

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?
Rob Deutschmann		Regional Councillor	A significant expansion of a protected and connected bike network from Waterloo to Cambridge. Build it, make it safe and people will make use of it. Implement a bike/e-bike share program and e-scooter program throughout Waterloo Region.	I would like to see more permanent and substantial barriers for bike lanes. More multi-use paths throughout our community. A bike/e-bike share program and e-scooter share program.	Clear snow from sidewalks. Clear snow and ice from intersections including transit stations. While ensuring that all new buildings are fully accessible, we should be looking at existing structures and determining how we can improve accessibility. Ensure that provincial legislation dealing with accessibility needs to be vigorously enforced.	Yes and yes.	Yes
Tom Hiller		Regional Councillor	<ol style="list-style-type: none"> <li>1. Make substantive headway in completing / expanding grid networks and addressing weaknesses in near (400m) accessibility to public transit. 15 minute neighbourhoods are a supported objective central to the Regional Official Plan.</li> <li>2. Improve coordinated 2-tier messaging / planning / implementation</li> <li>3. Reconsider possibilities to centralize communication needs and provide seamless information for participants - pointedly so with reference to safety and the young. I will press all councils to commit to coordinated 2-tier input and reporting regarding proposed work, or contentious areas involving grids that because of their nature, invariably cross jurisdictions.</li> </ol>	Expansion of grid networks, separated lanes, and the introduction of a flourishing bike/scooter rental system (including docking protocols).	Review signage, school zones, crosswalks, roundabouts and transit stops. Better communicate & enforce responsible use of transportation aids in relation to speed and tracking on sidewalks, trails, and roadways, particularly around pedestrian interfaces. We should further utilize local technological, Innovation District capabilities to these ends by continuing to deepen our relationship with Miovision.	E-bikes / scooters should be allowed everywhere cycling is allowed - subject to similar rules of the road. And similar to cyclists, ALL need to observe courtesy to other infrastructure users - passing from behind "at speed" is startling and dangerous. Encourage purchase and usage of e-bikes or e-scooters?? No, other than offering equal entitlement for use per the foregoing question/answer. If encouragement is interpreted as subsidization, that can only be considered at senior levels of government that can budget for it, however, I would recommend against that as well. If it is interpreted as authorizing rental businesses to operate within core areas, this would have to be negotiated individually, but I would be open to it (consideration factors would include range & speed limiters and docking protocols).	Fund accelerated improvement? No. I will commit to improvements that have already been agreed upon or budgeted for according to ATM plan, but will not specifically accelerate (?) infrastructure without a costing review vis a vis other public initiatives that are similarly demanded and merit attention and expenditure.
Matt Rodrigues		Regional Councillor	Regional Roads should not be urban freeways that solely maximize for private automobile movements. As the Region begins to update its Transportation Master Plan (TMP) within the next year, I will push to ensure that active transportation is a foundational consideration in all road reconstruction projects, and not considered as a 'nice to have'. The TMP will set the stage for future budget forecasts for active transportation - both in terms of capital and operating costs. I would also push to have more standardized pavement markings, signage, facility types, and amenities across the Region to help connect our existing infrastructure. Lastly, I would like to work with Student Transportation Services Waterloo Region (STSWR) to identify barriers to active commuting to school for children. Regional Roads are often the busiest, widest, and most dangerous to cross - leaving parents no other choice than to drive or walk with their children.	<p>I will push to expand and explicitly list the annual capital program to address critical cycling and active transportation network gaps and barriers, such as enhanced crosswalks, intersection improvements, and additional physical separation. This program will allow staff to proceed with upgrades within a defined budget line item to clearly demonstrate our Region's commitment to active transportation improvements.</p> <p>I would also like to identify key Regional Roads where a road right-sizing (road diet) can be implemented to improve active transportation facilities through quick-win retrofit projects and landscaping - both in our Downtown and more suburban areas of Kitchener.</p> <p>Further, I would like to work with Regional staff and other external experts to understand how we can improve roundabout safety for pedestrians and cyclists, and at a minimum, pilot new solutions for more permanent roll out. Lastly, I would like to see the Region move away from roll curbs as an engineering solution for 'separated cycling facilities' and shift towards only drop curb protection.</p>	One action item that we can meaningfully work to improve are the curb cuts where the sidewalks meet Regional Roads. My hope is that we can use more level crossings and continuous sidewalks to minimize the need for curbcuts, and where necessary, use flush curb cuts to improve overall accessibility. I will also continue to advocate to City Council colleagues to push for municipally-led winter sidewalk snow clearing to ensure sidewalks remain clear for pedestrians and those using mobility devices. Lastly, I will push to find innovative, low-cost/quick-win solutions to add more seating options at Grand River Transit bus stops to provide respite options for transit riders.	<p>Yes, I believe that e-bikes, e-scooters and other forms of micro-mobility are integral parts of our transportation system, and can greatly reduce walking times and encourage less car trips. I fully support the roll out of a municipally-led bike share program that includes both conventional and electric bikes, and will continue to support the ongoing work to procure a vendor in Waterloo Region to provide this service.</p> <p>Lastly, I will advocate to the Province and other levels of government to consider a rebate or loan program to incentivize the purchase of electric bikes, similar to incentives for electric cars. The model of this program could build on the success of other jurisdictions in Canada (e.g., Nelson, BC) and even be run by the Region.</p>	<p>As noted above, the Region of Waterloo will begin an update to its Transportation Master Plan within the next year. This Master Plan, if completed thoughtfully to consider active transportation, will guide future active transportation projects across the Region. I will wholeheartedly support the funding of its recommendations.</p> <p>To achieve these goals and recommendations, I will also work to understand how we can raise capital funds outside of the property tax levy, including municipal bonds and other financial tools, to rapidly bring about meaningful active transportation infrastructure improvements.</p>

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Kari Williams		Regional Councillor	<p>I would love to see more affordable, expanded, and connected transit and active transportation routes. To support active transportation you need a connected network between the ION, buses and cycling trails. Giving people a seamless experience that allows them to get where they are going quickly, makes cycling and transit an appealing option. I would also like to see all trails and sidewalks cleared of snow effectively. This would allow citizens to choose their mode of transportation and get outside even when it's cold. It is more accessible. As well, if transit was more affordable people could go further using the active transportation networks and then switch to transit and vice versa. I think finding ways to keep cycling trails separated from cars will be critical for the safety of cyclists and motorists. As well, raised portions in strategic intersections would provide ease of crossing and a visual cue to motorists of cycling crossings.</p>	<p>I would like to see separated bike paths along regional roads in high use areas to eliminate the need for small, sometimes inaccessible lanes along major roadways if possible.</p>	<p>The biggest thing I have been hearing from people is winter maintenance. With an aging population, we have more people with accessibility concerns. We need to make sure that sidewalks, bus stops, paved trails (ideally most well-used trails) and cycling lanes are cleared.</p>	<p>If they are following speed limits and trail and road signals while respecting all speeds of users, I don't see it being an issue. With the rising use of electric vehicles and active transportation options, we will need to plan ahead.</p>	<p>Yes, I would continue funding active transportation improvements and evaluate what the best, and most cost effective options would be. Connecting our active transportation networks and expanding transit service is something I would like to see. I will review all budget items and make sure we are prioritizing our community members.</p>
Val Neekman		Mayor	<p>Our roads will be as good as the road designers the city employs. And historically speaking, Kitchener has not been smart enough to surround herself with smart people.</p> <p>Our bike paths are very unsafe. Just putting a small white line on the road will not bring road safety to cyclists, traditional, or e-bikes.</p> <p>Example 1: Have a look at King St. between Union, and Victoria. The imaginary bike lane keeps appearing and disappearing. How do we expect a biker to take that road safely?</p> <p>Example 2: Have a look at our roundabouts. Our road "designers" have heard about roundabouts, but have not heard nor learned about proper roundabout designs. When the inner roundabout circle is too small and the primary lane remains on a straight line, then any biker coming from the secondary lane will be in danger, as vehicles on the primary lane won't slow down, especially when the roundabout sign is about 500 feet away from the roundabout itself.</p> <p>I recently visited a few small towns in Germany and collected some pictures and videos on the proper design, and placement of the signs. I will be making a video going over this. Visit my website for further updates. <a href="https://val4mayor.ca/">https://val4mayor.ca/</a></p>	<p>Design twice, implement once will be my way of taking care of the infrastructures. I am an engineer and will be using my own experience to ensure the right people are hired to do the job.</p> <p>I will look to other cities in the world and review their listen-learned and bring those over to ensure we don't have to make our own mistakes. Smart people will learn from others' mistakes more than making their own.</p> <p>I don't support solutions to problems that are quick, temporary, superficial or do not resolve the underlying cause.</p>	<p>Pedestrian safety has to come first in every design. Everything else has to be secondary. People with disabilities have needs and those needs will HAVE to be considered during the design decisions.</p>	<p>Not everyone is physically able to bike on a regular basis. As such e-bikes/e-scooters will be encouraged. Same rights to bikes will be given to the electronic (assisted) bikes. With that said, max speed of e-bikes must be limited for the safety of pedestrians and regular bikes and wheelchairs.</p>	<p>I will contribute to and will vote for any "Master Plan" that is sound in nature, and will address issues properly. I am an engineer and not a career politician, and that would mean I can examine all proposals myself, and seek subject-matter experts to dissect the details. "Measure twice, cut once" has to be the name of the game here, as correcting missteps in infrastructure design will be very costly if not impossible.</p>

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Manikantan Nair		Mayor	<p>Improve intercity bus services between Kitchener and neighboring cities like Guelph, Hamilton, London, etc.</p> <p>As Mayor of Kitchener, Mr. Nair will promote a pedestrian-friendly Kitchener city. He will work with city staff and developers to make Kitchener a walkable place to live. All new residential developments should have essential amenities within walking distance. Also, like to see Bike Tunnels in Kitchener. Tunnels will also help promote biking during Winter and help improve health and well-being.</p>	Please refer to the first question and my response to that. Also, Mr. Nair is an advocate for wheelchair-accessible City Hall and City-owned properties.	Mr. Nair would like to see Municipal cameras and Radar Speed Signs across main road intersections and some street intersections (stop signs) to deter speeding drivers.	Mr. Nair thinks that bike lanes should be used primarily for biking(Cycling) and encourage e-bikes and/or e-scooters on low-traffic local residential street roads and plaza's.	If its in the best interest of the public, Yes.
Simon Guthrie	1	Councillor	<p>I would like to see Kitchener City Council end its use of the worst examples of cycling infrastructure - sharrows, and painted-on bike lanes such as those on Krug and Lorraine. They are more likely to create a false sense of safety, than to create actual safety.</p> <p>The Multi-Use Trails (MUTs) that the Region of Waterloo has recently installed on Lackner, Victoria, and Ottawa are considerably better. Connecting the Victoria MUTs with the downtown cycling grid is necessary to make them fully-usable.</p> <p>Both of these can be accomplished at the direction of Kitchener City Council, and I will work with my Council colleagues to move both forward while coordinating priorities with the Regional government to do it all as efficiently as possible.</p>	<p>I would like to see the gaps in the Walter Bean Trail filled in. In Ward 1 these include the area of Centennial &amp; Forwell, and Lancaster in Bridgeport to Old Cottage. Making these connections will open possibilities for commuting and recreational use of the trail system. The Trail should be maintained so that the network is passable by bike year-round.</p> <p>As I mentioned in the previous answer, there is a gap in cycling infrastructure between Victoria &amp; Bruce, and the Spur Line, Iron Horse, and Downtown Kitchener cycling lanes.</p>	<p>Regular analysis of vehicle and pedestrian traffic, particularly around new medium- and high-density developments. Quantifying the impact of these developments on pedestrian volume and safety will guide the city in developing a safe environment for everyone. For example, the new towers near Lancaster and Bridgeport risk significant increases to the traffic along Lang and parking on General. Lang has no sidewalks as of writing this.</p> <p>We need to install new infrastructure such as pedestrian crossovers and signals. For example, River (near Stanley Park Senior Public School) and Bridge (at Stanley).</p> <p>The lower speed limits (enforced with speed cameras) that have been implemented recently are a positive step in school zones and neighbourhoods, and we need to study their impact on safety rather than moving on to other projects.</p> <p>As we build out separated bike infrastructure, we will work with local residents and property owners to maintain accessibility.</p>	<p>To the first question, I say "Yes". I understand that all road users are only starting to understand how the use of e-bikes and e-scooters affect them. I would hope that like roundabouts, we will learn how to share our space with the new modes of transportation. Bylaw amendments to fully appreciate the responsibilities between road users will come quickly in the next term of City Council. For e-bikes in particular, I believe that resisting them is futile as they are often indistinguishable from traditional bikes.</p> <p>To the second question, I lean away from taking specific steps. What I've described already, in integrating e-bikes and e-scooters into the transit environment, will do much to encourage their use and purchase. Keeping an eye on scooter rental enterprises might eventually provide another option for short distance travel within cities.</p>	Yes, and I fully understand that it will require collaboration with other members of council, and coordination with neighbouring municipalities and the Region of Waterloo. Constant engagement with residents will keep the Master Plan community-focussed and relevant.



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Scott Davey	1	Councillor	My primary focuses would be: 1. Increased paving of existing trails. 2. Increased winter maintenance of trails. 3. Reduce, in some cases eliminate, parking minimums for new construction.	With several relatively new multiuse trails (e.g. Victoria, Ottawa, Lackner) Ward 1 is well on it's way but it's the smaller connections/transitions that still needs work. There are also a couple existing (overbuilt) roads where alt-transportation can be installed. e.g. Manchester Road & River. Manchester in particular, has a near term opportunity via the formal Traffic Calming review that has just begun.	There are number of items already underway (e.g. city-wide speed-limit reduction and upcoming education campaign) but I would like to see more raised crosswalks and PXO crossings, tactile infrastructure, and better focus on items that might seem small scale to the city, but are significant to those with disabilities like more convenient ramps/curb cuts.	I know this is controversial among cycling-purists but I am more interested in leveraging the ability of alternative transportation to significantly reduce green house gas emissions. To achieve this, we need scale and the best way to achieve scale is to make *all* alt-transportation as convenient as possible. This means providing choice, and it means embracing technologies like e-bikes, scooters, and all the devices that haven't even been invented yet. Yes, bylaws will need to be drafted and enforced to achieve harmony but the potential warrants the effort. In terms of governmental encouragement, I don't see a need to put any form over another. Provide the choice, and let our residents decide.	I'll start by disclosing that I was one of few candidates that did not sign the 'Cycling Pledge' from the 2018 election. As I detailed to the organizers back then, I notionally supported the initiative but because it was a long document detailing several commitments... I could not guarantee my support without the context of budgets and future unknowns (e.g. COVID). In short, I am loathe to be another politician signing a pledge only to fail to keep that promise. I appreciate the more open ended opportunity to respond this time! I will say this: Despite not signing last time, I supported *every* alt-transportation initiative that came to council because we had the financial capacity to do so. We made unprecedented investments last term, e.g. the DT cycling grid, even despite COVID. I would also add, that as an individual that focuses on efficiency, and as Kitchener's finance chair for the past 11 budgets, I believe I played a key role in ensuring the financial capacity was there to do this important work.
Derrick Rabethge	2	Councillor	From what I have heard in the community from Canvassing more Bike Trails and lanes as well as more frequent Busses and a more expanded bus route offering. I think I would also like to see Kitchener as a city working toward using technology to solve some of our issues such as E Bikes or E scooters/ more electric vehicles but that slowly will come with time while infrastructure is changed over. New tech is going to be the future though we aren't exactly there yet.	I think a large benefit would be E-Bikes and E-Scooters that can be used and rented. I know that other cities use them as rentable parts of Waterloo and the University campus use them and the students find them a breeze to use and easy to get around for quick trips that don't require alot of luggage or items.	Making sure the city is doing its due diligence and making sure that all municipal structures and buildings are easily accessible to all members of our community. That includes high or rough curbs, crosswalks, elevators, assistance on Busses or trains. Ect... everyone should be able to participate in society regardless of disability.	As I stated in my previous answer I think technology is the future and getting onboard with some of these programs could really benefit the city moving forward. Many cities in Europe as well as right here in Waterloo, Toronto have many of these programs that allow for E bikes and E scooter rentals and usage.	Yes I think one of the most important aspects of a city isn't just its well layed out but does the infrastructure and the ways we traverse the city smooth and don't caused headaches and major time commitments. Example traffic jams. Waiting an hour for a bus, not having access within a reasonable distance from you residence ect.. we most definitely have the means and the start of some really awesome and ever improving technology so we should make use of it.

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Kevin McCrea	7	Councillor	<p>Four years.....so little time! First, I feel that it is not the role of candidates (and newly-elected officials) to merely bring up new proposals, or to be in opposition to what has come before them. There's too much of this negativity in our political discourse already. Sometimes we stand on the shoulders of those who came before us, and our job is to safely shepherd, and build upon, their work moving forward. I feel that this is the case with Active Transportation. Our area has already made a good start in creating a viable bike lane/trails system, and local government's role now is to build upon what we already have, expand &amp; improve it, in order to achieve the best Active Transportation network we can. Some of this will involve additional infrastructure outlays, to be sure, but I feel that interaction and consultation with the public is key in spending this money wisely.....to give our citizens what they want, as opposed to imposing a solution from above. The handmaiden of consultation is education, and I feel that more can be done in this area to encourage our citizens to use what we are creating, to educate them on the benefits (health, mental well-being, the environment) they will gain from getting out of their cars, as well as things like trail etiquette, so that everybody feels safe in using our Active Transportation system.</p>	<p>Obviously, I believe that we should facilitate the incorporation of Active Transportation elements into as many future plans as possible, in both public and private projects. Not to do so would be negating what we have already accomplished in this realm. Being a cyclist myself, one thing I've noticed that definitely needs improvement is the standard of trail maps and signage along the routes. If we intend for this system to be an alternative to vehicular usage, we should be providing signage approaching the equivalent of what is already on our city streets. If we want people to bike and walk they need to know where they are going, and how to get there. If they don't, they'll just stay behind the wheel. A related point is the lack of viable cycling parking areas in many of our city facilities and local businesses. Not much use in going somewhere on a bike when you can't easily &amp; safely park it at your destination. Mandating dedicated cycling parking areas in new developments, and encouraging the retro-fitting of existing ones, is vital in increasing the usage of our Active Transit network.</p>	<p>My dream is to create an accessible community where all our pedestrians, cyclists, and those with disabilities can easily and safely reach their desired destinations. I want a world in which nobody has to debate whether or not to go out if they choose not to use, or do not have access to, a motor vehicle. A world where this choice becomes second-nature. Admittedly, this is a long-term goal, and we'll only have so many resources to address this problem over the next four years, so I feel that it makes the most sense to immediately concentrate on improving the accessibility of locations that cater to school-age children, the elderly, and those with disabilities.</p>	<p>The short answer is "Yes". I believe that e-bikes that are pedal-assisted should be allowed everywhere that cycling is allowed. However, better signage re. applicable speed limits and local rules is needed to ensure that all feel safe &amp; welcome using our Active Transportation system. Promoting and investing in such programs and incentives encourages people to make positive changes in their day-to-day lives, and is money well-spent. E-bikes &amp; e-scooters allow you to go farther, even with a load of groceries or the kids, and e-bikers skip the traffic, stay healthy, and reduce their carbon footprint. They are an emerging technology that fills a gap between human power and fossil fuel engines, and therefore must be fostered in their infancy by all levels of government.</p>	<p>Absolutely! This program encourages our citizens to create a healthier lifestyle, and helps all levels of government in reaching their climate goals. It's a win-win situation, and to deny funding might be considered the proverbial "penny-wise and pound-foolish" scenario! It truly is an investment in our future.</p>
Margaret Johnston	8	Councillor	<p>More separated cycling infrastructure like what is in place in my Ward on Belmont and Queensmount. Also a coordination with other Municipalities on traffic speed and what cycling infrastructure looks like in each community. We need this to be coordinated so that cyclists and other road users know what to expect.</p>	<p>More separated cycling infrastructure as outlined above.</p>	<p>I worked with a resident who was having trouble reaching the walk button from their electric wheelchair, then once they maneuvered back into their chair there was not enough time to cross the 4 lane road with the walk signal. I met with them and the Region at the site and my resident demonstrated the issue. This helped with my understanding and the transportation Team's understanding to see this was important to make the change (I know, it should have already been in place) be that as it may, I will continue to advocate and work to improve safety and accessibility for people with disabilities. This is one example, but my approach is to listen, learn and act.</p>	<p>We don't have money to subsidize purchases of e bikes or e scooters, by building separated cycling infrastructure and by continuing with building out our Cycling master plan, that does encourage more people to use them as an alternative. I am in need of more data regarding speed limits. I have had complaints from walkers using the IHT. Community conversation and education is needed.</p>	<p>Yes, I have done this throughout this term and will continue to vote for improvements in active transportation options.</p>

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Debbie Chapman	9	Councillor	I would like to see further expansion of the active transportation grid. This would include more separated bike lanes, wider trails, lighting on all trails, more bike racks around the city, the introduction of a bike share and scooter share program throughout the Region. Some of these would have to be Region-led, while widening the trails and more bike racks could be done at the local level. I would work with City staff to bring motions forward to bring these goals to fruition.	As a Ward 9 (downtown Ward) councillor I would like to see the continued growth of the downtown cycling grid with its separated lanes. While multi-use trails are found throughout the city, pedestrians and people with disabilities have reported feeling unsafe as motorized bicycles and scooters become more popular. The City and the Region should work together to widen the trails to better accommodate all forms of non-vehicular transportation. While there have been great improvements over the past four years, I would like to see further closing of the gaps in the provision of active transportation infrastructure found around the city.	As mentioned above, I believe there is need for wider trails to accommodate all forms of non-vehicular traffic. I brought a motion forward in 2019 calling on the City to clear all sidewalks throughout the winter. Unfortunately, the motion failed, but I continue to believe the only way we can ensure that all residents are able to navigate along the sidewalks in the winter is for the City to clear the sidewalks. Setting speed limits for motorized bikes and scooters as well as trail etiquette signage could help to make trails safer for pedestrians and people with disabilities.	I am happy for them to be allowed, but users need to be better informed about how multi-use trails work and how to notify others that they are approaching from behind. I have no problem with them being allowed in separated cycling lanes, but think it would be unsafe to permit in painted bike lanes on busy streets. While I think e-bikes and e-scooters are an excellent alternative to fossil fuel consuming cars, I do not think it is the local government's responsibility to encourage people to purchase of them. A bike-share and scooter-share program would itself serve as a means to encourage the use of e-bikes and e-scooters.	Yes, I have done so to this point and would continue to do so..
Brooklin Wallis	9	Councillor	More bike lanes and bike paths, more pedestrian streets, and fewer car-to-vulnerable traveller injuries.  I will be a strong supporter of the Dutch vision zero and street design concepts, and will advocate for making our community denser and more accessible to everyone, with or without a car.	I'd love to see Park Street narrowed or given a bike lane. It's wide, long, and straight, and vehicles tend to speed down roads like that. The same goes for Strange St, which even in front of a school has people using the hill by the train tracks to get air time.  Victoria St needs to be easier and safer to cross. Most of our regional roads do! With them being regional I can only do so much, but I'll never let region forget that they need a change!	We should really be adding raised crosswalks to our city. Instead of street crossings dropping down to street level, Dutch raised crosswalks maintain the height of the sidewalk throughout the intersection, not only making a speed bump for cars, but also making car drivers more aware that they're in pedestrian space, instead of the other way around.  There also shouldn't be spaces where pedestrians need to cross four lane roads all at once. The Dutch model has medians where people can wait, allowing them to cross one half of the road when there's a break in traffic, and the second half later. Our current attempts at this tend to be narrow and dangerous, so we'd need to change our standards and make them nicer spots to stand.	Yes and yes! I do think that ebikes might need a lower speed limit than they currently do; they can go up to 32km/hr, and I don't love the idea of them going as fast as a car can in front of schools (in the new 30km speed limit areas, like in Waterloo). The upside to them is that they actually HAVE a speedometer, where non-electric bikes don't.  And it's wild that we (provincially) give a \$3.5k subsidy to electric cars and nothing to ebikes, when that would buy a really amazing ebike with plenty to spare!	Absolutely. Active transport is how cities stay communities as they grow larger and larger. It's also how we stay healthy!
Aislinn Clancy	10	Councillor	Many constituents have raised that some of the bike lane infrastructure doesn't always connect. I would like to see some of the chunks of lanes connected to other chunks for ease. Also, many people seem to think that "no one rides on them". I hope to dispel this myth by having a counter, such as in downtown Waterloo, to reinforce the usage of the lanes and encourage more buy in. Finally, in order for marginalized people to get around, especially those with mobility issues, I'd like to see an expansion of sidewalk clearing so people are able to walk more easily to their destination.	More promotion of biking as a mode of transportation. We could encourage more students to bike to school, create programming like at the working center to support any child to have a bike and challenge families to experiment with reducing to one car. Also we could promote ebikes as a shared resource much like a car share, or create a payment plan where low income families can access an ebike as a transportation alternative. We can do a lot culturally to promote active transportation so it becomes more of a cultural norm.	Again many have stated that snow removal is a huge barrier for them. I would look into solutions being used in other cities to ensure certain areas where seniors and people with disabilities live are prioritized for sidewalk cleaning and a system could be set up to ensure more responsive ploughing of trails and sidewalks. Lighting could be improved on some crossroads, I'd like to see an expansion of the cross walk signals that are on some of the iron horse trails, to the spur line and Victoria street crossings.	I think ebikes and escooters, if properly monitored, offer an excellent alternative to cars. As a one car family, we use our ebike as a second vehicle and it means we can get around using much less carbon, being more active and having more fun. I believe a social enterprise type model could be developed to promote entrepreneurship, youth leadership, climate solutions and active transportation.	Yes

Name	Ward	Position	<b>Active Transportation</b> 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?	<b>Infrastructure</b> What active transportation infrastructure improvements would you like to see in your municipality (Mayoral candidates) or ward (Councillor candidates)?	<b>Accessibility</b> What should local governments do to improve pedestrian safety and accessibility for people with disabilities?	<b>Electric Mobility Options</b> 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?	<b>Commitment</b> 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?
Stephanie Stretch	10	Councillor	<p>Let's keep working towards a connected network! Let's keep working towards giving people of all ages and abilities an affordable, safe and seamless experience to get where they need to go. We need to continue paving and clearing these connected trails and sidewalks of snow and debris. I will advocate for this to continue to be a priority for the city. We can lean on Calgary's experience of keeping their connected network clear during the winter. Keeping bike and walking lanes separated is also key to safety. We also need to be aware of the cost of public transportation for the users. We need to keep this as affordable as possible for people.</p>	<p>I outlined some of these in my answer above. The research numbers are very clear. Once we have a connected (and separated) network more and more people will feel safe to use the trails. People from 8 to 80 will be able to access if they choose. Improving quality of life, making a significant impact on climate and creating a more accessible and safe community for everyone. I would like to see neighbours feel less of a need for having two or more cars in a family. I would love to empower the residents of ward 10 to choose the way they travel around town. The transition to a connected network is sometimes frustrating with construction detours but I would like to see this work continue to happen so that we can have a connected network.</p>	<p>I would like to see raised sidewalks, PXO crossings, tactile infrastructure, more curb cuts and ramps. These small things can really make a big difference in all people accessing our trails and walkable areas. Of course there is always the speed factor. We know speed kills and so I would like to see the city continue to lower speed limits as well as take into consideration the design of streets making a continuous decision to design for people to feel more comfortable driving 10kms lower than the posted limit rather than 10kms faster.</p>	<p>We need to plan ahead and make our infrastructure as inclusive as possible. Speed is key here. We need to make sure there are safe limits posted and enforced especially as we navigate this culture change. Empowering people to have choice as to how they travel is key. We will need by-laws guiding us. I think this is a good change but we need to commit to making it safe for everyone.</p>	<p>Absolutely. I will continue funding active transportation with the City of Kitchener. Evaluations and improvements will need to be continually done to manage and plan the most effective use of our budget for supporting active transport.</p>