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**VOTE FOR A HEALTHY & GREEN
OTTAWA-ELECTION 2014**

ALL-CANDIDATES SURVEY

“COMPLETE STREETS” WINS OVERWHELMING APPROVAL

A solid consensus among city council candidates favours making the city’s streets safe and convenient for all modes of transportation, not just cars. An overwhelming majority support greater spending on cycling and pedestrian infrastructure, and speeding up the construction of new bike paths and bike lanes.



A survey conducted by Ecology Ottawa shows over eight out of ten candidates would prioritize pedestrian, cycling and affordable public transit infrastructure over automobile infrastructure to meet future growth.

A similar number of candidates pledged to ensure all street construction and renewal projects incorporate “Complete Street” principles to make streets accessible to all people, especially pedestrians, cyclists and users of public transit.

Slightly fewer, though still more than eight out of ten candidates, support accelerating implementation of the city’s plans for more bicycle paths and bike lanes.

Each candidate’s response can be found in the table below, organized by ward.

Safe and Convenient Streets

Many Ottawa streets are dangerous for cyclists and pedestrians, and too many neighbourhoods lack affordable and convenient public transportation options. Badly designed streets not only discourage active lifestyles and limit transportation choices, they can increase traffic congestion and hike road maintenance costs.

Recognizing the problem, in 2013 Ottawa City Council endorsed a [“Complete Streets”](#) approach to ensure our city’s streets are designed to provide safe and comfortable access for people of all ages, genders and abilities. Such streets should accommodate multiple modes of travel and can include such features as on-road bike lanes, wider sidewalks, protected crossings, landscaped areas, and traffic-calming measures. Because “Complete Streets” must fit local needs, each one will be unique.

Under-funding of Bikeways

Nearly all candidates decried the under-funding of cycling infrastructure. One noted that such infrastructure pays for itself through increased business activity and higher property values. Another called for doubling spending and several support rapid action to make major routes safe for cyclists and pedestrians, rather than waiting for roads to come up for renewal.

Creative New Ideas

While acknowledging that most residents rely on cars today, candidates showed creative enthusiasm for initiatives to promote safe and convenient alternatives to driving. Suggestions included improved intra-suburban bus connections, new bike lanes, better signage, integrating bike paths with light-rail stations, and multiuse pathways to encourage pedestrian connectivity in new subdivisions.

Their suggestions reflect the [10 key points](#) for effective implementation of a Complete Streets policy drawn up by the National Complete Streets Coalition. Among the most important are:

- Pedestrians, bicyclists and transit passengers of all ages and abilities should be considered as equals to drivers of trucks, buses and automobiles.
- Complete street design must take local community needs into account and balance the needs of all users.
- The policy should apply to both new and renewal projects, and should cover all roads.
- Complete streets should contribute to a comprehensive, integrated and connected network for all modes of transportation.

Geographic Divide Less Prominent

The urban-rural divide typical of many municipal issues appears to be less prominent on this one. With only two exceptions, rural, urban and suburban candidates alike understand that each “Complete Street” should reflect local needs, and therefore automobile travel will remain primary in rural wards.

In addition, most candidates in rural and suburban wards voiced support for accelerated spending on cycling and pedestrian infrastructure in the rest of the city. They showed understanding of the fact that better designed streets in the urban core will facilitate access to the city centre. Candidates in suburban wards showed particular enthusiasm for promoting alternatives to driving, especially public transit.

The urban core is made up of Wards 11 through 18. Ottawa’s rural areas lie in Wards 5, 19, 20 and 21. Those wards considered primarily suburban are Wards 1 through 10 and Wards 22 and 23.

Few Dissenters

The few candidates that indicated “NO” on any of the three questions are running in Wards 1, 2, 3, 4, 8, 9, 13, 20, 21 and 22. One of these opposed prioritizing alternatives to cars, saying that all residents should not have to pay for facilities only some use. Two others suggested priority should be accorded to all modes of transport equally. Two of these three candidates voiced concern about the affordability of accelerating implementation of plans for cycling infrastructure. And one additional candidate opposed designat-

ing all streets as “complete streets,” claiming it may hinder automobile and bus traffic. Voters in Wards 2 and 13 have a choice to make, since opposing candidates have clearly opposing views.

47 Candidates Responded

The highest response rate came in Wards 2, 12, 13, 14, 15, 19 and 21. No candidates have yet responded from Wards 4, 6, or 23. In only one ward (Ward 23) is an incumbent running unopposed. Ecology Ottawa will update the results as responses come in.

The Questions

As part of a general survey ahead of the October municipal elections, Ecology Ottawa asked all candidates for mayor and city council to answer three questions regarding their plans for ensuring Ottawa’s streets are safe and convenient:

1. If elected, will you commit to prioritizing pedestrian, cycling and affordable public transit infrastructure over automobile infrastructure in meeting the future growth in travel demand in the urban area?
2. If elected, will you work to ensure that all new roads and road renewal projects integrate Complete Streets principles?
3. The City’s new transportation master plan increases funding for cycling infrastructure but delays many investments for over 15 years. If elected, will you work to increase the overall level of investment and accelerate the pace of implementation?

Candidates’ full responses can be found in the following ward-by-ward table.

Making streets safe and convenient for all is a key municipal issue. Ecology Ottawa would like all candidates to strongly support the city’s Complete Streets approach. If elected, they will determine the funding and priority accorded to pedestrian, cycling and mass transit infrastructure over the next four years.

What you can do:

- Ask if your candidate has submitted their answers.
- Ask one or more of these questions at an all candidate’s meeting or when you meet your candidate at the door.
- Watch for Ecology Ottawa’s reports on how candidates responded and add your voice via social media.

Candidate Responses

CANDIDATES *indicates incumbent	If elected, will you commit to prioritizing pedestrian, cycling and affordable public transit infrastructure over automobile infrastructure in meeting the future growth in travel demands in urban areas?	If elected, will you work to ensure that all new roads and road renewal projects integrate Complete Streets principles?	The City's new Transportation Master Plan increases funding for cycling infrastructure but delays many investments for over 15 years. If elected, will you work to increase the overall level of investment and accelerate the pace of implementation?
47 Respondents	83% of respondents answered YES	88% of respondents answered YES	83% of respondents answered YES
WARD 1 – Orleans			
Gordon R. Jensen			
Bob Monette *			
Jennifer Robitaille	NO – I will support a cyclist plan as well as promote transit use, but not at the detriment of automobile transit.	NO - I am not familiar with this principal and cannot comment on this without further study. If this principal includes cycling lanes and pedestrian paths, then yes	NO
WARD 2 – Innes			
Laura Dudas	YES - I am committed to smart planning that will not only include complete streets, but will be complete communities, where public transit, cycling routes, roads, pedestrian uses, businesses, residences, parks and recreational facilities complement each other and increase the quality of life for residents. We also need to plan our neighbourhoods to meet the needs of our seniors – a demographic population in our city that will double over the next 20 years.	YES	NO - I am committed to bringing the Light Rail Transit system to the east end. A massive project of this nature would require that the city take another look at its plans for future cycling and road networks in the area to ensure they support and compliment the LRT. We need to invest taxpayer dollars wisely to ensure that we are making the correct decisions the first time.
Chris Fraser	YES	YES	NO
Eldon Holder			
Chantal Lecours			

Jody Mitic	YES - I do support the prioritizing of pedestrian, cycling and public transit, but Ottawa will continue to grow regardless and if we don't invest in highway infrastructure, we will continue to experience grid-lock traffic jams during peak hours, further irritating our local commuters.	NO - I support the principles of Ecology Ottawa's Complete Streets campaign, but I do not wish to commit myself to ensuring the principles on all new roads. I will be proactive in regards to the principles when reviewing new road projects.	YES
Andrew Modray	YES – Once all core services are fully maximized and operating at peak capacity, then I will look to secondary issues such as bike paths and pedestrian traffic. I am a realist and we still rely heavily on the automobile, I on the other hand, prefer to walk or take the bus when possible but I am not going to be a hypocrite and claim that I do not use our car. we are a family with one car and several bus passes.	NO – I cannot fully commit to the Complete Street program until I am made aware of what streets, in what locations of Ottawa and how it will be received by residents without hindering automobile and bus traffic too greatly.	NO – I cannot commit to a 15 year or less plan because that is even a too far in the future time frame for me to plan for. If the current plan calls for a 15-year time frame I would hope there would be some sort of annual or biannual evaluation plan in place to address the efficacy of such a plan.
Fred Sherwin	NO - We need to better prioritize investments in pedestrian, cycling and public transit but not at the detriment of our transportation infrastructure. We still need to properly maintain our roads some of which are in a dire state of disrepair. One is not mutually exclusive of the other. Which is why I support the Complete Streets initiative.	YES - When and where possible	YES
François Trépanier	YES	YES - I support the concept of street design incorporating all users in the design such as protected bicycle lanes where the road speed is above 60km/h. It is imperative that all users, regardless of age and mode of transportation be included in the street design process.	YES

Teresa Whitmore			
WARD 3 – Barrhaven			
Ian Bursey	YES	YES	YES
Jan Harder *			
Syed Asghar Hussain			
WARD 4 – Kanata North			
Matt Muirhead			
Jeff Seeton			
Marianne Wilkinson *			
WARD 5 – West Carleton-March			
Alexander Aronec			
Eli El-Chantiry *			
Brendan Gorman	YES	YES	YES
Jonathan Mark	YES – In so far as a Rural City Councillor could. There are limitations in the Country.	YES – In so far as a Rural City Councillor could.	YES – I am a cyclist, so I will say yes. I don't have enough details to make this a firm yes, and again, it is different in Urban Wards where yes, I think that we need to encourage people to ride their bikes to work, or wherever. We must be realistic as this is a big City however.
James Parsons			
WARD 6 – Stittsville			
David Lee			
Shad Qadri *			
WARD 7 – Bay			
Alex Cullen	YES→ As a City Councillor for Bay Ward for 10 years I supported expanding both cycling infrastructure and increasing the budget to support this.	YES	YES→ As a City Councillor for Bay Ward for 10 years I supported expanding both cycling infrastructure and increasing the budget to support this.
George Guirguis			
Brendan Mertens			
Michael Pastien			

Mark Taylor *	YES – The only additional consideration is the need to additionally seek ways to prioritize quasi-public transit serving our fast growing older adult population. This would include para-Transpo and accessible taxi cabs. I am in support of complete streets and have several spaces in our ward where we are targeting them.	YES	YES – Within the context of the balance of needs.
WARD 8 – College			
Guy Annable	YES – yes cycling infrastructure is an important way to get people using less cars and giving them safe alternatives to get around the city 100%	NO – only where the cycling network requires them not ALL ROADS	NO – The current level of attention and investment in the Cycling infrastructure is quite adequate and will put Ottawa on track to be the Copenhagen of Canada
Rick Chiarelli *			
Craig MacAulay	YES	YES	YES
Scott Andrew McLarens			
Basil Swedani			
WARD 9 – Knoxdate-Merivale			
Keith Egli *	“NO - The City’s approach to transportation planning going forward must be balanced. The approach suggested in the question leaves little room for discussion of the wants and needs of the particular community to be impacted by the road project. The Complete Streets options must always be on the table but consultation with the community is critical to the success of any project.”	YES - If elected I would want and work towards having Complete Street options and principles on the table as part of any road construction project discussion.	YES - This is a discussion that should occur; however, as with any decision at the City there must be a balance of the financial priorities of the day along with community concerns and needs. There is a lot of competition for worthy causes and projects such as affordable housing, affordable recreation opportunities etc. and a finite amount of money available for funding.
Cristian Lambiri			
WARD 10 – Gloucester			
Rodaina Chahrour			

Diane Deans *			
Meladul Haq Ahmadzai			
George Marko			
Lilly Obina			
Brad Pye			
Mohamed Roble	YES – If elected, I will stand 100% behind any and all initiatives committed to prioritizing pedestrian, cycling and affordable public transit infrastructure over automobile infrastructure both in my ward and across Ottawa.	YES	YES
WARD 11 – Beacon Hill-Cyrville			
Francesca D'Ambrosio			
Nicolas Séguin			
Michel Tardif	YES – Always let my city councillor need for this over numerous past years.	YES – Once again I must read the full document to determine if it needs changes.	YES – I would attempt to.
Rene Tessier	YES	YES	YES
Tim Tierney *			
WARD 12 – Rideau-Vanier			
George Atanga	YES	YES	YES
Catherine Fortin LeFavre	YES	YES – I support Complete Streets principles. However, my current understanding is that some streets and areas are more conducive to being transformed into Complete Streets than others. At the very least, I believe that the Complete Streets principles should be *considered* for all new roads and road renewal projects.	YES – Rideau-Vanier is undergoing an increase in density at a rapid pace, therefore cycling and pedestrian infrastructure has to be implemented at a corresponding pace to ensure effective mobility and resident safety.
Mathieu Fleury *	YES – We need to reclaim space for pedestrians and cyclists, by creating spaces that are friendly to all users. YES YES	YES	YES

Marc Aubin	YES – As past Chair of the King Edward Ave Task Force, I get complete streets. As councillor, I would work to ensure that the City of Ottawa provides an integrated, safe, convenient and attractive public transit, cycling and pedestrian transportation network in the urban area – not the piecemeal approach that has evolved because the car has had priority. For example, we need to shift more funds for infrastructure and operations to better winter maintenance of cycling routes and sidewalks.	YES – As councillor, I would work to ensure that new roads and road renewal projects integrate Complete Street principles. In addition, all road repairs and maintenance should also consider how they can address Complete Street principles. For the City’s policy to become a reality, it is important to include concrete and measurable performance indicators. I also believe that interim measures need to be taken on current roads to works towards their transformation to complete streets.	YES – More money needs to be allocated in the long-range capital infrastructure plan to enable safer and more convenient routes for cycling. As councillor, I would work to ensure that the City’s budget prioritizes complete streets including a minimum cycling grid, pedestrians and public transit by front-loading the investments planned over 15 years into a shorter timeframe
David-George Oldham			
Marc Vinette			
WARD13 – Rideau-Rockcliffe			
Cam Holmstrom	NO – I support the Complete Streets approach taken by the city and investment in pedestrian, cycling and proper, functional and affordable public transit infrastructure as a high priority to me. But that must also work, in concert with automobile infrastructure. I believe that we can do both with sound planning and consultation with residents and make our transportation infrastructure work to give everyone the affordable options they require.	YES - I believe that we must ensure that new road projects completely integrate Complete Streets principles. The day and age in which we only plan for only more automobile traffic at the expense of all other transportation (cycling, pedestrian, public transit) is over. We need elected representatives who recognize that fact and who will work towards implementing approaches like Complete Streets.	YES - I understand that because of circumstances that sometimes plans must be delayed. But a delay of over 15 years seems to be too much and not very reasonable. I believe that we need to see more investment in cycling infrastructure and if elected, I will work to try to realize that goal.

<p>Jevone Nicholas</p>	<p>YES→ The City has to use carrots instead of sticks to attract drivers out of their cars, and to have more people commute and get around through other modes. Thus, we have to make these modes more attractive and more efficient. I specifically want to explore a transit ring-road connecting all suburban hubs: Kanata—Barrhaven—South Keys—Orleans, so that rapid transit isn't just for downtown commuters.</p>	<p>YES→ We have an opportunity to build new subdivisions well by following Complete Streets principles. We can also reconfigure central streets so that they truly serve all users. Residential streets should not be commuter parkways; we should follow the Main Street precedent. Finally, when we think about alleviating congestion, let's study how all modes can benefit, respecting the fact that many workers will require a car.</p>	<p>YES→ We have a continuous opportunity to accelerate cycling infrastructure improvements as we build or rebuild roads. Incorporating lanes and signage is cheaper and easier once the steamrollers finish their job. We should give priority to cycling infrastructure that intersects with rapid transit. This means that, as we build light rail stations, we prioritize paths that lead to those stations and also adequate parking facilities.</p>
<p>Tobi Nussbaum</p>	<p>YES – Ottawa should design its transportation infrastructure to encourage public transit, walking and cycling. I have been an advocate for complete streets and have written about the need for Beechwood Avenue to become one (see here: http://www.votetobi.ca/content-engine/2014/1/28/ottawa-citizen-op-ed-the-beechwood-avenue-renaissance). Street design also has positive benefits for neighbourhoods, contributing to a liveable and sustainable city and better main streets (I've also written about that: http://www.votetobi.ca/content-engine/2014/7/ottawa-citizen-op-ed-time-to-reduce-ottawas-speed-limits-by-tobi-nussbaum). Neighbourhoods such as Hintonburg and Little Italy have been transformed through sidewalk-widening, street repair and other improvements to the pedestrian experience.</p>	<p>YES – However, not all streets are candidates for complete streets so it is important to distinguish those streets that act as connectors from complete streets themselves. For example, I advocated at city hall for St. Patrick Street to include bike lanes between King Edward and Cobourg. Although that stretch is not a candidate for a complete street, it is a critical connector between Beechwood and the Market. Complete streets play an important role in reducing congestion: cities that successfully cope with traffic have strong public transit systems and streets designed for people to walk and cycle.</p>	<p>YES – While keeping tax increases at or below the rate of inflation, I would explore ways to increase and accelerate investments in walking and cycling. It is important to emphasize the economic benefits of active transportation. While the City estimates the cost of driving to be 71 cents a kilometre (a combination of infrastructure costs, user costs and social costs such as pollution and congestion), transit comes in at 60 cents a kilometre, walking 20 cents and cycling a mere 16 cents a kilometre.</p>

Peter D. Clark *	YES – I have supported all initiatives, funding a road diet study for St. Laurent N, a traffic signal at Hemlock and Birch as part of the E-W cycling network, and our heavy investments in completing the links.	YES	YES – But only with identified projects
Sheila Perry			
Penny Thompson			
WARD 14 - Somerset			
Martin Canning	YES – As I heard through Canning Campaign Meet Ups (http://www.newotawa.ca/events), the City should focus on the basics: moving people from point A to B as efficiently as possible. The way to do this downtown is by prioritizing active and public transportation infrastructure. Also congestion, which is a significant drain on our economy and a significant health issue for children and seniors, is a serious issue downtown that I'd improve by prioritizing investments in active modes of transportation.	YES – The renewal of Somerset Ward's streets present a unique opportunity for complete I have committed to formalize Ecology Ottawa's active transportation audit into future road reconstruction projects in Somerset Ward, if elected. I believe that these audits are an essential tool for identifying what will make streets safe and pleasant places that efficiently transport people in the community street approaches. I have committed to formalize Ecology Ottawa's active transportation audit into future road reconstruction projects in Somerset Ward, if elected. I believe that these audits are an essential tool for identifying what will make streets safe and pleasant places that efficiently transport people in the community.	YES – There is a clear business case – cycling infrastructure promotes economic growth, as well as a health and safety imperative - appropriate cycling infrastructure saves lives. I will consistently communicate that message at Council and around the city, if elected. (Although my support in principle is solid, with the absence of a particular initiative being noted in this question, my support for specific "investments" would be made on a case-by-case basis.)
Edward Conway			
Catherine McKenney	YES – If elected Councillor I will urge Council to invest \$1M per year towards Complete Streets over and above the existing funding for complete streets during road renewal and reconstruction.	YES	YES – If elected Councillor I would support accelerating the pace of investment from 15 years to the 4year term-of-council.

Thomas McVeigh	YES – On record multiple times as such	YES – No-brainer.	YES – Absurdly low funding for initiatives that are shown to fund themselves in both savings and in creating higher valued business and residential districts with corresponding higher taxes.
Conor Meade			
Jeff Morrison	YES – I say yes because particularly in the downtown area, transit and cycling infrastructure are woefully underfunded and investments in these areas are required more so than roads. I have stated that Queen, Albert, and Slater will be priorities once the LRT is fully in place. We also need to look at other priority projects identified in the Downtown Moves report, a report I endorse.	YES – With regard to Complete Streets, I have said that a reverse onus should be placed on planning staff- i.e., start from the principle that every new street redesign is a Complete Street unless it can be demonstrated otherwise (e.g., emergency access). Again, once Slater, Albert, and Queen are freed up after LRT implementation, they should be priorities for Complete Street redesign.	YES – This will require lobbying suburban and rural councillors to support acceleration, which has proven to be difficult- that is why forming stronger relationships with all councillors is a top priority. Acceleration of transportation infrastructure investment would also be aided by greater provincial/federal investment...as Director of Government Relations with the Canadian Construction Association, I spent 8 years successfully lobbying for infrastructure investment.
Sandro Provenzano			
Silviu Riley	YES	YES	YES
Denis Schryburt			
Curtis Tom			
Lili V. Weemen	YES - Having lived a car free life, I rely heavily on public transit and OC Transpo fare has been increasing steadily. Whenever a bus stop is temporarily unavailable, city should send an SMS to all cellphone users advising of change. If we are serious about using bicycle instead of car, we need a comprehensive and safe cycling infrastructure covering the entire city, not just 2 lanes, north south and east west.	YES - Wherever practical, we should integrate complete streets principles or at least part of it.	YES - We could find more creative way by involving the private sector when they redevelop some properties to accelerate the pace of implementation.

WARD 15 - Kitchissippi

<p>Katherine Hobbs *</p>	<p>YES – Kitchissippi #1 in cycling infrastructure in the City. Churchill is Ottawa's 1st "complete street" with raised, segregated cycling lanes. Scott to follow in 2018. Two of the three bike corrals in the City are piloted on Wellington. New MUP from Scott east widened, lighted, winter cleared with no gaps through to Laurier segregated lanes in 2015.</p>	<p>YES – Having the first Complete Street in the City on Churchill gave us a great model for other locations, such as Main Street, which I supported unequivocally. Scott is next, the EA approved. The new Carling/Champagne/Preston CDP approved July 9 calls for \$85 million of public realm projects to be completed in this area. I fought successfully for this policy as it means complete streets, buried hydro, expanded parks, pedestrian and cycling bridges, etc.</p>	<p>YES – I have been successful in bumping forward Multi-Use pathway system by 4 years in Scott/Albert area. That means new MUPS south of Scott beside Tom Brown arena and under Albert Bridge that connect with Bayview Station and North/South MUP. North MUP widened to 3.5M and connected to the Laurier Bike lanes. Cantilevered pedestrian and cycling path slated for Prince of Wales rail bridge (extension of O-train).</p>
<p>Jeff Leiper</p>	<p>YES – I am a lifelong transit user and cyclist, and have never driven to work as a primary means of commuting. I cycle to work every day, and understand the frustrations of cyclists at the lack of safe infrastructure. If elected, my commitment is to make real the City's policies with respect to the transportation hierarchy in the Transportation Master Plan. Safe infrastructure for pedestrians and cyclists must be implemented on major routes more rapidly, not only as a by-product of road reconstruction.</p>	<p>YES – I am fully supportive of the City's policy to implement complete streets as part of road renewals and new roads. If elected, I will work to implement streets that more completely embrace European-style complete street principles ("woonerfs"). It is also vital that these connect to a usable network, and not produce a set of complete street fragments that just dump cyclists and pedestrians into unsafe environments where they end</p>	<p>YES – Cycling infrastructure funding increases are a good start. Now, the strict link between street renewals and complete streets needs to be relaxed. The Federation of Canadian Municipalities has noted that current federal and provincial transfers are ad hoc. I am committed, if elected, to working independently and with Council colleagues, to address the need for greater, long-term, stable funding from provincial and federal revenues for sustainable transportation.</p>
<p>Ellen Lougheed</p>	<p>YES → I certainly would. This is one of my key elements in my campaign. This is a subject near and dear to my heart.</p>	<p>YES → Same answer as first question.</p>	<p>YES → I would need more details before committing wholeheartedly, especially in terms of finances. Again, I stress innovative solutions.</p>
<p>Michelle Reimer</p>	<p>YES</p>	<p>YES</p>	<p>YES – If residents want to accelerate this investment I would look at ways in which this could be done for my Ward and City-wide.</p>
<p>Larry Wasslen</p>			

WARD 16 – River			
Antonio Giannetti			
Jeff Koscik	YES	YES – Where reasonable	YES
Michael Kostiuik			
Mike Patton			
Colin Pennie			
Vanessa Nicki Sutton			
WARD 17 - Capital			
Scott Blurton			
David Chernushenko *	YES → Complete Streets policy development and implementation has been and will continue to be a top priority for me. Main Street will be redeveloped in my ward this term: a critical learning experience for all of us in terms of Complete Street design and implementation.	YES → Yes, each in their own appropriate way. There is no one-size-fits-all model, so we'll need to try a variety of approaches	YES → I believe we need to double the annual amount.
Espoir Manirambona			
WARD 18 - Alta Vista			
Adam Bowick			
Daher Muse Calin			
Jean Cloutier			
Clinton Cowan	YES - One of the central goals of my campaign is for a stronger focus on bringing improved transportation options into Alta Vista and throughout the city. To ensure safer and short commutes no matter how one choose to travel	YES - There are many roads in Alta Vista that are in desperate need of repair and it would be a great time to apply these principles.	YES - Absolutely, waiting over a decade to provide enhancement to our cycling network is unacceptable. Delays will only keep riders at risk and further discourage cycling as a genuine option. Many improvement require minimal investment and can be done concurrently with already planned roadwork.
Jeff Dubois			
Hussein Mahmoud			
John Redins			

WARD 19 – Cumberland			
Marc Belisle	YES – Only by doing this will we reduce the carbon monoxide in our air. I hope that we can make Ottawa the leader in "green travel" across Canada and the world	YES – One of my top priorities. Complete Streets will ensure a better future.	YES – Absolutely the faster the better.
Stephen Blais *	It is important to consider a mix of all forms of transportation infrastructure when approving new growth projects. This is why in Cumberland we are building multiuse pathways and bike lanes along major roads such as Trim Rd. and Brian Coburn Blvd. and encouraging pedestrian connectivity in the design of new subdivisions. All new roads in Cumberland have been built with pedestrians, cyclists and motorists in mind.	I have also begun the process of building the longest cycling, walking, jogging, rollerblading, etc. corridor in Cumberland Ward. Once complete, this completely segregated corridor will link one side of Orléans to the next, while providing a safe, environmentally friendly and complete option for all users regardless if you are commuting or simply enjoying the fresh air.	My record of accelerating important infrastructure projects such as LRT to Orléans and recreational opportunities is clear and irrefutable. Any opportunity I get to accelerate important projects for the residents of Orléans and Cumberland I will take without reservation.
Troy Dubé	YES	YES – Complete Streets principles cannot apply to all new roads and road renewals. The City of Ottawa has a large geographical area and wouldn't be beneficial on all rural roads. I will, however, work to ensure that all new roads and road renewal projects integrate these principles in urban/suburban and city streets.	YES
WARD 20 – Osgoode			
George Darouze	YES – However, my largest concern is my rural residents! Rural roads and infrastructure are a major concern for my Rural Residents	YES - I am in support of the Complete Street Principles as long as my rural residents feel the same way and that it is safe for all.	YES
Tom Dawson			
Bruce Falconer	NO – This issue is concentrated in the core and another question that should be asked is" why are all paying for some	NO	NO
Davis Jermacans			

Jean Johnston-McKitterick			
Liam Maguire			
Bob Masaro			
Kim Sheldrick	YES – While I have answered yes, my response is actually somewhat. In the rural areas public transit does not run (as is the wish of the residents) and vehicles are still quite necessary and roads are essential. Bike and walking paths connecting the rural villages are something I am in favour of. Within sub/urban areas, yes I agree with improving transit and alternate means of moving people.	YES	YES
Paul St. Jean			
George Wright			
WARD 21 – Rideau-Goulbourn			
Scott Moffatt *	NO – I won't place any one mode of transportation over another. I feel we need to tackle them all equally in order to achieve the support needed to move these types of projects further. Churchill Street is a prime example where all modes are prioritized equally.	NO – As I have done in the past, I will support Complete Streets where they make sense. I was personally opposed to Main Street but I strongly supported Laurier Avenue. In my opinion, they don't make sense on every road.	NO – The current TMP is based on affordability. If we can advance certain projects without delaying others, I would be supportive but there are many priorities between now and 2031 and we need to balance them appropriately.
Daniel Scharf			
WARD 22 – Gloucester South-Nepean			
Kevin Fulsom			

Scott Hodge	NO – I am committed to prioritizing complete streets that are safe for all users - pedestrians, cyclists, public transit users, and people using private vehicles. The infrastructure is there for all users, not some form of transportation over other forms of transportation	YES→I am committed to prioritizing complete streets that are safe for all users - pedestrians, cyclists, public transit users, and people using private vehicles.	NO – There are many critical infrastructure requirements identified in the TMP that ideally should be implemented earlier than scheduled. However, the City has limited resources which prohibits advancing the overall level of investment and accelerating implementation. To do so would require the City to take on considerably more debt. The prioritization of the infrastructure projects TMP should be reviewed and revised to ensure highly critical investments are made earlier than currently planned.
Jason Kelly			
Michael Qaqish			
Bader Rashed			
Susan Sherring			
WARD 23 – Kanata South			
Allan Hubley			