation users to also have a safe, reliable option to use the train, if desired.

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 overall HUB's platform, but I do require more research, discussion and understanding of HUB's goals as well.

Additional comments

Thank you for your continued advocacy for active transportation in our city.

Cameron McBryer

How can Coquitlam help fast-forward a two-way active transportation connection to the Port Mann Bridge heading west from Riverview lands and east from King Edward St.?

Listen to the stakeholders, those who will actually use those paths. I believe we could have parts of Cape Horn and Brunette become part of a bike trail and connect it to united.

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

I will advocate for more bike racks in parks and other municipal areas, and look to make it easier for local business to install racks. I would look to invite bike and e-bike businesses to set up shop.

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

As above, making it easier to get to the Port Mann and over the river.

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

I feel all the points listed make sense, I'd like to see the full thought out plan as proposed by HUB. I'm personally not sure about reducing parking in building and on all the roads, people will still want to leave the region for camping and hiking etc.

Additional comments

As long as we can get electric conveyances off the sidewalks, we have won the 1st step.

We need bicycle education advertising (maybe regional) that talks about helmets and where you can ride your conveyance. We should look at insurance for e-bikes and the like

Richard Stewart (Mayor)

How can Coquitlam help fast-forward a two-way active transportation connection to the Port Mann Bridge heading west from Riverview lands and east from King Edward St.?

We have been working with MOTI on a solution to a number of the active transportation issues around the Cape Horn Interchange, including the current United Boulevard connection from Riverview to the Port Mann which is unsafe and unacceptable. However, many of those issues also involve the Port of Vancouver and therefore the Federal government, CP Rail, etc. I cycle regularly on that route, so I know very well the unacceptable risks the route puts cyclists through.

Similarly, United Boulevard from Taft to the Central King Edward requires a separated route for active transportation, a reality that is challenged by too many commercial/industrial driveways on both sides of United Blvd., and lack of a continuous parallel route. There is one planned for the Fraser Mills site, including a MUP bridge over Nelson Creek, but that is still years away. I have personally taken Council members and staff along the United Blvd corridor to experience it firsthand, and I know that Tri-Cities HUB has done the same with other members (as I ran into them on one such tour). I am strongly supportive of finding a solution to both of these significant gaps, as I use these routes all the time and fully recognize the challenges.

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

I finally got back on two wheels in 2012, after a long recovery from a spinal injury in 2003. And at the beginning of COVID, I opted to give up my car and commute daily by bike, including to neighbouring communities, Metro Vancouver, Richmond, Vancouver, Surrey, etc. All through that, I was constantly referring infrastructure issues to our Engineering Dept., and occasionally to other cities, with a view to getting them fixed. I am passionate about cycling, and I want to ensure that our city prioritizes active transportation. We inherited a lot of horrible infrastructure, though, so it will be a long process. I believe we now have the Council support to advance a lot of this work.

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

One of the largest intermunicipal challenges, from my perspective, is between Coquitlam and New Westminster. The Brunette Interchange is incredibly challenged, as is the Sapperton portion of Brunette. The United Blvd corridor from King Edward to the Bailey Bridge is much better, but then the cycling route gets more complex, and ends abruptly (under the Patullo Bridge) with a horrible connection to Front Street.

We have done a lot of work with MOTI and City of New West on a complete redesign of the Brunette Interchange, but it requires the Province to make commitments; this interchange remains the only one on

the Port Mann - Highway 1 project that was never upgraded. I hope to work with the new mayor of New West on working out the differences and finally advancing this project.

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

Endorsed them all.

Additional comments

Thank you to HUB TriCities for all the advocacy, the detailed work with City Engineering departments and with BC Housing (related to the Riverview lands), and for always advancing support for cycling infrastructure. That support makes it easier to convince others to support these needed improvements, such as a separated bike path along Guildford, the Lougheed Greenway work, the cycling improvements along Gatensbury (near Como Lake), etc. As the only Lower Mainland city built on three mountains (Coquitlam, Eagle and Burke), we know that historically there was little support for cycling; the e-bike has changed some of that. But the biggest factor has been HUB's advocacy. I am hoping to continue to work together toward a cycling future.

Zoe Royer

How can Coquitlam help fast-forward a two-way active transportation connection to the Port Mann Bridge heading west from Riverview lands and east from King Edward St.?

Large vehicular bridges are completely unfriendly to cyclists! It's a pity they demolished the old Port Mann as we could have re-purposed it as a green, bike-friendly people place linking Coquitlam and Surrey. I would encourage Council and staff to explore the viability of water shuttles (for recreation and commuter cyclists) between accessible points on both sides of the Fraser River. Several locations, such as the trail head at Don Roberts Park on Coquitlam's riverfront are just opposite landing points across the Fraser such as Surrey Public Wharf, which itself is about 1 km from the Scott Road SkyTrain Station. Also, explore non-vehicular crossings over the Coquitlam River (small bridges) and Pitt River (water shuttles?). Funding for such projects could be via development levies and community amenity contributions

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

When reviewing development applications that had been forwarded to Council, I always paid attention to bike parking, ensuring that the Zoning Bylaw requirements were met. I have been a strong supporter of proposals to reduce car parking requirements in exchange for car sharing. Why? Because persons and couples who decide to not have a car need occasional access to a vehicle that is conveniently located near their home. The choice should not be between being 100% car-dependent and being 100% reliant on bicycle transportation and transit, so Council should support developments that provide options.

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

Each municipality prepares its own Master Transportation Plan, and its own Cycling Infrastructure Plan. That's how Port Moody ended up with a bike lane at the bottom of Moray St which dead-ends at the Coquitlam border. We need neighbouring municipalities to work collaboratively to harmonize their plans and create better connected and continuous commuter cycling corridors.

Coquitlam and TriCities municipalities also need to work with School District 43 to make sure students' travel patterns are taken into consideration.

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

Hub's cycling platform is an excellent tool to inform our transportation planning and create a safer, friendlier and better-connected network of recreational and commuting routes for cyclists.

Carl Trepanier

How can Coquitlam help fast-forward a two-way active transportation connection to the Port Mann Bridge heading west from Riverview lands and east from King Edward St.?

Coquitlam can provide an approved route and request the necessary funding for construction from senior government.

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

My platform includes tasking city staff with evaluating designs to separate cars from cycling and to plan for increased use of ebikes and scooters.

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

We could provide more east west routes between Coquitlam and Burnaby.

Trish Mandewo

How can Coquitlam help fast-forward a two-way active transportation connection to the Port Mann Bridge heading west from Riverview lands and east from King Edward St.?

We need to ask staff to make it a priority. Given that we are not planners and engineers, our job is to give direction to staff and tell them how important it is to us. Making it an 'A' priority will definitely bring it forward.

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

As a mother of a daughter who was riding to school and around town, I have been advocating for safe, separated active transportation lanes. I visited Baltimore and was impressed in the lane separations. I brought photos back to share with staff. As well, I am on UBCM's executive and I am always advocating for funding to allow these changes. We also need to work closely with Transit to ensure that the last mile is safe and people can comfortably get out of their cars and use active transportation and transit.

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

There is lot of room to connect us on the arterial routes and well through trails. We need to prioritize major routes like Guildford, Highway one through united Boulevard, as well as routes out of Burke Mountain. We also need to ensure that the connections are safe for all active transport modes by separating them from cars.

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

I endorse

Additional comments

We have to approach active transportation NOT as a good to have but as a health and safety issue.

Matt Djonlic

How can Coquitlam help fast-forward a two-way active transportation connection to the Port Mann Bridge heading west from Riverview lands and east from King Edward St.?

We'll need to work with TransLink and the Ministry of Transportation on that. Connections from Coquitlam to Surrey leave plenty of room for improvement. We need more connections to fill the gaps.

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

We need to explore more separated bike lanes as part of our transit network. As people adopt bikes, and especially e-bikes, we are going to see an uptick in bike use.

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

Gatensbury comes to mind. We need better vertical connections to get people from the South side of Coquitlam towards some of the Port Moody SkyTrain stations.

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

I endorse all points. The only point I would want more research on is around the 30km an hour speed reductions. What does this mean for bike routes on major arterial roads that can't be slowed down to such an extent. Would separated lanes not solve the problem?