

Name	Ward	Position	Active Transportation What are the two or three most important things you would like your municipal council to accomplish over the next four years to support active transportation? How can you help to make those things happen if you are (re)elected to office?	Infrastructure What active transportation infrastructure improvements would you like to see in your municipality (Mayoral candidates) or ward (Councillor candidates)?	Accessibility What should local governments do to improve pedestrian safety and accessibility for people with disabilities?	Electric Mobility Options Should e-bikes and/or e-scooters be allowed everywhere cycling is allowed, if users follow all established cycling speed limits? Should local governments take steps to encourage the purchase and usage of e-bikes and/or e-scooters?	Commitment If elected, will you vote to fund your municipality's Active Transportation Master Plan at a level to produce accelerated and meaningful improvement in active transportation options?
Cody Botelho		Mayor	I don't think active transportation is practical for a lot of people either due to distance to travel or access to equipment especially weather dependent gear like snowshoes or skis. I think improving the transit system is a good idea, the more efficiently people can get to their destination the more people will take advantage of it. I want to move forward with the LRT to make transit faster and more efficient.	I would like to see more bicycle lanes without taking away road-space for motor vehicles. I am also in favour of better storage options for bicycles and other gear, presently it is far too common for people to find their gear stolen especially bicycles.	We need to actually connect our city with sidewalks. Too many areas simply do not have sidewalks. Children shouldn't have to walk on a road shoulder just to walk to their bus. We also need to properly cut curbs I have seen far too many recently redone roads that have an inch or more rise between the level of the road and the sidewalk.	I do not think e-bikes or scooters which are motor vehicles should be driven in bicycle areas. I do not believe any government should be promoting the purchase of any goods.	The accelerated plan shown in table 12 of the Active Transportation Master Plan designated scenario D projects a nearly 4 million dollar a year investment and that does not consider the cost overruns that most government funded projects encounter. I would not endorse that level of spending.
Matt Rogers	2	Councillor	I would LOVE to see us get a basic network of protected cycling infrastructure built out across the city to connect all cores and major nodes in the city. By doing this, we will see the quickest modal shift. Without a cohesive network of safe infrastructure, people will be hesitant to make the switch. By introducing a complete network of safe cycle paths in a short amount of time, it "instantly" provides people with a wide variety of route options, which will incentivize people to use the routes for even a few trips per week. This improves the health of the people who use the infrastructure, and increases safety on our streets for people both in and outside of cars.	We in Ward 2 are lucky to live in an area that is relatively dense for a suburban community. With this density comes greater services and amenities, all closer together. We should take advantage of this gift we've been given and do everything we can to encourage the use of active transportation as much as possible, locally. Especially for shorter daily trips, such as kids going to school, or doing your weekly grocery runs.	We should be implementing design guidelines for road reconstruction, so that when a road is due for repairs we can rebuild it in a way that calms traffic and makes it safer for pedestrians. This includes improvements such as off-street cycling infrastructure, wider sidewalks, raised crossings and intersections (road comes to sidewalk height, sidewalk stays flat, naturally slows down drivers), more street trees for shade and protection from the elements, and narrower lanes on low-traffic streets to slow drivers and improve neighbourhood safety.	For now, I think we should allow e-bikes and e-scooters. If that is what it takes to get people out of gas-guzzling cars, and on to a cleaner, sustainable mode of transportation, then let's allow them to do that. Once the modal shift has changed enough, we can always have a second look and make adjustments as we see fit.	Yes. Cambridge's current "Master Plan" is a sad excuse that was implemented merely to give the illusion that the city is doing something. Almost all of the half-decent infrastructure in the Master Plan is in the "long term" goals section (i.e: "someone else's problem"), with almost nothing in "short term." It's pathetic and needs to be improved significantly, and those improvements should have happened when it was first drafted. Quality of life in cities that are bikeable is extremely high, so let's follow in their footsteps to create a happier, healthier, cleaner, more accessible city for all of us.
Nate Whalen	3	Councillor	I believe the top focus of City Council right now should be affordability and lowering the tax burden, homelessness, and our housing crisis. Once we've addressed this, I'm open to reviewing the opportunity for community bike infrastructure and eScooters, especially in our downtowns or in our Parks. If there's an opportunity to do a for-profit model without cost to the City, we should be working with a vendor to make this happen right away.	I would love to see at the time we modify roads for the LRT if we can explore bike and walking lanes, in particular along Coronation Blvd and Hespeler Road.	Always ensure we have accessible crosswalks and textured curbs where possible and when building, allow enough space for wheelchairs when designing active transportation lanes.	Yes.	It's all about priorities for me...I'm interested in this but any incremental spending is likely to be delayed as we weather the serious debt and inflation storm we're facing in Cambridge, especially with a number of large recent purchases by the City. We've made a number of investments into bike infrastructure, including along Dunbar Road and on King St, for example. We also have the least competitive tax rate in the Region and have a rampant homelessness and housing crisis. While we address these most urgent issues, we can do things that don't require funding to support the Plan and I'm open to discussing this into the future.

Name	Ward	Position	Active Transportation What are the two or three most important things you would like your municipal council to accomplish over the next four years to support active transportation? How can you help to make those things happen if you are (re)elected to office?	Infrastructure What active transportation infrastructure improvements would you like to see in your municipality (Mayoral candidates) or ward (Councillor candidates)?	Accessibility What should local governments do to improve pedestrian safety and accessibility for people with disabilities?	Electric Mobility Options Should e-bikes and/or e-scooters be allowed everywhere cycling is allowed, if users follow all established cycling speed limits? Should local governments take steps to encourage the purchase and usage of e-bikes and/or e-scooters?	Commitment If elected, will you vote to fund your municipality's Active Transportation Master Plan at a level to produce accelerated and meaningful improvement in active transportation options?
Michele Braniff	3	Councillor	<p>Active Transportation is about making sure it is easy and safe for people to walk, cycle and roll to work, play and for errands. TransformWR has published an action plan for Waterloo Region's Transition and the City of Cambridge is one of the eight Councils who has endorsed the organization's Greenhouse Gas reduction target of 50% by 2030. Active Transportation is an integral part of that plan.</p> <p>Council must immediately begin planning to re-design the city transport system to prioritize active transportation on roads and trails to serve people of all ages and abilities and in all kinds of weather. Cambridge has grown significantly in population but the infrastructure remains focused on cars. Traffic congestion has increased on main streets and speeding increased on neighbourhood roads. Public transit, car pooling and walking, cycling and rolling all contribute to less road congestion.</p> <p>In addition, our transportation culture and orientation need to evolve so that more people structure everyday life around active transportation and public transit instead of cars. Surveys indicate that safety is a significant barrier. Changes in the transportation system make it easier for people to choose active transportation and helps change culture. City Council also needs to integrate design changes for 15 minute communities so that people can rely more on active transportation. This requires design innovation and exploring ways to support local businesses in the historic city cores.</p> <p>Design changes require dedication of resources and public conversations. My husband and I increasingly rely on cycling and walking. We can travel from Preston to uptown Waterloo mostly on trails and neighbourhood streets. This is an improvement from only a few years ago. If I am elected to Council, I will be cycling to City Hall most days. My personal wish list for improvement includes secure bicycle parking and also concern about trucks along Ainsley and Water Streets.</p>	<p>I feel safe and enjoy cycling on the trail along Fountain Street, through Blair, although I would like to see more of a barrier on the area between the Village of Blair and the Walter Bean Grand River Trail. Cars are moving very quickly. I would like to see more dedicated cycling / walking trails like on Fountain Street and greater access to trails like the Walter Bean Grand River Trail. I would also like to see design changes with barriers or curbs protecting cyclists and pedestrians from fast-moving cars. Montreal and Vancouver have some excellent design features with barriers and also roads parallel to main roadways which are dedicated to cyclists, ensuring slower speeds which makes those neighbourhood streets safer for pedestrians and for children playing. It is more expensive to add safe cycling / pedestrian trails alongside existing roadways. Future design needs to integrate cycling and pedestrian safety from the beginning. Highways 8, 85 and the Fly-Over are Regional Roads but imagine the active transportation gains if roads like this were originally designed with safe and dedicated cycling and pedestrian parallel trails!</p> <p>Basically, I would like the City of Cambridge to begin re-design to become a walkable City that facilitates active transportation. Active transportation is healthier! Major European cities have developed car-free city cores and found that this has been good for local business and for tourism. We need walkable Cities on human scale. Not only does this help reduce emissions but there is research that human scale makes cities more friendly, minimizes social isolation and supports better community interaction so that people feel less stress, anxiety and more resilient!</p>	<p>The Accessibility for Ontarians with Disability Act (AODA) was long overdue by the time the legislation was passed and is a minimal standard. The City of Cambridge needs to apply best practices, especially Universal Design Principles. For example, when I was manager of a non-profit agency on Dickson Street, the accessible parking spaces were nowhere near our office door for my staff with mobility challenges. Accessibility is not about compliance but rather function. The United Nations definition of disability recognizes the importance of the environment. We need to make sure that design of cities and building code standards maximize function for people of all abilities.</p> <p>What we discovered with low floor buses and ramps is that improving accessibility is easier for everyone. The City requires more effective consultation with people with lived experience of disability at the design stage and also improved customer service so that if a visitor or resident has accessibility complaints or suggestions, we can expedite the response to be a learning organization for continuous improvement.</p>	<p>I have an e-bike and try to be respectful and share the road and cycling trails. Part of the culture for successful active transportation is kindness, respect and common sense in sharing the road and trails. Generally speaking, e-bikes and e-scooters should be allowed wherever bicycles are allowed subject to cycling speed limits. Sharing of trails with cyclists and pedestrians requires sufficient room at the design level and a much lower speed. Public bicycle sharing businesses or programs seem to have a positive impact on a City culture. I would also like to see the local government encourage purchase and use of e-bikes and e-scooters. Improved and secure cycling parking facilities would also make active transportation easier.</p>	<p>Yes, I would vote to fund an Active Transportation Master Plan for the City of Cambridge. This needs to be part of the City's strategy given that Cambridge has declared a climate emergency. Active Transportation is also good for the physical and mental health of residents and helps create conditions for a more connected, friendly and welcoming City.</p>

Name	Ward	Position	Active Transportation What are the two or three most important things you would like your municipal council to accomplish over the next four years to support active transportation? How can you help to make those things happen if you are (re)elected to office?	Infrastructure What active transportation infrastructure improvements would you like to see in your municipality (Mayoral candidates) or ward (Councillor candidates)?	Accessibility What should local governments do to improve pedestrian safety and accessibility for people with disabilities?	Electric Mobility Options Should e-bikes and/or e-scooters be allowed everywhere cycling is allowed, if users follow all established cycling speed limits? Should local governments take steps to encourage the purchase and usage of e-bikes and/or e-scooters?	Commitment If elected, will you vote to fund your municipality's Active Transportation Master Plan at a level to produce accelerated and meaningful improvement in active transportation options?
Ross Earnshaw	4	Councillor	<p>(1) Improve signage, including directional road markings, so that cyclists and hikers/walkers, both local and from out of town, will be educated about the trail and bike lane facilities that already exist and be able to navigate them more easily.</p> <p>(2) Continue to work towards trail and bike lane connectivity throughout the City with an emphasis on creating user friendly "all ages and abilities" routes that will increase recreational use of the system and enhance the opportunities for bicycle commuting.</p> <p>(3) View each development proposal that comes before council through the lens of the "15 minute neighbourhood" concept.</p> <p>Since I am an avid cyclist and walker myself and use the trail and bike lane system several times each week, I have a "hands-on" understanding of the strengths and weaknesses of the present system and will be able to scrutinize plans, reports and development proposals from that perspective as they come forward and implementation of the Cambridge Cycling Master Plan and the Waterloo Region Active Transportation Master Plan continues.</p>	In Ward 4 Cambridge reduction of truck traffic through the downtown core is a thorny issue that perennially works against pedestrian and bicycle traffic in the core areas. Routing such traffic around the core areas and ensuring that no street resurfacing or rehabilitation project is approved without allowances for bike lanes would be paramount. On the trail system itself, installation of rest stops - small kiosks with a covered picnic table and a set of permanently affixed bike tools for emergency repairs, preferably with a nearby water station and washroom facility - located at convenient stopping points along the trail would be a vast improvement. And a personal pet peeve: install a crosswalk light engaged by a pushbutton on King Street outside the entrance to Riverside Park in Preston so that cyclists and pedestrians can safely enter the park across those four lanes of speeding traffic without unnecessarily impeding traffic flow on that busy street.	Conduct a sidewalk audit to identify and then correct uneven pavement surfaces. Ensure every crosswalk is equipped with ramps instead of insurmountable curbs. Lower the crosswalk buttons on the posts so they can be reached by persons confined to wheelchairs or similar low mobility devices. Make sure that the "walk" signal affords people with disabilities sufficient time to cross the street in safety.	<p>Who would enforce the speed limits? It is illusory to think that speed limits would be honoured. In my mind there is a distinction between an "e-bike" that operates more or less like a standard pedal bicycle and an "e-scooter" that travels at higher speeds and is more akin to a motorcycle. The former should be permitted everywhere that cycling is allowed but the latter should not. I believe, however, that this is largely a matter for consideration by the Ontario government and falls within the purview of the Highway Traffic Act.</p> <p>As for government encouragement of the acquisition and use of these transportation methods, I endorse it. If we are to move away from reliance on the automobile and are serious about realizing the 50by30 carbon reduction objectives adopted by the municipalities in Waterloo Region, the increased use of e-bikes and e-scooters will be a key component of the plan.</p>	The budget process is deeply complicated and endlessly complex. To blindly promise to vote to accelerate one worthwhile initiative without knowing what competing initiatives may lay claim to an allocation of scarce financial resources would be inadvisable. This topic, is, however, one in which I am heavily invested and that will receive every reasonable encouragement, financial or otherwise, from me should I be elected.
Clifford Vanclief	4	Councillor	<p>Remove truck traffic from downtown Galt</p> <p>Safer crossings for trail/road crossings</p> <p>More events to promote cycling for our youth</p> <p>Continue work with CTAC</p>	I would like to see a better, more direct route through Downtown Galt. Currently, our infrastructure ends as you enter Galt and it is a bit tricky to navigate to continuing trails.	Parking enforcement for violations in parking spaces. Pedestrian only lights at intersections. Longer times for pedestrian crossings. Lights at round a bout to signal pedestrian crossings	This is a tough answer, as inclusion is very important. There are sections of our "rail trails" that do not work with speeds of e bikes and other trail users. So, with better enforcement, yes, they could be allowed. I believe there should be steps to encourage purchase of Ebikes and the promotion of battery collection that retailers offer.	Yes! I have always believed and been involved in advocating for Active Transportation.
Shannon Adshade	6	Councillor	Increase the amount of bike lanes on our roads and ensure our many City trails are well maintained	Increase the amount of designated bike lanes on our roads.	Lower speed limits in our residential areas and school zones. Speeding is a real safety issue in our community. Make new buildings and when possible retrofit buildings to make them accessible.	E-bikes and scooters should be allowed in cycling lanes if they are obeying speed limits. E -Bikes and scooters should be promoted as they are part of an active living lifestyle and environmentally friendly.	Yes