

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?
James Ball		Regional Councillor	<p>1. I would like to see a good link from the Guelph-Goderich trail in Elmira, through to the existing grid - likely around the Farmer's Market</p> <p>2. I want to have a good quality MUT all the way along Victoria St</p> <p>3. I want to ensure a good and obvious trail connects to each LRT stop</p>	I would like to see standardization of trail amenities across the region, such as bench and garbage collection and spacing, bike repair stations, bike parking signage, as well as better wayfinding.	<p>I think more public outreach is needed. Some pedestrians will be upset when I use my bell to pass.</p> <p>Signage should be regularly posted which indicates trail courtesy, for various users.</p> <p>Another irritation is when a trail crosses a street at an angle, for someone who's blind, guides should indicate the direction to go to remain on trail</p>	I think that in any place where bicycles share space with pedestrians, there needs to be speed limits. Also, I find a lot of vehicles that will unsafely pass when there is not enough room to safely do so - I think this requires public outreach and signage so that everyone understands the same set of rules	Yes. In my opinion, everyone who lives in the whole region should have good access to trails that provide an alternative option to using a car. I am also willing to work to change regulations as required so that we can have 2 way bike trails *and* 2 way traffic for cars, to reduce friction between car and trail users.
Chantal Huinink		Regional Councillor	<p>The top three priorities I would like council to accomplish in support of active transportation are:</p> <p>1. Update and implement the active transportation master plan</p> <p>2. Prioritize constructing the missing links</p> <p>3. standardize the active transportation infrastructure design</p> <p>All these need to be included in the multi-year Strategic Plan and capital forecast.</p>	I am a Regional candidate. I want the region to seriously consider three-lane cross sections to allow for proper bike infrastructure in the right of way. I want car-centric planning and design replaced.	<p>1. The active transportation routes, which have already been implemented and those still to come, are also accessible to those with mobility needs.</p> <p>2. When making provisions for snow removal on active transportation routes, we need to ensure that the width of the lanes cleared are wide enough for those using mobility devices.</p> <p>3. Crosswalk controls need to be mounted level with the sidewalk, rather than above so that those using mobility devices can get close enough to access them.</p> <p>4. The time allotted for pedestrian crosswalks on regional roads needs to be sufficient for people who move slowly.</p>	Yes, we need to accelerate the plan.	Yes
Shannon Weber		Mayor	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
Kypp Saunders		Mayor	Pilot late night LRT service, run fare free LRT events to get more folks onto trains, advocate for expanded bike lane and bike parking access.	Expanded bike lanes and a grant program that allows for secure bicycle parking.	Reduce motorized vehicle speed limits in high pedestrian traffic areas.	Local government should prioritize active transportation methods above all. Though piloting of e-bike/e-scooter programs should be explored.	Yes.
Dorothy McCabe		Mayor	<p>1) Fix the gaps in the bike network - i.e. the areas where the bike lanes suddenly end and it is difficult to find the connection</p> <p>2) Improve/add lights on bike lanes and multi-use paths to increase safety and usability in the evenings, and</p> <p>3) Snow Removal: Snow clearing at bus stops and removal of snow windrows at curbs, improved snow clearing of bike lanes and multi-use paths and phased in side walk snow clearing starting with areas around seniors' retirement residences, LTC homes, and seniors' centres.</p>	Given the increase in bikes, e-bikes, e-scooter usage, in Uptown Waterloo particularly along sections of the Spurline and Iron Horse trails and around the 2 universities, I believe we will need to separate pedestrians from other active transportation uses in heavily used areas. Multi-use paths are good but in dense and heavily used areas, there is a need to separate the users for safety. In addition, I would like to add safe, secure lock ups for bikes, e-bikes and e-scooters.	<p>I'm glad you asked this question. As I noted above, in areas heavily used by active transportation users - Uptown Waterloo, the 2 universities and on sections of the Iron Horse and Spurline trails, I believe we need to separate pedestrians and bikes/e-scooters/e-bikes.</p> <p>In addition, I would like to phase in sidewalk snow clearing.</p> <p>On public transit, for people with low/no vision, the announcements of the stops needs to be improved or another method needs to be investigated.</p> <p>Mobility Plus service must be improved - service is very limited and restricted. As a start, the system should incorporate an app to better identify the locations and timing for pickups and drop offs of riders.</p>	Yes, I agree they should be. However, as I have noted in response to 2 earlier questions, I believe bikes/e-scooters/e-bikes should be separated from pedestrians in heavily used areas.	Yes. I have advocated for this action and for funding through my work on ClimateActionWR, through my previous work at City of Kitchener and as an individual resident.

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Rob Evans		Mayor	<p>The Active Transportation opportunity in Waterloo is about our Future. The Rob Evans Mayoral Plan is about the shared vision that folks who know, and live, work and play here, have shared with Rob. 1. It's clear Innovation is needed and our Municipal Asset Review, to make things safer and balance the needs of our community for today and our next generation. Climate change is real and improving our infrastructure faster is in the Plan (we have Action Teams, not task forces and more committees). 2. Enhanced trail networks across the Region (and City), improvements to the dangers on major corridors, our Core, Lexington, University pedestrian and bike bridges across the expressways (Ontario needs to step up) connecting the East and West sides of the city, and greenspace reclamation and preservation, streetscaping is included as is including 3. Proactive engagement to balance the needs with our cycling communities, (including neighbouring organizations GtoG trails, Hydrocut enthusiasts and CycleWR) and community stakeholders, will be represented at the table for implementation will be improved with Rob Evans as Waterloo's next Mayor.</p>	<p>Innovation is needed at this stage as will be our Municipal Asset Review, to make things safer and balance the needs of our community for today and our next generation. Old fashioned doesn't work when you're building for generational improvements (we have fast Action Teams, not task forces and more committees).</p> <p>Built Form and infrastructure improvements in the Rob Evans Mayoral Plan include enhancing trail networks across the Region (and City), fixing the dangers on major corridors, our Core, Lexington, University, adding pedestrian and bike bridges across the expressways (Ontario needs to step up) connecting the cities, greenspace reclamation and preservation. Significant streetscaping is included to align our streets and pedestrian space with our world class reputation as a smart city.</p> <p>These initiatives need support, and active engagement from our cycling communities, (including CycleWR) and community stakeholders, will be represented At The Table. What's curious about these issues today is every stakeholder group has significant concerns with the current infrastructure. With Rob Evans as Waterloo's next Mayor, we will bridge the gaps. Pun intended.</p>	<p>First, our Municipal Asset Review and an Action Team (not a task force) will guide necessary change faster by active engagement with stakeholders who actually use our services. The Rob Evans Mayoral Plan includes Enhancing our trail networks, removing friction, fixing dangerous areas and completing the fragmented corridors we have now are already on the table. Mobility Plus is one of the areas that are going to improve, as is the 'final mile' journey from our LRT and transit options that needs modern routes, to help faster and safer and more affordably and be more accessible.</p>	<p>First, our Municipal Asset Review and an Action Team (not a task force) will guide necessary change faster by active engagement with stakeholders who actually use our services. I'm not a fan of too many rules, but I'm a fan of safety. The Rob Evans Mayoral Plan includes Enhancing our trail networks, removing friction and better balancing the needs of pedestrians and cyclists and folks who use alternative modes of transport. Mobility Plus is one of the areas that are going to improve, as is the 'final mile' journey from our LRT and transit options that needs to be faster and safer and more affordable and more accessible.</p>	<p>The Rob Evans Mayoral Plan is several innovative financial levers to improve things citywide, including our Active Transportation Plan. The Equity and Innovation Plan (EH PLAN) is simple and specific. The Plan includes built form and economic sustainable innovations. These will include Infrastructure, True Costing, Smart Development, Fair Share development incentives and Job Creation, Development that meets Community Need, Better Use of Space and City Assets. When our city embraces the Innovation we're famous for, we will bring the change that's needed faster and more economically.</p>
Sandra Hanmer	1	Councillor	<p>A lot has been accomplished this past term of Council with respect to active transportation. I'd like to see us continue to improve the safety for walkers, runners and cyclists on our streets. Continuing to build on the network of separate cycling paths and multi use trails will go a long way to further this. We need to continue making strides in safety where cycling trails meet City streets. We are a Gold status bicycle friendly community.</p> <p>If re-elected, I will continue to be an advocate for education and safety measures for our cycling paths and multi use trails. In addition I will work hard to assist our city to become designated as a platinum bicycle friendly community.</p>	<p>In addition to what I mentioned in the question above, I'd like to see completion of a number of pedestrian islands underway within Ward 1 and the City of Waterloo.</p>	<p>Education and proper signage on our multi use trails is critical to improving the safety for pedestrians and those with disabilities. We also need to ensure that major sidewalks, stops along the GRT and the transition between roads and sidewalks are cleared regularly during the winter months.</p>	<p>Pedal assist electric bikes and e-scooters should be allowed on our multi-use trails as long as there are speed limits and guidelines that are followed by users. Keeping and enabling our residents to be active is an important aspect of making our City and Region a vibrant place to live and work.</p>	<p>Absolutely I will support our City of Waterloo Active Transportation Master Plan. Not only does this help our goal of having our community embrace equity and celebrate inclusion it will move us further toward our climate action goals of 50 by 30!</p>

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Robert Parent	1	Councillor	As a life long cyclist and ex Triathlete, I have witnessed a large increase in cyclists of all ages and skill levels. This will increase as new modes of active transportation (e bikes, scooters) and monies set aside to increase bike lane safety and multi path use of these increases. As such, safety and respect among vehicle and non vehicle commuters is essential for the well being of everyone. Perhaps a public relations/ communications initiative , easy to read signage and rules and directions along multi path and urban bike lanes. I would like to see more " separated " bike lanes as recently installed on Albert St. in high traffic areas. Continue to engage, welcome insights and suggestions from bike clubs and individuals. Monitor for improvements and rethink designs if appropriate. To make this work it is essential to collaborate, compromise and forward best practices for the safety, enjoyment of all.	Ward 1 is unique in that it has two " communities " within. Beechwood with highly residential streets and Westvale with more vehicle traffic and cut throughs. Both areas have multi path trails which require continued maintenance and perhaps reinforcement of rules and safety. Thorndale Rd. is highly used cut through urban street and requires constant monitoring for speed and rolling stop sign corners. A bike lane would be welcome by residents if design and budget considered. Maintenance and signage on multi paths in both districts would be welcome.	The city continues to improve ramp accessibility on street corners. Snow and inclement weather maintenance in the downtown core. Also, GRT stops and major sidewalks throughout. Plus we need a major rethink and design in our pedestrian crossings at city roundabouts for pedestrians and cyclists.	As noted by others, I would agree e bikes and e scooters should be allowed everywhere cycling is allowed but must be encouraged to follow speed limits and " rules of the road". I believe a major public relations exercise outlining the rules is essential sooner rather than later. E bike and e scooter use is rapidly growing and we need to be forthright on expectations and behaviours. Older generation cyclists and young e travellers sharing same lane space require attention. Individual needs , wants and budgets will determine purchasing of e-bikes and/ or e-scooters.	I note many respondents have enthusiastically committed to funding Active Transportation Master Plan. I appreciate the goal of more alternative transportation as outlined but we must think long term if we are to achieve. Stay on course and incremental steps as a new city council will need to address a host of budgetary decisions over the next few years. If budgets and revenues improve and cost of living settles then I see no reason why we cannot continue to accelerate and improve active transportation in KW.
Royce Bodaly	2	Councillor	Identifying the gaps in our cycling network and working to ensure safe, connected cycling infrastructure across the city. Advocating for safe, segregated cycling infrastructure as part of all major road retrofit/reconstructions. Committing to implement the 30km/hr speed limit reduction on neighbourhood streets, to ensure safer access out of our neighbourhoods onto our cycling network. As an elected official I am committed to working with staff, advocates such as CycleWR and the community, during budget time and as major projects come forward to ensure that the recently approved Transportation Master Plan and Cycling Network are priorities.	I'm pleased with new active transportation improvements in Ward 2, including the new Multi-Use Path connecting the Harper Library to Beaver Creek Road as well as connecting the gap on Laurelwood Drive between Old Oak Park and the trail behind Birchmount. The latter of which provides a connection on safe trails, neighbourhood streets and this new path from the Northwest end of the Ward, right down to Columbia Street. Completing trail connections from the West Side Employment Lands through Clair Hills out to Erbsville, improved pedestrian trail connectivity in Clair Hills throughout the neighbourhood and working towards completion of the Laurel Creek Conservation Authority loop are priorities.	Working towards a priority snow clearing route in Winter to ensure safety and access along major walking routes to schools and transit in particular is something I would like to explore. I am eager to work with the city's new accessibility advocate on further improvements based on their expertise.	Yes and yes. An exploration of all mobility options that help us achieve our climate action goals is crucial to reducing the 50% of community greenhouse gas emissions that come from single occupancy vehicle use.	The forthcoming Council term is likely to have significant challenges related to the capital budget, as we are certainly not immune to rising costs associated with cost of living increases and increases to the construction price index. Difficult decisions will need to be made related to capital projects, with the potential of delays in many circumstances. That said, active transportation infrastructure, particularly that of a critical variety needs to be prioritized within these budgets to ensure the safety of cyclists in our community, to facilitate a mode shift away from single occupancy vehicles and to help us achieve our greenhouse gas emissions reduction goals.
Dianne Freeman	4	Councillor	- completion of more off-road protected infrastructure; and - closing gaps in the Active Transportation network.	- funding and budgeting for completion of more off-road protected infrastructure; and - funding and construction that will close gaps in the Active Transportation network.	- continued advancement of year round maintenance of priority active transportation networks	Yes	Yes

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Jen Vasic	5	Councillor	<p>1) We'll be able to point to specific neighbourhoods that are 15-minute communities by embedding this work in the official plan update, and making necessary zoning by-law amendments.</p> <p>2) We'll be making progress towards additional winter sidewalk maintenance. The first steps I would like to look at are links between trails (i.e., those sidewalks where residents need to shovel, but the city plow drives by on the road to clear the trails), street corners, and advocate to the Region about the bus stops.</p>	The big Active Transportation pain in ward 5 is crossing over the expressway on University between Bridge and Lincoln. The City and Region have been pushing the province for a safe design for pedestrians and cyclists and I will continue to be an advocate for this. In fact, it would be really great to sit down with CycleWR and discuss ways this group, and others, might be able to get involved in this work's advocacy.	<p>The things I hear about most often are sidewalk and bus stop accessibility in the winter. I've spoken to both of these as important points of advocacy for me above. Another thing I have been hearing a lot about is publicly available washrooms. If we want people to be able to get out and stay connected, we need to have public washrooms available along and/or near trails, as well as helpful signage to find those washrooms. This is something I'd like to explore in my second term on council.</p> <p>In addition, we also know that people with disabilities and other marginalized groups are less engaged in municipal public consultations than others. In order to get a broader understanding of the AT experiences of pedestrians, people with disabilities, and other groups experiencing systemic marginalization, I will advocate for broadening collaboration strategies in ways that are meaningful and meet people where they are, including but not only on social media, as well as compensate for their time.</p>	E-bikes are another way for people of different ages and abilities to get around without a car, though looking at incentives is a good idea because the cost of e-bikes does prevent people from purchasing them. As with every mode of transportation, we also have to take care so that the most vulnerable users are safe. So my answers to these question are yes and I would be interested in learning more about this newer to me topic, and also how to best work together to make sure that we're prioritizing the most vulnerable users while making efforts to get more people using AT, including e-bikes and scooters.	Yes.
Bruce Polan	7	Councillor	<p>-work with the Region to improve the bike lanes on Erb and Bridgeport</p> <p>- look at closing off more streets to have open street days, and encourage pedestrian traffic in the uptown core.</p>	see above	reducing speed limits, having more shared street usage	I see no issue with e-bikes using trails, and bike pathways, as long as they respect other riders and pedestrians	I am not familiar with the plan, but would review it if elected. Thanks for reaching out to me.
Julie Wright	7	Councillor	<p>There's been an explosion in the use of the trails since the pandemic began in 2020. I think we need to be mindful of the routes and where we have gaps that are failing specific neighbourhoods. In some cases, the trail crossings at Regional roads are an issue. In other cases, we need to look at where the route goes next which requires partnership with the Region and tight integration of our strategies.</p> <p>1) We need to advocate for better safety standards -- especially for families travelling with small children. These improved standards would benefit all trails users.</p> <p>2) We need to keep up the active transportation route maintenance in all seasons to encourage all season use.</p> <p>3) We need to ensure that bike storage and bike parking are included in green development standards in our bylaws.</p> <p>4) We need to look at parking bylaws and apply them to separated bike lanes with the appropriate enforcement measures.</p>	<p>Smart routes encourage ridership. With the technology available to us in Waterloo and the work of Zeitspace, we should be able to come up with robust bike route recommendations for all trail users.</p> <p>Trail crossings are my other major concern because in many cases, where they intersect with a Regional road, they are not safe for family crossings. I'd like to see more scramble intersections (eg. King & University) where multi-modal traffic is high and the likelihood of collisions is high.</p>	<p>Beg buttons need to be eliminated. The recently renovated intersection at King & Central is an example. Pedestrians should never have to wait for the light. They should always have a pedestrian light... especially in proximity of schools and transit.</p> <p>Winter maintenance of transit routes is another must. Too often the snowploughs leave huge sharrowes where pedestrians and people with accessibility considerations are navigating bus stops and access to intersections.</p>	I think there will be a lot of microEV in our future and it's practical for cargo and short haul delivery. These vehicles should be part of the city's electrified fleet and could be incentivized among delivery companies. It wasn't that long ago that every major city had several bike courier companies. As long as we consider mass and speed and its effect on collisions, we'll be able to design smart rules.	If elected, I will champion the Active Transportation Master Plan as part of my overall approach to climate action at the City of Waterloo.