To help voters make more informed choices leading up to the 2026 Municipal elections, we asked all candidates for Mayor, City Councillor and School Board Trustee a set of questions about their plans for cycling and active transportation in their municipality, ward or district. In this document you will find the questions we asked the candidates in each election race, as well as each candidate's response. *All candidates are listed in alphabetical order.*

TABLE OF CONTENTS

Section	Page Number
Windsor	**3**
Mayor	**4**
Ward 1	**8**
Ward 2	**12**
Ward 3	**14**
Ward 4	**14**
Ward 5	**20**
Ward 6	**26**
Ward 7	**32**
Ward 8	**37**
Ward 9	**37**
Ward 10	**32**
Essex County	**39**
Amherstburg	**40**

Essex **50**

Kingsville **59**

Lakeshore **67**

Lasalle **78**

Leamington **89**

Tecumseh **92**

School Boards **100**

Windsor Election Questions:

1. How do you typically get around your ward and Windsor, and how does that shape your policy outlook?

2. What is your assessment of the current state of the City's cycling infrastructure in your ward? Its strengths and weaknesses?

3. If elected, what would be your top three transportation priorities?

4. Windsor's Active Transportation Master Plan sets a goal of increasing commuter trips made via walking, cycling, or transit from 10% up to 25% by 2041. What concrete steps would you take to achieve it on your watch?

5. Cyclist deaths and serious injuries on Windsor roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?

6. What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?

7. Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?

Mayor

Nick Kolasky:

1. *How do you typically get around your ward and Windsor, and how does that shape your policy outlook?*

In my ward, I primarily walk. I own and use a bike as well. I also own a car, for longer distances.

2. *What is your assessment of the current state of the City's cycling infrastructure in your ward? Its strengths and weaknesses?*

For me, it is shabby. I live in Ward 3. The University Avenue bike path has been the nearest to me for most of the 16 years I've lived in the core. Riding on it is like off-roading. A few years back, they put a bike path on Victoria Street. Before doing this, they asked for public comments at the Aquatic Centre. I went there to comment that we did not require any more rough bike paths. This was ignored. The Victoria Street bike path is currently the closest to my condo. I NEVER ride on it.

3. *If elected, what would be your top three transportation priorities?*

Proper bike paths, improved ramp designs for wheelchairs at street corners prioritizing resurfacing the worst road surfaces first.

4. *Windsor's Active Transportation Master Plan sets a goal of increasing commuter trips made via walking, cycling, or transit from 10% up to 25% by 2041. What concrete steps would you take to achieve it on your watch?*

4a - Walking. One of my priorities is to seriously attempt to house the homeless. We are more likely to walk when we feel secure. I've taken to crossing the street recently as the security situation in the core is worse than ever this year.
4b - Cycling. I would work towards having bike paths on streets that are properly paved. The street below my condo unit (Victoria) has not been properly paved for a minimum of 87 years.
4c - Transit. I'd have proper fares. In Windsor, the current fare is $3.95. In Toronto, the current fare is $3.35. Windsor, with a much smaller transit system, is almost 20% more expensive than Toronto. Does anyone actually believe higher fares actually lead to more ridership or more revenue?

5. *Cyclist deaths and serious injuries on Windsor roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

I wish this was possible. The only way to achieve this would be to remove all cars, trucks & buses from the road - obviously, not an option. As I've observed very little traffic enforcement in Windsor, this would seem like the place I would start.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

Winter cycling is not for the faint of heart. Roads should be plowed as often as reasonably possible. With icy conditions in Canada, winter cycling is at the riders own risk.

Kat Pasquach:

1. *How do you typically get around your ward and Windsor, and how does that shape your policy outlook?*

Getting around in my ward - I generally walk around the downtown core to the restaurants and activities happening. I have only been a full-time driver for 3.5 years, so getting around the city has changed drastically for me. Previously relying on transit and taxis and friends to travel the city and do things like grocery shopping, I am aware of the challenges many residents face when doing day to day tasks and the barriers we face.

2. *What is your assessment of the current state of the City's cycling infrastructure in your ward? Its strengths and weaknesses?*

Living downtown, I do not see safe cycling infrastructure we need to allow people to cycle to and from the core safely. I would say we have a failing grade when it comes to the state of cycling in our city. Trying to cycle along the riverfront has proven challenging to me every time I've tried to use it recreationally as well; without clear signage and distinct bike paths, it becomes unsafe for cyclists and pedestrians.

3. *If elected, what would be your top three transportation priorities?*

Supporting transit workers and improving transit service in our community through routes and service frequency, speeding up the implementation of Vision Zero for Windsor and building bike lanes that connect our city through our BIAs.

4. *Windsor's Active Transportation Master Plan sets a goal of increasing commuter trips made via walking, cycling, or transit from 10% up to 25% by 2041. What concrete steps would you take to achieve it on your watch?*

We need a transit system that actually services the needs of residents and takes residents where they want to go in an efficient manner.
We need safer crossings and intersections for residents that travel by foot. Maintenance of sidewalks, particularly in the winter, needs to be enforced across the city. That means proactive patrol to hold landlords accountable for snow removal.
We need dedicated bike lanes across our city and an education program about how we safely share the roads with drivers and cyclists.Creating a communication strategy will be critical in moving forward with implementing new infrastructure.

5. *Cyclist deaths and serious injuries on Windsor roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

I believe in Vision Zero and have put the policy into my platform. Windsor needs to prioritize the adoption of it and work quickly to make the changes we need. I believe that speed limits need to be reduced on many of our residential streets and that needs to happen. The two items I would push forward are Implement Speed Limit Reductions for Neighbourhoods and Major Road Streets.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

If we plan accordingly, we have the opportunity to create new bike lanes that can be utilized all year round. Currently my focus is on clear sidewalks for residents in Windsor to safely walk in our city, but moving forward, having bike lanes that are accessible year round seem like an attainable goal given the mild winters we have in Windsor.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

I would look to best practices in cities that have thriving bike infrastructure. Education will be a key part of building safe infrastructure, so collaboration with key community organizations for outreach will ensure we are connecting with all residents.

Louis Vaupotic:

1. *How do you typically get around your ward and Windsor, and how does that shape your policy outlook?*

I typically drive, and go for the occasional motorcycle ride. I have a Doberman Pinscher dog that I take for walks at Black Oak Heritage Park. In the past I rode my bicycle from Windsor to Regina Saskatchewan which took about 18 days. I have ridden around Lake St. Clair in one day. I used to ride my bicycle to the University of Windsor, almost every day. At least I can relate, and am open.

2. *What is your assessment of the current state of the City's cycling infrastructure in your ward? Its strengths and weaknesses?*

I used to get around when there was almost no infrastructure, as roads are repaired it is fine to make improvements when possible and feasible.

3. *If elected, what would be your top three transportation priorities?*

To develop the gondola, vertiport, and ferry to interconnect multiple modes of transportation. I would develop the downtown core.

4. *Windsor's Active Transportation Master Plan sets a goal of increasing commuter trips made via walking, cycling, or transit from 10% up to 25% by 2041. What concrete steps would you take to achieve it on your watch?*

My multimodal transport plan would most likely surpass the Gordie Howe Bridge in Pedestrian traffic to Windsor

5. *Cyclist deaths and serious injuries on Windsor roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious*

injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?

Death and serious injury is almost impossible to reduce to zero since the introduction of powerful battery powered cycles and scooters, there is too much power and people are losing control, or make stupid decisions. If you don't look out for yourself nobody will look out for you. Kids need to watch videos of every conceivable type of accident using various types of transportation and prevention starting in grade school. Changing automation in the next few years may reduce the chance of getting hit by a car closer to nil than any previous methods.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

Winter cycling is fine. If the roads are not completely dry you are at risk, I would personally recommend studded tires. Bike routes would be a lower priority during a winter storm. If you don't have studded tires you should wait till the roads are improved because it is hard to prevent a car from sliding into you.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

A fairly cheap bike works great, you can use it anywhere, any time of year. You can leave it anywhere and it is less likely to get stolen. If you have a nice bike and leave it outside it definitely will get stolen. When I had my nice bike I would never leave it alone.

Ward 1

Darcie Renaud

1. *How do you typically get around your ward and Windsor, and how does that shape your policy outlook?*

   I primarily get around Windsor by car. I also walk frequently, and my children regularly walk or take public transit, particularly my teenage son.

Living in a neighbourhood without sidewalks or adequate street lighting has made me particularly aware of the challenges pedestrians face. Walking my dog on dark, icy roads in the winter can be dangerous, and I often wear reflective gear to make myself more visible to drivers.

These experiences shape how I think about transportation policy. I recognize that I have the convenience of a car, but not everyone does. I want our transportation decisions to consider how people actually get around, the barriers they encounter, and whether our infrastructure makes walking, cycling, and public transit safe and practical alternatives to driving.

2. *What is your assessment of the current state of the City's cycling infrastructure in your ward? Its strengths and weaknesses?*

   Ward 1 has some excellent recreational cycling opportunities, particularly along the Herb Gray Parkway trail system, and we've seen improvements along corridors such as Cabana Road.

   I think one of the biggest weaknesses is connectivity. We have cycling infrastructure in different locations, but that doesn't necessarily mean people can safely and conveniently travel between neighbourhoods and everyday destinations.

3. *If elected, what would be your top three transportation priorities?*

   1. Safer streets for everyone. Addressing speeding and dangerous driving with particular attention to pedestrians, cyclists, and other vulnerable road users. I've specifically proposed revisiting speed cushions as an option for streets where conventional speed humps aren't permitted because of transit or emergency vehicle routes.

   2. Better, more affordable public transit. I want to keep Transit Windsor fares affordable, particularly for residents who depend on public transit for their everyday transportation needs. I'm also committed to ending the transportation inequity facing Windsor high school students. I've proposed bringing the City and school boards together to ensure eligible students have reliable transportation to and from school, with school boards funding Transit Windsor passes and Transit Windsor providing routes and schedules that meet students' needs. I also

support working toward improving Transit Windsor's frequency and reliability to make public transit a more practical option for residents across the city.

3. A safer, more connected active transportation network. Addressing missing sidewalks, gaps in cycling infrastructure, and unsafe crossings, with an emphasis on making improvements where they'll have the greatest benefit and incorporating them into planned road projects wherever practical.

4. *Windsor's Active Transportation Master Plan sets a goal of increasing commuter trips made via walking, cycling, or transit from 10% up to 25% by 2041. What concrete steps would you take to achieve it on your watch?*

   I support making walking, cycling, and public transit safer and more practical. Achieving this goal requires understanding what prevents people from choosing these options in the first place and focusing on improvements that address those barriers.

   My priorities would be improving Transit Windsor's frequency and reliability, addressing gaps in existing pedestrian and cycling networks, and incorporating active transportation improvements into planned road reconstruction projects wherever practical.

   I would also want to see regular reporting on our progress. Are more people actually walking, cycling, or taking transit? Which investments are making a difference?

   I believe in making thoughtful, evidence-based decisions about transportation infrastructure, considering the costs, benefits, and expected impact of proposed improvements. The focus should be on making meaningful, measurable progress toward the goal.

5. *Cyclist deaths and serious injuries on Windsor roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

   Yes. I support the principle of Vision Zero that no loss of life or serious injury on our roads is acceptable.

Windsor has already adopted a Vision Zero Action Plan, and I would want to see measurable progress on its implementation.

I support a combination of safer road design, appropriate speed limits, physical traffic calming, and targeted enforcement of dangerous driving. I've specifically proposed revisiting the use of speed cushions on transit and emergency routes, where conventional speed humps aren't permitted.

I also believe we need to look at road safety comprehensively, including the risks faced by cyclists and pedestrians, and prioritize improvements based on where they can have the greatest impact on preventing serious injuries and fatalities.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

   I recognize that some residents rely on cycling year-round, and that winter maintenance is important to keeping cycling infrastructure safe and usable.

   I would support reviewing our current winter maintenance practices to identify opportunities for improvement, particularly along key routes and connections. I think we need to take a practical approach, considering how different routes are used and where improvements would have the greatest benefit.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

   I think equitable investment starts with understanding who is using our transportation infrastructure, who isn't, and why.

   We shouldn't assume that current cycling volumes tell us everything about where improvements are needed. In some neighbourhoods, people may not cycle because they don't feel safe or because there aren't practical connections to where they need to go.

   I would support using available data and community input to identify barriers and prioritize improvements, particularly where they can benefit people who have fewer transportation options.

Ward 2

Anthony Jabbour:

1. *How do you typically get around your ward and Windsor, and how does that shape your policy outlook?*

I prioritize active transportation, walking, and public transit whenever possible, complementing these choices with everyday community canvassing across Ward 2. Experiencing our streets firsthand—navigating missing sidewalks, unpredictable cycling infrastructure, and busy corridors—directly shapes my policy outlook. It grounds my platform in reality, reminding me daily that our infrastructure must prioritize human safety and accessibility over car-centric convenience.

2. *What is your assessment of the current state of the City's cycling infrastructure in your ward? Its strengths and weaknesses?*

Ward 2 features wonderful community assets, including proximity to the riverfront trail network and historic routes through Sandwich Town. However, the overall network suffers from critical gaps: protected bike lanes are fragmented, major arterial roads remain hostile to cyclists, and missing connections make active transit intimidating for everyday riders. The strength lies in our community's high potential and enthusiasm for active mobility; the weakness is a historical lack of political will to fund continuous, protected infrastructure.

3. *If elected, what would be your top three transportation priorities?*

Expanding Protected Bike Infrastructure: Fast-tracking connected, physically separated bike lanes across Ward 2 to link residential areas, schools, and commercial districts safely.
Traffic Calming & Safer Speeds: Lowering residential speed limits and redesigning dangerous intersections to protect vulnerable road users.
Reliable Multi-Modal Integration: Improving transit stops, pedestrian pathways, and year-round maintenance so active transportation is viable 365 days a year.

4. *Windsor's Active Transportation Master Plan sets a goal of increasing commuter trips made via walking, cycling, or transit from 10% up to 25% by 2041. What concrete steps would you take to achieve it on your watch?*

To hit our 2041 targets, we cannot rely on incremental changes. I will advocate for dedicating a fixed, meaningful percentage of the annual municipal capital budget explicitly to active transportation infrastructure. Furthermore, I will ensure that every road rehabilitation project automatically incorporates complete streets design (protected lanes, improved lighting, and accessible crosswalks) rather than treating active transit as an afterthought.

5. *Cyclist deaths and serious injuries on Windsor roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

Yes, I fully subscribe to Vision Zero: traffic deaths and serious injuries are preventable tragedies, not acceptable "accidents." At council, I will champion proactive road design changes (such as physical traffic calming, raised crosswalks, and protected intersections), default lower residential speed limits across Windsor, and non-enforcement-based safety engineering, ensuring our streets protect kids, seniors, and cyclists first.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

Winter cycling is a vital part of year-round mobility for students, workers, and transit riders who rely on their bikes 12 months a year. Protected bike lanes and multi-use paths must be plowed to the exact same priority standard as vehicular roadways. Leaving bike lanes uncleared effectively closes the active transportation network for months at a time, and I will push for dedicated municipal winter maintenance routing and equipment for our cycle tracks.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

Equitable transit planning means investing where the need is highest, particularly in high-density renter and equity-seeking neighborhoods in Ward 2. We can lower barriers by supporting grassroots programs like the Bike Kitchen that make bike repair and education accessible, ensuring infrastructure accommodates mobility devices and cargo bikes, and prioritizing historically underserved neighborhoods for infrastructure investments rather than focusing solely on affluent recreational routes.

Ward 3

No candidate responses from Ward 3.

Ward 4

Mike Burton:

1. *How do you typically get around your ward and Windsor, and how does that shape your policy outlook?*

I normally get around Ward 4 by car and downtown often by bus. My wife and I cycle recreationally in the Ward off the main streets.

2. *What is your assessment of the current state of the City's cycling infrastructure in your ward? Its strengths and weaknesses?*

The north-south streets are not too bad for cyclists; the east-west streets do not accommodate cycling at all. I find Ottawa, Giles and Wyandotte streets to be dangerous. The park along Riverside Dr is great.

3. *If elected, what would be your top three transportation priorities?*

Improve the cycle lane markings. Widen lanes along the East-West busy routes encroaching as needed on the rather generous sidewalks on Wyandotte and Ottawa. Have cars park outside of the bike lane. Improve the frequency of the transit system on busy routes and acquire 21 passenger buses for lightly travelled routes. Lower acquisition costs and reduced by 30-50% maintenance costs (see details Facebook: votemikeburton).

4. *Windsor's Active Transportation Master Plan sets a goal of increasing commuter trips made via walking, cycling, or transit from 10% up to 25% by 2041. What concrete steps would you take to achieve it on your watch?*

TRANSIT WINDSOR HAS BEEN PURCHASING FULL-SIZE BUSES SINCE 1939, THAT'S THE PAST 87 YEARS! What has changed during that time? Many homes have two-cars, many more people use e-bikes, and far more people use cycling to get from point "A" to "B". A full-size bus seats 41 passengers and the cost to purchase one can range from $700,000 to $1Million. The City pays roughly 33% of the cost of acquisition after senior government support. The rationale for full-size buses is that parts and maintenance are cheaper. They do not want to inventory different parts for different models; they don't want to train mechanics to service different models.

I do not know when the Transit Windsor folks last looked at the issue. People resist change, it is simpler to keep buying the same buses. I have seen many full-size buses with 3 to 5 people aboard. For example, the bus to and from LaSalle is usually empty. I am sure that stats are available where a smaller bus will be more than adequate.

The Transit Windsor folks should investigate the use of smaller buses on lower demand routes. A 21-passenger bus vs. 41-passenger bus will have 30% to 50% lower operating costs. The 21-passenger bus will adequately service lower demand routes. I think gas has risen a bit in the 87 years, as well maintenance costs; insurance; tires etc. may have gone up a bit as well. It may be time to match the equipment used on certain routes to match demand. Transfer savings to improve service frequency on busy routes.

5. *Cyclist deaths and serious injuries on Windsor roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

Yes, I support Vision Zero and would stress all of the strategies as laid out in the action plan at Council. Council should follow up with Administration to ensure that progress is continuing throughout the year on the strategies.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

The bike lanes should be cleared to the same standard as the roads, that way road markings would be clearly visible. Parked cars on many streets cause problems with clearing lanes there is likely a need for specialized equipment to clear lanes. The City should have a mapping of the safest routes to take during winter. It should be promoted via local media and 311 as well.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

Bike Windsor-Essex, The Bike Kitchen as you are aware have a program "Earn a Bike", The DWCC also has an "Earn a Bike" program, St. Vincent De Paul also has a program. The City could promote these programs via local media and the City website. Furthermore, some funding may well expand these programs to expand their reach.

Chris Holt:

1. *How do you typically get around your ward and Windsor, and how does that shape your policy outlook?*

Typically I move around in my car and on foot. I find our cycling infrastructure severely lacking and even when I finally arrive at my destination I'm not confident in the security of my bicycle.

2. *What is your assessment of the current state of the City's cycling infrastructure in your ward? Its strengths and weaknesses?*

Our cycling infrastructure is abysmal and does nothing to promote cycling as a viable transportation alternative to driving. Our civic focus on auto-oriented travel at the expense of every other transportation alternative has made every form of active transportation in Windsor deadly.

3. *If elected, what would be your top three transportation priorities?*

A/ Protected bike lanes connected to one another providing actual routes to places people want to go, B/ Secure end-of-use facilities to instill confidence in users that their

bike will be there upon their return, and C/ Proper land-use planning, because how we build our communities directly influences how we move around our communities.

4. *Windsor's Active Transportation Master Plan sets a goal of increasing commuter trips made via walking, cycling, or transit from 10% up to 25% by 2041. What concrete steps would you take to achieve it on your watch?*

I would follow the actual plan, though at this point in its evolution it's probably time to revisit it in order to reach its stated goals (which I 100% support).

5. *Cyclist deaths and serious injuries on Windsor roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

As the guy who brought Vision Zero to council and helped establish the task force, I am firmly committed to implementing the 42 step VZ Action Plan.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

I am committed to ensuring cycling's viability as a year round mode of transportation and would support any service delivery improvements that would enable that.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

By fully implementing the Active Transportation Master Plan we would see safe cycling infrastructure provided in all corners of the city, ensuring easy access to everyone. I would support any and all efforts to do just that.

Rasha Zaid:

1. *How do you typically get around your ward and Windsor, and how does that shape your policy outlook?*

I currently drive, but I relied on Windsor Transit for years before owning a car. That experience helps me understand how transportation affects access to employment, education, appointments, and everyday necessities. My policy outlook is that people should have safe, affordable, and reliable options, whether they drive, walk, cycle, use transit, or use a mobility aid.

2. *What is your assessment of the current state of the City's cycling infrastructure in your ward? Its strengths and weaknesses?*

Ward 4's established neighbourhoods, local businesses, schools, and parks create opportunities for practical everyday cycling. However, my concern is whether people can complete their entire trip safely, particularly when crossing busy roads or travelling between neighbourhood destinations.

I would request a Ward 4 cycling network review, informed by cyclists and your organization, to identify missing connections, unsafe intersections, and maintenance concerns. A connected route should feel safe for a child, an older adult, or a beginner, not only an experienced cyclist.

3. *If elected, what would be your top three transportation priorities?*

- **Safer streets:** Advocate for traffic calming, safer crossings, better lighting, and intersection improvements, with particular attention to schools and concerns raised by constituents, including on Ypres Road.
- **Connected cycling and walking routes:**Prioritize protected cycling connections and accessible sidewalks linking neighbourhoods with schools, parks, businesses, and transit.
- **Reliable and affordable transit:** Support improvements that make transit a practical option and help people combine transit with walking or cycling.

4. *Windsor's Active Transportation Master Plan sets a goal of increasing commuter trips made via walking, cycling, or transit from 10% up to 25% by 2041. What concrete steps would you take to achieve it on your watch?*

I would push for the plan's goals to be translated into funded projects with clear timelines. Early in my term, I would request an implementation report identifying outstanding projects, costs, funding opportunities, and priorities benefiting Ward 4.

I would advocate for closing network gaps, incorporating walking and cycling improvements into scheduled road reconstruction, providing secure bicycle parking at public destinations, and supporting safe routes to school. I would also seek annual public reporting on completed projects and transportation use so constituents can see whether we are making progress toward the City's sustainable transportation target.

5. *Cyclist deaths and serious injuries on Windsor roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

Yes. No loss of life or serious injury on our roads is acceptable. Windsor has adopted a Vision Zero Action Plan, and I would advocate for the funding and follow-through needed to deliver it.

I would champion protected bike lanes, safer intersection design, raised crossings where appropriate, curb extensions, and traffic calming. I would also support expanding 30 km/h residential and school-area limits, informed by staff recommendations and paired with street designs that encourage slower driving. Targeted enforcement should support these measures, with investment prioritized where collision data and community concerns identify the greatest risks.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

Winter cycling is a valid transportation choice, and some people depend on their bicycles throughout the year. Infrastructure must remain usable after it is built.

I would request a costed winter maintenance plan for designated cycling routes and pathways, including appropriate equipment, clear snow-clearing timelines, ice treatment, and measures to prevent road plowing from blocking bike lanes and crossings. I support giving these routes comparable priority to roads, with standards suited to the needs of cyclists and people using mobility aids.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

I would advocate for investment based on safety and transportation needs, including neighbourhoods where people have limited access to a vehicle. Consultation should actively include women, youth, older adults, newcomers, racialized constituents, people with disabilities, and people with lower incomes.

I would support partnerships with organizations such as the Bike Kitchen to expand access to affordable bicycles, repairs, and cycling education. Infrastructure should also accommodate adapted and cargo cycles, provide safe crossings and lighting, and connect people to essential destinations. My monthly Ward 4 meetings would provide another consistent opportunity to identify barriers and follow up on solutions.

Ward 5

Ken Acton:

1. *How do you typically get around your ward and Windsor, and how does that shape your policy outlook?*

I typically navigate the ward and/or city on foot, or in a vehicle. Walkable communities are an integral part of a healthy neighbourhood. I walk daily, whenever the opportunity presents itself and take advantage of our neighbourhood parks and local shops. As my commute to work takes me onto the expressway, I see the need for better cycling infrastructure and bike lanes.

2. *What is your assessment of the current state of the City's cycling infrastructure in your ward? Its strengths and weaknesses?*

The city's cycling infrastructure needs improvement. Although bike lanes are being integrated, they end abruptly in certain areas and their design is lacking. Many of them should have been designed as separated bike lanes, specifically on major through fares like Wyandotte Street. Bike boxes should have also been integrated at major intersections, where appropriate, and markings should be made clearer using green paint to identify the lanes.

3. *If elected, what would be your top three transportation priorities?*

If elected I would advocate for separated bike lanes, last mile strategies including cycling routes that create connections to public transit hubs (complete with bike lockers and repair stands) as well infrastructure and lanes in front of schools to promote cycling and the bike bus initiative.

4. *Windsor's Active Transportation Master Plan sets a goal of increasing commuter trips made via walking, cycling, or transit from 10% up to 25% by 2041. What concrete steps would you take to achieve it on your watch?*

Walk Wheel Windsor was first adopted as a living document almost 7 years ago. I believe we should continue to pursue the plan; however, traffic and transportation patterns have changed drastically since that time. Therefore, reviewing corridor specific studies and traffic counts are crucial to integrating its intent. As well, community education and partnerships with organizations such as Cycling Without Age, WIFF and our local school boards are the key to advancing the cycling culture.

5. *Cyclist deaths and serious injuries on Windsor roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

Yes, I firmly believe in Vision Zero. It's a document that I was able to contribute to as a stakeholder representing Windsor's Bicycle Committee back in 2018. It is also up for a mandatory review in 2027 when we need to review and evaluate progress, collision data, and program initiatives. If elected I would look to work with City's Engineering Department to reassess road designs and include traffic calming measures in road rehabilitation projects including the recommended street speed of 30km/h in school zones. Physical improvements could include pinch points or chokers, road diets, strategically located
parking, raised intersections and speed humps, just to name a few. I would also advocate for greater
police presence in problematic areas where speeding is a concern.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

Through my ties to the Windsor Region Society of Architects, I've led their internal initiative to become a major sponsor of the Bike Kitchen's Winter Wheels Program. If elected I would push for the coordination of maintenance (snow removal and potholes) tied to bike lanes year-round.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

When I sat on the board for the Windsor Essex Community Housing Corporation, I helped with an initiative to bring the Bike Kitchen into their neighbourhoods and promote the biking culture... I would push that initiative again. I have also been involved in lobbying to launch a local chapter of Cycling Without Age in our community. Through this advocacy I've been able to secure some initial donations tied to purchasing trishaws and will continue to lobby for the program, whether or not I am successful in my run for council.

Natasha Feghali:

1. *How do you typically get around your ward and Windsor, and how does that shape your policy outlook?*

I typically walk or drive to my destinations. I live in Ward 5, so many of the places I regularly visit are close to my home and can be reached on foot. Walking through the ward gives me a different perspective than driving. I notice sidewalks, crossings, road conditions, traffic speeds, accessibility concerns, and how easily people can get around. My approach is to look at transportation from the perspective of all road users — pedestrians, cyclists, transit users, people using mobility devices and drivers — while listening to residents and considering safety, costs and available resources.

2. *What is your assessment of the current state of the City's cycling infrastructure in your ward? Its strengths and weaknesses?*

-Windsor has cycling infrastructure, trails and multi-use pathways, but there are still questions around connectivity, maintenance and how comfortably residents can move between different parts of the network. I understand this because I am a walker and see how difficult it can be to go from a sidewalk to the road with no appropriate markings.

-One of the strengths is that Windsor already has an Active Transportation Master Plan and existing infrastructure to build discussions around. One of the challenges is that a cycling route is only as useful as its connections.

I would like to continue hearing directly from cyclists and residents about where they experience gaps, safety concerns and barriers before making decisions about future priorities.

3. *If elected, what would be your top three transportation priorities?*

My three areas of focus would be **safety, infrastructure maintenance, and connectivity**. That means examining concerns involving roads, sidewalks, intersections, crossings and traffic; looking carefully at the condition of existing infrastructure; and considering how our road, pedestrian, cycling and transit networks connect. Any proposed changes should be considered alongside evidence, resident feedback, accessibility, cost, and the City's overall infrastructure priorities.

4. *Windsor's Active Transportation Master Plan sets a goal of increasing commuter trips made via walking, cycling, or transit from 10% up to 25% by 2041. What concrete steps would you take to achieve it on your watch?*

The City's 2041 target creates an opportunity to have a larger conversation about how people move around Windsor. I would want to examine where gaps currently exist, what residents are actually using, where safety concerns are being reported and are they in in a clustered area or spread-out city wide and how active transportation can be considered when other infrastructure projects are already taking place. I believe that to attain any goal or long-term plan we need public consultation. Before supporting major changes or expenditures, I would want to understand the evidence, costs and the neighborhood impacts both positive and negative. As a ward councillor we need to support the right to mobility for all and provide an equitable balance that supports both needs and wants.

5. *Cyclist deaths and serious injuries on Windsor roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

Walk Wheel Windsor was first adopted as a living document almost 7 years ago. I believe we should continue to pursue the plan; however, traffic and transportation patterns have changed drastically since that time. Therefore, reviewing corridor specific

studies and traffic counts are crucial to integrating its intent. As well, community education and partnerships with organizations such as Cycling Without Age, WIFF and our local school boards are the key to advancing the cycling culture.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

People do cycle in Windsor during the winter, so winter maintenance is a reasonable issue to examine as part of the broader transportation discussion. I would be interested in reviewing how Windsor currently maintains bike lanes and pathways, how other comparable municipalities approach winter cycling infrastructure, what additional service would cost, and which routes experience the greatest use.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

Transportation planning should consider the different ways residents experience our city. Age, income, disability, access to a vehicle and where someone lives can all affect their transportation options. I would want community consultation to include people who may not traditionally participate in transportation discussions, including seniors, youth, people with disabilities, lower-income residents and residents who depend on walking, cycling or transit.

Shane Potvin:

1. *How do you typically get around your ward and Windsor, and how does that shape your policy outlook?*

I live just west of Walker Road and my office is on Drouillard. I walk daily during the spring, fall, and winter months, and I cycle during the summer. Navigating these routes daily gives me firsthand experience with the friction between pedestrians, cyclists, and motorists. My commute takes me past the Bike Kitchen; I see daily that Walker Road is not designed to accommodate pedestrians or cyclists safely. We have witnessed recent, preventable tragedies on this corridor, which has solidified my commitment to advocating for infrastructure that prioritizes vulnerable road users over high-speed throughput.

2. *What is your assessment of the current state of the City's cycling infrastructure in your ward? Its strengths and weaknesses?*

Our cycling infrastructure is significantly underdeveloped. The network is highly disjointed, with paths that terminate abruptly or lack logical connectivity. A prime example is the Seminole bike lane, which ends abruptly at Walker Road, forcing cyclists onto a high-traffic artery that is intimidating and dangerous. We lack a cohesive, city-wide vision.

3. *If elected, what would be your top three transportation priorities?*

Transit Investment: We are falling behind on the milestones set by our Transit Master Plan. I will push for increased funding to improve frequency and reliability.
Integrated Cycling Network: We need a truly connected bike lane system that allows commuters to traverse the city safely and efficiently. Some physically protected bike lanes would be nice as well.
Vision Zero Implementation: I will champion the formal and full adoption of a Vision Zero framework to eliminate traffic-related deaths and serious injuries.

4. *Windsor's Active Transportation Master Plan sets a goal of increasing commuter trips made via walking, cycling, or transit from 10% up to 25% by 2041. What concrete steps would you take to achieve it on your watch?*

Reaching these targets requires reallocating funds to prioritize transit and active mobility. We need more buses with improved frequency and reliability. Furthermore, as our city grows, we must think ambitiously about the next phase of transit infrastructure, exploring options like light rail or electric streetcars to serve our evolving population.

5. *Cyclist deaths and serious injuries on Windsor roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

I fully support Vision Zero. We must stop prioritizing speed over safety. Implementation is long overdue. While systemic road design changes take time, immediate, cost-effective measures, such as lowering residential speed limits, can and should be implemented immediately to make our streets safer for everyone.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

As cost-of-living concerns and gas prices rise, we are seeing more residents rely on bikes and e-assist bikes year-round. Safe cycling infrastructure must be treated as essential, not optional. I will advocate for winter maintenance standards for bike lanes and pathways that match those of our road network.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

The most effective path forward is to double down on partnerships with proven organizations like yours. Bike Windsor Essex is already doing the heavy lifting by providing programming, affordable bike repairs, and multilingual education. I believe the City should elevate this work and provide the necessary resources to expand these programs to reach more neighborhoods.

Ward 6

Denis Marier:

1. *How do you typically get around your ward and Windsor, and how does that shape your policy outlook?*

I generally get around Riverside and Windsor by car. I grew up here, left at 18, and returned several times before moving back in 2020, which I hope will be for good. As a child, I rode my bike along the back trails in East Riverside, near Little River.

Having also lived in Toronto for many years, I saw how important cycling was as transportation, but I was often frightened for cyclists and wouldn't have felt safe riding there myself. That experience gave me a lasting habit: checking my rearview mirror before opening my car door to avoid injuring someone riding past.

As a naturopathic doctor with a background in ecopsychology, and as an environmentalist, I strongly support cycling as a mode of transportation. My own reliance on a car helps me recognize the responsibility drivers have to share the road

safely. I encourage helmet use and would advocate for safer cycling throughout Riverside and Windsor.

I also want to understand the studies, consultations, and decisions that have shaped our roads, including changes made while I lived elsewhere. Listening to residents who cycle regularly would help inform my decisions about safer road design and connected bike routes.

2. *What is your assessment of the current state of the City's cycling infrastructure in your ward? Its strengths and weaknesses?*

I still have much to learn about Riverside's cycling infrastructure, and I look forward to reviewing what has been completed, what is in progress, and where further improvements are needed—particularly locations that require additional attention to cyclist safety.

I see growing recognition of cycling as a practical mode of transportation as a strength. The recent work along Cabana Road in South Windsor, incorporating bike lanes into road improvements, provides an example of planning for cyclists that I would like to learn from.

The weakness, in my view, is that we have not yet provided enough safe, connected cycling routes. Awareness needs to translate into improvements that people can use confidently.

As a councillor, I would bring Riverside cyclists' concerns to City staff and Council, advocate for safety assessments and improvements, and work with my Council colleagues to advance a more connected cycling network. My responsibility would be to represent Riverside while also supporting safer cycling throughout Windsor.

3. *If elected, what would be your top three transportation priorities?*

My three transportation priorities are walking, cycling, and public transit. I see them as equally important: people should be able to move around Riverside and Windsor safely, whichever way they travel.

Walking: I would advocate for safer sidewalks and road crossings, particularly for seniors, children, people with disabilities, and people walking their dogs. Safe pedestrian access should be a central consideration in road design and improvements.

Cycling: I strongly support cycling as a practical, healthy, environmentally responsible mode of transportation. Yet I would personally be too afraid to cycle on many Windsor streets as they are today. That concern reinforces my commitment to listening to cyclists and advocating for safer, connected routes and intersections.

Public transit: I relied on Transit Windsor growing up, and I understand how essential it is for getting to work, school, appointments, and home safely. I welcome its transition to a full City of Windsor department and would advocate for reliable, accessible service.

A particular priority would be planning appropriate transit service to the new hospital on County Road 42. Patients and visitors need access, but I especially want to ensure that hospital workers have reliable, dependable transportation, with service coordinated around their shifts. Our community depends on those workers being able to get to work to care for people who are unwell.

I also believe transit has an important role in community safety. I would work to raise awareness of its existing Safe Haven program and explore partnerships with shelters and support agencies to help people fleeing domestic abuse reach safety. This would include training informed by an understanding of trauma, clear procedures, and coordinated connections with appropriate services.

I would also explore how transit could support emergency responses during extreme heat and cold, including temporary refuge and transportation to cooling or warming centres for people experiencing homelessness. Nearly 30 years in healthcare informs my concern for residents whose needs too often go unmet.

4. *Windsor's Active Transportation Master Plan sets a goal of increasing commuter trips made via walking, cycling, or transit from 10% up to 25% by 2041. What concrete steps would you take to achieve it on your watch?*

A four-year term needs to make measurable progress toward the 2041 goal while laying the groundwork for longer-term improvements. I would approach this through both immediate local action and regional planning.

During my term, I would work with City staff, residents, and Council to identify gaps in safe cycling routes and pedestrian crossings, establish priorities, and advocate for funding through the capital budget. I would push for connected bike lanes and safer crossings to be incorporated into road reconstruction projects, particularly along routes connecting neighbourhoods with workplaces, transit stops, and essential services.

I would also advocate for dependable transit that makes commuting a practical choice, including schedules coordinated with major employers' shifts and connections to the new hospital. I would ask for regular public reporting on completed improvements and progress toward the Master Plan's target.

My longer-term vision includes stronger transportation connections throughout Windsor and Essex County. I would seek discussions with neighbouring municipalities about improved service between Windsor, LaSalle, Amherstburg, Tecumseh, Lakeshore, Essex, Kingsville, and Leamington, including whether the town of Essex could serve as a regional transfer hub.

I would also support exploring the feasibility of light rail between Windsor and southeastern Essex County, and improved passenger rail connections between Windsor and Chatham. That would require examining available corridors, demand, costs, funding, and partnerships rather than assuming existing tracks could accommodate it.

These larger projects would extend beyond one term. My goal in four years would be to bring these ideas into serious discussion, establish partnerships, and pursue the studies needed to determine what is achievable—while delivering practical improvements to walking, cycling, and transit now.

Cyclist deaths and serious injuries on Windsor roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?

Yes. I fully support the Vision Zero principle that no road death or serious injury is acceptable, especially after having to paint a bicycle white and install it at a major intersection in Toronto when I lost a friend of mine to a bicycle/transport accident years ago. I'm also wondering if such a public display of a white bicycle at intersections where bicyclists have been killed would be an appropriate public safety campaign to adopt in Windsor? Public safety is one of my top priorities.

I am still learning the details of Windsor's approved Vision Zero Action Plan, but I would champion its implementation, particularly measures that protect people walking and cycling.

My priorities would include road safety audits of dangerous corridors, safer pedestrian crossings and intersections, and using collision history to help prioritize infrastructure funding. I would also support appropriate traffic calming and road designs that

encourage safe speeds, informed by engineering assessments and residents' experiences.

As Riverside's representative, I would bring local concerns to City staff and Council and advocate for practical improvements through the budget process. I would also ask for clear public reporting on what has been completed, what remains outstanding, and whether serious injuries and deaths are declining.

For me, supporting Vision Zero means following through on the plan with action, funding, and accountability.

5. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

I strongly support maintaining bike lanes and pathways throughout the winter to the same standard of safety and timely access as roads. They are transportation routes, and the people who use them deserve equal consideration.

People who cycle to work, appointments, or other destinations still need to get there and home safely in winter. Cyclists are responsible for their clothing and personal preparedness; the City is responsible for maintaining the infrastructure under its care.

I would advocate for winter maintenance plans that explicitly include bike lanes and key pathways, with clear standards for timely snow clearing and ice control. When a main road has bike lanes, both should be cleared, and snow from the roadway should not be left blocking the cycling route. I would work with the responsible municipal departments to identify the equipment, staffing, and funding needed to deliver that service.

Pedestrian safety matters equally. I would support public education and enforcement of applicable sidewalk-clearing requirements, including responsibilities for businesses, and timely maintenance around City-owned buildings such as libraries and City Hall.

Walking and cycling remain essential ways of getting around in winter. Our maintenance priorities should respect everyone who depends on these routes.

6. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

My experience working on equity, diversity, inclusion, and belonging in regulatory governance has taught me to consider whose needs may be overlooked in decision-making. I would listen to residents facing barriers to cycling and bring those concerns to Council. I would advocate for investment based on safety and need, so that safe, accessible cycling routes serve people across neighbourhoods, incomes, ages, and abilities.

Wendi Nicholson:

1. *How do you typically get around your ward and Windsor, and how does that shape your policy outlook?*

I typically get around the city by vehicle. I would love to be riding a bike but with bad knees and in the renovation business it is not beneficial to me. I do support the use of bikes as necessary modes of transportation.

2. *What is your assessment of the current state of the City's cycling infrastructure in your ward? Its strengths and weaknesses?*

In Ward 6 I think we should look into making the roadways more user friendly.

3. *If elected, what would be your top three transportation priorities?*

If elected I would prioritize a better bike use infrastructure, get more regulations on scooters and work with WPS to crack down on dangerous driving and speeding.

4. *Windsor's Active Transportation Master Plan sets a goal of increasing commuter trips made via walking, cycling, or transit from 10% up to 25% by 2041. What concrete steps would you take to achieve it on your watch?*

Again I would implement a study for bike lanes especially on Riverside Dr. As for walking we need to look at the condition of existing sidewalks and the installation of one where needed. As for the transit system, rates need to be looked at so those who rely on the buses.

5. *Cyclist deaths and serious injuries on Windsor roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

Cyclist deaths are never good and one is one to many. I know this won't be a popular statement but I think we need to go back to when kids in school were taught bicycle safety. and any cyclist not obeying the rules of the road had to go to classes. but that also goes for auto drivers. They need to pay attention to their surroundings and be held accountable for accidents.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

If the conditions are safe for winter biking I'm all for it. With the amount of snow we get here it is easier to use bikes in the winter months. Snow removal in bike lanes would have to be maintained as plows move through the city.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

To be honest I don't know how to answer this question fairly. I would have to sit down with the affected communities to discuss the barriers they face.

Ward 7

Angelo Marignani:

1. *How do you typically get around your ward and Windsor, and how does that shape your policy outlook?*

A balanced mix of driving, walking, transit, and cycling is essential to truly understand the cracks in a city's network. Experiencing Windsor's infrastructure firsthand—navigating missing sidewalk links, feeling the vulnerability of paint-only bike lanes beside high-speed traffic, and waiting on delayed Transit Windsor routes—directly shapes a proactive stance on active transportation. Infrastructure should not be designed solely for cars with all other modes as an afterthought; streets must safely accommodate residents regardless of how they choose to move.

2. *What is your assessment of the current state of the City's cycling infrastructure in your ward? Its strengths and weaknesses?*

Strengths: Windsor benefits from strong recreational anchor points, such as the riverfront multi-use pathways, the Roy A. Battagello Riverfront Trail, and key off-road arterial segments. Recent capital investments have incrementally added multi-use paths along major corridors, creating solid recreational foundations.

Weaknesses: The existing system remains fragmented and disconnected. Major gaps occur at arterial intersections, railway crossings, and commercial corridors. Much of the current infrastructure relies on painted, unseparated lanes or sharrows, which fail to protect vulnerable users or attract interested-but-concerned everyday commuters.

3. *If elected, what would be your top three transportation priorities?*

Building a Connected, Protected Grid: Focus capital funding on filling critical network gaps with physically protected bike lanes and multi-use paths, prioritizing high-traffic corridors, school zones, and connections to transit hubs.
Transit Integration & Service Frequency: Accelerate Transit Windsor's Master Plan by increasing bus frequencies, upgrading shelters, and expanding bike rack capacity across the entire fleet to enable seamless multi-modal trips.
Complete Streets & Neighborhood Traffic Calming: Mandate Complete Streets design principles on all upcoming road resurfacing and reconstruction projects, while systematically lowering residential speeds and introducing physical traffic calming.

4. *Windsor's Active Transportation Master Plan sets a goal of increasing commuter trips made via walking, cycling, or transit from 10% up to 25% by 2041. What concrete steps would you take to achieve it on your watch?*

Achieving a 25% active transportation mode share requires moving from opportunistic infrastructure builds to systematic, dedicated investment.

Capital Allocation: Dedicate a permanent, protected percentage of the annual municipal capital budget directly to Active Transportation Master Plan projects rather than relying on grant-by-grant funding.
"Quick-Build" Pilots: Utilize flexible, low-cost materials (bollards, concrete planters, paint) to rapidly build protected networks on key corridors, testing configurations and delivering immediate safety benefits while awaiting permanent reconstruction.
Transit & Last-Mile Connectivity: Modernize first/last-mile options by integrating secure bike parking/lockers at transit terminals and encouraging micro-mobility options.
Land Use Alignment: Support high-density, mixed-use zoning along primary transit corridors so daily errands, school, and work fall within walking or rolling distance.

5. *Cyclist deaths and serious injuries on Windsor roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

To make Vision Zero a reality in Windsor, the following policies should be championed at City Council:

Safe Road Design over Driver Behavior: Move away from relying solely on enforcement and shift toward self-enforcing street designs—narrower lanes, raised crosswalks, curb extensions, and protected intersections.

Lower Speed Limits: Champion 30 km/h speed limits on residential side streets and around school zones, alongside physical traffic calming measures.

Automated Speed & Red-Light Safety: Support expanding automated speed enforcement (ASE) in high-risk zones, redirecting all generated revenues directly back into local pedestrian and cycling safety improvements.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

Cycling infrastructure must be maintained as essential transportation 365 days a year. If a bike path is unsafe four months out of the year, it is not a complete transportation system.
Equal Maintenance Standards: Council should update level-of-service policies to ensure priority active transportation networks, multi-use paths, and protected bike lanes are

plowed, salted, and cleared to the same standard and timelines as primary vehicular roads.
Right-Sized Equipment: Invest in specialized municipal clearing equipment (sweepers and narrow plows) designed specifically for separated bike lanes and pathways so standard plows do not pile snow into bike lanes.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

Safe transportation is a basic right, not a luxury reserved for specific neighborhoods.
Equity-Based Capital Prioritization: Apply an equity lens to municipal transportation spending, prioritizing infrastructure investments in lower-income neighborhoods, newcomer communities, and areas with low vehicle ownership rates.
Universal Accessibility: Ensure all new active transportation paths strictly meet accessibility standards with tactile paving, curb ramps, low-grade inclines, and accessible signal push-buttons for riders and pedestrians with disabilities.
Community Partnerships: Support non-profit bike hubs, Earn-a-Bike initiatives, and community cycling education programs that deliver affordable equipment, helmets, and repair skills to underserved populations.

Victoria Soluade:

1. *How do you typically get around your ward and Windsor, and how does that shape your policy outlook?*

I use public transit and other transportation options to get around Windsor. Using transit has made me more aware of how important connections, accessibility, travel time and proximity to stops are in people's everyday lives. It has also reinforced my view that transportation planning should consider people who drive, take transit, walk, cycle or use mobility devices.

2. *What is your assessment of the current state of the City's cycling infrastructure in your ward? Its strengths and weaknesses?*

Windsor has made progress in developing trails, multi-use pathways and cycling facilities, but there are still gaps in the network. In Ward 7 and across the city, I believe the challenge is making sure routes connect safely and practically to neighbourhoods,

schools, parks, transit and other destinations rather than ending abruptly or requiring cyclists to use uncomfortable high-traffic roads. The City's own Active Transportation Master Plan identifies network gaps and major crossings as areas requiring continued attention.

3. *If elected, what would be your top three transportation priorities?*

My priorities would be reliable public transit that keeps pace with neighbourhood growth, safer and more accessible infrastructure for walking and cycling, and maintaining and improving roads, sidewalks and transportation connections so that people can move around Windsor safely and efficiently.

4. *Windsor's Active Transportation Master Plan sets a goal of increasing commuter trips made via walking, cycling, or transit from 10% up to 25% by 2041. What concrete steps would you take to achieve it on your watch?*

I would support closing gaps in the active transportation network, improving safe connections to transit stops and major destinations, and ensuring that new neighbourhoods and road projects consider walking and cycling from the beginning rather than as an afterthought. I would also support measuring progress so Council and residents can see whether investments are actually making active transportation more practical and attractive.

5. *Cyclist deaths and serious injuries on Windsor roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

Yes. I support the principle that transportation systems should be designed to reduce the risk of fatal and life-altering injuries. Windsor has already adopted the Vision Zero goal.

I would support evidence-based road design, safer crossings, appropriate traffic-calming measures, attention to dangerous intersections and conflict points, and enforcement where needed. I believe decisions should be based on collision data and the particular conditions of each location rather than using the same solution everywhere.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

If cycling is to be considered a genuine transportation option rather than only a recreational activity, safe routes need to remain usable throughout the year. I would support reviewing winter-maintenance standards for cycling infrastructure and major pathways, including how quickly they are cleared and how they connect with sidewalks and transit. The level of service should reflect usage, safety and available resources.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

Active transportation should be planned for people of different ages, abilities and incomes, not only confident or experienced cyclists. I would support accessible design, safer connections in underserved neighbourhoods, consultation with people who experience barriers, and partnerships with community organizations that provide cycling education and affordable access to bicycles. Investment should consider where safety risks and transportation needs are greatest.

Ward 8

No candidate responses from Ward 8.

Ward 9

No candidate responses from Ward 9.

Ward 10

Wally Chafchak:

1. *How do you typically get around your ward and Windsor, and how does that shape your policy outlook?*

I drive and I am not happy with our current cycling system.

2. *What is your assessment of the current state of the City's cycling infrastructure in your ward? Its strengths and weaknesses?*

Very unsafe

3. *If elected, what would be your top three transportation priorities?*

Honestly this question is not proper and hard to answer.

4. *Windsor's Active Transportation Master Plan sets a goal of increasing commuter trips made via walking, cycling, or transit from 10% up to 25% by 2041. What concrete steps would you take to achieve it on your watch?*

Safety which is not there

5. *Cyclist deaths and serious injuries on Windsor roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

Some drivers get away with a lot of dangerous driving behavior , my plan is to reduce that in order to reduce injuries.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

There is no safe cycling in winter.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

Safer roads and incentive programs.

County Election Questions:

1. How do you typically get around your jurisdiction, and how does that shape your policy outlook?

2. What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?

3. If elected, what would be your top three transportation priorities?

4. The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?

5. Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?

6. What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?

7. Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?

Amherstburg

Deputy Mayor

Linden Crain:

1. *How do you typically get around your jurisdiction, and how does that shape your policy outlook?*

I primarily travel by vehicle, which reflects the reality of living in a large, rural municipality. However, residents should have safe options to walk and cycle, particularly for shorter trips and connections within our communities.

2. *What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?*

The County has made good progress through CWATS, including paved shoulders and multi-use trails. The biggest weakness is connectivity. We need to focus on closing gaps and creating safe, continuous routes, particularly along higher-speed roads.

3. *If elected, what would be your top three transportation priorities?*

My priorities would be maintaining and improving our roads and bridges, improving regional transportation connections, and expanding safe active transportation infrastructure.

4. *The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?*

I would continue investing in CWATS, prioritize missing links, coordinate cycling improvements with road reconstruction, and pursue provincial and federal funding.

5. *Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

Yes. Preventable deaths and serious injuries on our roads should never be considered acceptable. I support evidence-based measures including safer road design, appropriate speed limits, improved intersections and crossings, separated cycling infrastructure where appropriate, education, and enforcement.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

People who choose to cycle year-round should be able to do so safely. I support clear and reasonable winter-maintenance standards for bike lanes and active transportation routes, including timely snow clearing.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

Safe active transportation should be accessible to everyone. I would prioritize connections to schools, parks, employment, businesses, and community services while ensuring accessibility and equity are considered when deciding where investments are made.

Chris Gibb:

1. *How do you typically get around your jurisdiction, and how does that shape your policy outlook?*

Typically I drive and walk. My wife and I are avid walkers and that does help shape my policy outlook by giving me an "out of the auto" viewpoint.

2. *What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?*

While I am no expert, in my time as Deputy Mayor in Amherstburg and as a member of Essex County Council. I receive frequent updates about CWATS trails, greenway trails, and Amherstburg's mountain bike trails. While I think the county's current cycling

infrastructure needs to continue to grow and provide a true community wide transportation system.

3. *If elected, what would be your top three transportation priorities?*

-#1 - to continue to add CWATS trails and paved shoulders with all road reconstruction projects
-#2 - to explore the possibility of a county wide integrated public transportation system
-#3 - to continue to make our roads more bike & pedestrian friendly

4. *The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?*

The only true concrete step to achieve this goal is to continue to fund the maintenance and expansion of our CWAT systems and corresponding local municipal infrastructure.

5. *Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

I do agree that we should set the goal of zero loss of life and injury on our roads. I think the most effective way to work toward this goal is to ensure that bike and pedestrian friendly infrastructure is part of every road rebuild and improvement project.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

To be honest, I wasn't aware of winter cycling at all. I feel that if we have the infrastructure for cycling and walking it should be maintained in all types of weather.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

I support lowering all barriers for all people, not just cyclists.

Bill Petruniak:

My cycling days have pretty much ended. In 2008 I shattered my left elbow in a fall while mountain biking in the Peruvian Andes. In 2014 I got doored while riding on Front Road North in LaSalle, flew over the door and destroyed my right rotator cuff. Yes, I am painfully aware of cycling hazards. I am paranoid now if I take my bike out. Our cycling lanes and road infrastructure are woefully inadequate, both in towns and cities and our rural roads. Despite efforts to talk about improvements to the infrastructure it just is not happening. There are two main reasons. The first is the lack of funding and the second is the lack of understanding by almost every level of government. The Chrysler Greenway was my favourite path to cycle without fear but I have heard that maintenance has been neglected like all of the rest of county infrastructure. Currently, the big push is to enforce the rules of the road more effectively, in large part because of the proliferation of e-bikes and scooters; but regular cyclists are guilty as well. I had a trike for about a month and a half but sold it because drivers could not see me and I did not feel safe riding it either. Most of my riding is now and in the future on my spin bike. I am for anything that helps the environment and promotes healthy lifestyles.

Councillor

Molly Allaire:

1. *How do you typically get around your jurisdiction, and how does that shape your policy outlook?*

Currently I have to drive (had a recent knee surgery) During the warm months I am fortunate to ride with my young boys to their school and continue to my place of work. It's been a good tradition for about 1 year now. It has definitely made me realize that Amherstburg's bike lanes are not consistent and we need to improve the future infrastructure.

2. *What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?*

It is getting better but there are always areas for improvement. I receive complaints every season and we have been able to fix a few but essentially it always comes down to money and space on the road.

3. *If elected, what would be your top three transportation priorities?*

Continue to advocate for transportation for all
Improve our sidewalks and Bike lanes (as I have the last 4 years)
Increase the amount of crossing guards for our municipality

4. *The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?*

This is a county decision. I always advocate to our county reps through our council meetings however I do not sit at this table to help make those decisions. Maybe one day.

5. *Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

Amherstburg approved about a year back a traffic study that helps us smoothly put policies in place to improve infrastructure safety. When it comes to safety, lately I feel it comes down to residents actually paying attention when driving and enforcement. I have been a huge advocate for working with our police and will continue to maintain this.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

Amherstburg's system is a policy when it comes to plowing of roads. We have 280km of roads to take care of. We do the primary first then secondary and hopefully the rest shortly after. When every road is touched and "driveable" they do go back to ensure bike lanes are then cleared. We also have a sidewalk cleaner in the core of our town as well. It's not the best solution but I do believe in sharing the road and would hope that residents understand bikers' resilience if they so choose to bike in those conditions.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

I understand these barriers well. I have 3 GROWING boys. My oldest is on his 4th bike and he is 15! Luckily we can reuse however this year I had to purchase another for my youngest because his broke. That being said, I cannot afford new, so I went on facebook and requested if anyone was done please let us know. We got one for free. Our community is so amazing and will step up for their neighbours. I always pay it back, I believe it is so important to protect and help our community. I do not know how I can specifically reduce the barriers from a town perspective but would always be open to ideas.

Jen Deluca:

1. *How do you typically get around your jurisdiction, and how does that shape your policy outlook?*

I usually drive, but I also walk when I can. Living in the county and operating a downtown business has shown me how important safe, connected transportation is for residents, businesses and visitors. When I'm downtown and have to go to the grocery store for a banana run, or sneak out to go to the gym I walk. I obviously have to drive to get downtown due to the location of where I live and I'm often dropping off one of my daughters somewhere in between.

2. *What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?*

Amherstburg has made so much progress in my opinion. We have new lanes in place and many new trails as well as designated areas to cycle. However, connectivity and safe infrastructure are still pretty inconsistent. Some of the painted lanes just stop and turn into a road with no sidewalk or lane. We also need routes that safely connect neighbourhoods, schools, businesses and surrounding communities.

3. *If elected, what would be your top three transportation priorities?*

A) Reduced speed limits. B) Better traffic planning all around as Amherstburg grows C)Safe, connected cycling, pedestrian and accessible infrastructure.

4. *The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?*

I would work with the County to prioritize missing connections, pursue available funding, reduce speed limits where appropriate, and ensure cycling infrastructure is incorporated into road projects from the beginning—not added as an afterthought. It is my understanding that CWATS is already expanding toward its 1,000-km goal.

5. *Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

Yes. Safety must come first. I would support safer road design, reduced speed limits, improved crossings, enforcement and infrastructure that separates cyclists from vehicles where appropriate.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

I think it would be beneficial to make cycling a year-round option for those who choose it. Bike lanes and pathways should receive the same winter maintenance as roads.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

To reduce barriers, I would plan for accessibility and affordability from the beginning. Infrastructure should serve people of all ages and abilities, including those with disabilities, and investment should extend beyond the downtown core. Reducing speed

limits in areas with high pedestrian and cycling activity would also help make active transportation safer and more accessible.

Wes Ewer:

1. *How do you typically get around your jurisdiction, and how does that shape your policy outlook?*

I live in rural Amherstburg, so most of my travel is by vehicle. However, my family also uses local bike lanes and trail connections to access parks, schools, and other amenities. Having that access has given me a greater appreciation for active transportation and the role it plays in connecting residents safely to their community. If those facilities were not available, travelling by bike would be much more difficult and less appealing for many families. That perspective has helped shape my support for safe cycling and active transportation infrastructure.

2. *What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?*

We are fortunate to have strong community partners and advocates, particularly WEBC. Beyond promoting cycling, they have taken on a stewardship role for trail networks and have helped develop, maintain, and showcase some incredible community assets. I believe the long-term goal should be a connected active transportation network that links communities across Essex County and provides safe transportation and recreation opportunities for residents and visitors alike. Significant progress has been made in recent years through the Greenway trails and other active transportation initiatives. I support continuing that momentum and looking for opportunities to responsibly expand and connect the network.

3. *If elected, what would be your top three transportation priorities?*

Continue supporting active transportation initiatives and partnerships with organizations such as WEBC.

Support projects that expand and better connect cycling and trail networks throughout Essex County.

Review public transit service and utilization in Amherstburg to ensure residents have access to transportation options that meet their needs and provide good value for taxpayers.

4. *The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?*

Council is a team effort, and no individual member can achieve these goals alone. My role would be to be a vocal supporter of active transportation projects around the council table and to work toward building consensus where possible. I would also advocate for Amherstburg's representatives at County Council to support initiatives that align with CWATS goals.

Beyond funding and policy decisions, I think one of the most effective things municipalities can do is empower community organizations and volunteers. WEBC has demonstrated what is possible when a passionate group takes ownership of a vision, acts as a steward for community assets, and works collaboratively to improve access to cycling and active transportation opportunities. It can be said for most municipal projects that when the community rallies behind an idea, progress becomes much easier to achieve.

5. *Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

No loss of life or serious injury on our roads is acceptable. I think most people would agree with that principle.

I support a review of speed limits in built-up residential areas because, if we are being honest about driving habits, many drivers tend to travel above the posted limit. Reviewing speeds, expanding community safety zones where appropriate, and ensuring meaningful enforcement are all tools that can help improve safety.

I also believe new developments should be designed from the start with active transportation in mind, including safe connections to existing cycling and trail networks.

Infrastructure, education, and enforcement all have a role to play in improving safety outcomes.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

I recognize that for some residents, cycling is not just recreation but a primary mode of transportation. Because of that, bike lanes and active transportation infrastructure should be maintained and cleared as effectively as practical during the winter months. While priorities may vary depending on available resources and weather conditions, cyclists deserve safe and reliable access year-round, just as pedestrians and motorists do.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

Access should be a consideration in all municipal planning, including active transportation. I have been impressed by programs such as the annual bike safety events offered through our policing partners, which help make cycling more accessible and safer for families.

I also believe groups such as WEBC play an important role in encouraging participation across all ages and backgrounds. From a municipal perspective, the best way to reduce barriers is to ensure infrastructure is connected, safe, and available throughout the community. Strong partnerships with community organizations, schools, businesses, and service groups can also help improve access to cycling opportunities for residents who may otherwise face barriers to participation.

Essex

Mayor

Sherry Bondy:

1. *How do you typically get around your jurisdiction, and how does that shape your policy outlook?*

Essex has a lot of rural areas, I live in Harrow and drive to the office in Essex daily. I have young girls who are very active and we cycle as a family around the neighbourhood and they ride their bikes to their dad's house and back since he lives close by. When they were little I also took them to school and daycare with a bike trailer.

2. *What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?*

The current state leaves room for improvement but each year both the town and County are looking at filling gaps. I am most proud of completing the Essex segment of County road 50 this term of council with a paved shoulder in Essex. There are some more areas in Kingsville and Amherstburg I hope to see completed next term of County Council. I am a strong advocate for the County's paved shoulder program not only for active transportation users, but I believe paid shoulders extend the life expectancy of a road. We do have a built out CWATS program in the works, one of the challenges is funding. This term of County council an agreement was made with the municipalities on cost, sharing for maintenance and future repairs. I think that that is necessary to outline who is responsible for what. One of my pet peeves over my time on council is the lack of maintenance on our paved shoulders when it comes to gravel and debris so now that this is defined, we can dictate who ensures that these trails not only exist, but are safe to ride on.

3. *If elected, what would be your top three transportation priorities?*

Elected again my top priorities focus around Essex Ward one and that is the Maidstone trail along McDonalds, Tim's Home-hard ware. I would also like to see the finish of the trail on County road 8 and the gaps closed on County road 50.

4. *The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?*

We have an annual CWATS presentation each year at council under my direction as I want to ensure we are seeing progress and securing funding for any areas that need improvement. We do have some gaps in municipality and are taking steps to address them one budget at a time. We are lucky that we have the Greenway that connects us from one end of the municipality to the other working with our partners to ensure the Greenway as well maintained is another goal as the Essex Region Conservation authority transitions. We also met with Share the Road and worked on a social media page on cycling. I raised a motion about a year ago for cycle tourism, and that we could market that cyclist could park at Town facilities overnight. I also took a bike trip with Tom and Sue on route they selected to show me good cycling roads and areas for improvement. We can always use better signage for safer routes as well.

5. *Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

No one wants to see any deaths of road users anywhere- at County we now have reviewed all 1008 intersections and our administration are addressing problems areas in order of risk. Before this term of County council, there was no real data on safety priorities so I'm proud that this term was able to lock that down. I am also out there in the community all the time seeing areas of trials that need maintenance and I report them directly to administration adding new trails is great, but I also believe in taking care of what is here so I am an extra set of eyes and ears out there in the community.

6- In the Town of Essex, we maintain our trails so that they can be used all year round. If it is a major storm the roads are done first, and then the trails are done next I pride myself with a high level of service that the Town of Essex supports. This again was an agreement that we came up with a county council his term to layout who does what on the shared trails and now that we know the Town of Essex is responsible for maintenance. I will be a strong advocate if elected again.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

If we are serious about cycling being transportation and not just a summer recreational activity, our infrastructure needs to be usable year-round.

I support maintaining dedicated cycling infrastructure and pathways during the winter to a standard that makes them safe and practical to use. Where bike lanes and pathways are part of our transportation network, winter maintenance needs to be incorporated into the municipality's and County's maintenance planning rather than treated as an afterthought.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

I have worked in the past to reduce barriers by trying to ensure that everybody in my community has access to a bicycle that they can use. I also work to ensure that Essex is a very inclusive and accessible municipality by ensuring that we have adequate spaces for bicycles to be secured as people move about our municipality. We have had a great relationship with the CWATS group and have several bicycle repair stations in our town. I have also done annual yard sales and I've had assistance from a local bike shop to fix up bikes for the yard sale so low income families can have access to bikes.

Ward 1

Andrew George:

1. *How do you typically get around your jurisdiction, and how does that shape your policy outlook?*

Drive or bike. I never walk. Why walk when we have wheels ;)

2. *What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?*

Multi-use trails are a very important feature that so many in our community use. There are still many gaps in the greenway/former railway line regional trail network, and ERCA doesn't necessarily have the budget to finish it anytime soon, but it's an admirable project to aim for.

3. *If elected, what would be your top three transportation priorities?*

With the increased price of gas/diesel/probably not ever coming back down, I aim to stimulate transportation efficiencies.
Check this video out, I'd like to democratize the delivery system of Essex County Library: https://youtu.be/Jw3EM2wVmUo
I also think ride shares and efficiency trips should be more of a thing between neighbours and community members.
Encourage biking around town.

4. *The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?*

ERCA (and the new amalgamated Conservation Authority) needs to prioritize the completion of its trail network. Check this video of a simple 1 block section that they still have to complete: https://youtube.com/shorts/rkPXo6rzMTo?feature=share

5. *Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

Dedicated bike lanes on major roads is important. I think most major cycling injuries are occurring on the higher speed roads.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

I tried it a few times in Calgary - brrr. Town of Essex doesn't have very many bike lanes at all unfortunately.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

Just as trike motorcycles improved safety and accessibility for motorcyclists, I like the idea of trike bikes for older people or those with disabilities.

Ward 2

Ben Orlando:

1. *How do you typically get around your jurisdiction, and how does that shape your policy outlook?*

Living and working in the community, I primarily get around by vehicle. In a rural area like Ward 2, that is often a necessity, particularly for families, agricultural properties and residents who need to travel longer distances.

That said, I recognize that not every resident has the same transportation options. I believe our transportation planning should provide safe choices for motorists, cyclists and pedestrians while recognizing the unique needs of both our urban and rural communities.

2. *What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?*

Essex County has made progress in developing cycling infrastructure, and the CWATS network has created important connections between communities.

However, there are still gaps, particularly in rural areas and between communities. Connectivity and safety are key. A bike route is much more useful when it provides a continuous, safe connection rather than ending unexpectedly or forcing cyclists onto roads where conditions may be less suitable.

I would support continued investment where it is practical, safe and provides meaningful connections.

3. *If elected, what would be your top three transportation priorities?*

1.I would support a practical, phased approach to expanding the network, with priority given to routes that connect communities, schools, parks, recreational areas and other important destinations. 2. I would also look at opportunities to work with municipalities, the County, senior levels of government and community organizations to secure funding and avoid putting unnecessary pressure on local taxpayers. 3. For me, the focus should be on building infrastructure that is safe, connected, maintained and actually used.

4. *The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?*

Yes. I believe every reasonable effort should be made to reduce serious injuries and fatalities on our roads.

I would support a data-driven approach to identifying high-risk areas and considering appropriate solutions, including improved road design, signage, lighting, traffic-calming measures, appropriate speed limits and enforcement.

Safety needs to be considered when roads are designed and reconstructed, rather than being treated as an afterthought.

5. *Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

I believe residents who choose to cycle in the winter should have safe infrastructure available to them.

At the same time, Essex County has a large rural road network and significant winter maintenance responsibilities. I would support establishing clear maintenance priorities and standards for important cycling routes and pathways, while making sure those expectations are balanced with the realities and costs of winter operations.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

Advocate to look for ways to keep infrastructure safe through the winter and use our platforms to remind folks to be mindful of all season biking and sidewalk maintenance. Asking staff what is currently done or what it would take to plow key bike routes and pathways to the same standard as roads.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

The first step is listening to the people who face those barriers.

When planning transportation investments, we should consider age, mobility, income, accessibility and the needs of residents who may not have access to a vehicle.

I would support prioritizing projects that improve access to important destinations and provide safe transportation options for the greatest number of residents, while ensuring accessibility is considered from the beginning of the design process.

Ward 4

Rachael Mills:

1. *How do you typically get around your jurisdiction, and how does that shape your policy outlook?*

One of my favourite parts of buying our first home in Harrow is how close we are to the core and the things we want to do and support. We can and most often do walk and bike and have less dependence on our vehicles with these choices. Being immersed in the community this way inspires me to want to represent us in this ward and push for a path forward that is connected, accessible and safe, with infrastructure that helps people explore and get around.

2. *What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?*

There's certainly room for improvements as more folks look to navigate and explore outside of their vehicles. The Greenway is a fantastic amenity and a great connector to neighbouring municipalities as well. The bike route to Colchester also brings people into the area to explore. Where we can grow is safe, connected routes, with e-bike and tourism in mind too. Routes that connect to experiences and places to explore.

3. *If elected, what would be your top three transportation priorities?*

I would like to explore this relationship and conversation further! I'd like to be an advocate for building active transportation into developments or road plans and projects, creating and connecting safe routes, and seeking funding to enhance how people navigate and invest in our community while lessening financial burden on residents.

4. *The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?*

I would be a good municipal partner by staying engaged with the County and Bike Windsor Essex. Looking to identify gaps and concerns in our ward, then building a plan for investment and funding advocacy so we keep making progress toward connecting communities and supporting local tourism and opportunity .

5. *Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

No loss of life or serious injury on our road ways is acceptable. I'd champion roads and routes that are safe, realistic to fit into daily life, and connect the places we want and need to go, for several ways of travelling. I'd also support designs that naturally slow traffic and I'd listen to neighbours about where they see concerns.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

Advocate to look for ways to keep infrastructure safe through the winter and use our platforms to remind folks to be mindful of all season biking and sidewalk maintenance. Asking staff what is currently done or what it would take to plow key bike routes and pathways to the same standard as roads.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

Advocate for connectivity within our municipality and with our neighbours (there's so much opportunity). Advocate for funding and investment that improves the accessibility, connectivity and safety of our roads and trails, and keep the conversation going on public transportation opportunities and partnerships across Essex County based on needs and data. Ensure numerous user perspectives and abilities are engaged and considered.

Kingsville

Mayor

Marry Ellen Havlik:

1. *How do you typically get around your jurisdiction, and how does that shape your policy outlook?*

I get around Kingsville primarily by car, but I also walk regularly and spend a lot of time travelling throughout the municipality. That gives me a firsthand perspective on the different needs of Kingsville, Cottam, Ruthven and our rural areas.

I want to ensure that transportation planning reflects our community needs. This includes safe roads and sidewalks, accessibility, active transportation and practical options for residents who may not drive.

I believe that we need to listen to residents about what is working, what isn't, and where improvements would make the greatest difference.

2. *What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?*

I see our Kingsville cycling infrastructure as an important part of the wider transportation network, but one that still has gaps. We have some good connections and trails, but they are not yet a continuous, practical network that works equally well for residents across Kingsville, Cottam, Ruthven and our rural areas.

I would like to see greater attention paid to safe connections between communities, key destinations and existing trails, rather than simply adding isolated sections.

3. *If elected, what would be your top three transportation priorities?*

Maintaining what we have, improving safety and connectivity, and planning for our whole community.

4. *The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?*

I would focus on building a connected, practical network, prioritizing gaps between Kingsville, Cottam, Ruthven, rural areas, schools, parks, businesses and existing trails.

I would support safe, accessible and well-maintained routes, while strengthening eco-tourism by connecting cycling routes with our waterfront, farms, wineries, restaurants and other attractions. Ultimately, success should be measured by whether our cycling routes provide safe, meaningful connections for residents and visitors.

5. *Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

I would support safer road design and cycling connections, reduced speed limits based on evidence and road conditions, improved crossings and signage, and targeted enforcement where it is most effective. I would also support using collision and traffic data to identify high-risk locations and prioritize improvements.
I would also make sure safety is considered whenever roads are reconstructed or new development is planned.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

I would support clear maintenance standards for snow removal, salting and clearing of routes, with priority routes identified and maintained. I would also want to review the costs and current service levels to ensure we are providing a practical, consistent standard across the municipality.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

I would support planning that considers accessibility,and safe connections to schools, services and employment. I would also want to understand the needs of residents who may not have access to a vehicle. To this end, I would ensure that residents are involved early in identifying barriers and also priorities so investments are based on actual community needs.

Deputy Mayor

Kimberly DeYong:

1. *How do you typically get around your jurisdiction, and how does that shape your policy outlook?*

I typically get around via a car because I live in a rurally and attend various locations around the community most days. When it comes to policy, I support good roads and safe, active transportation.

2. *What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?*

The CWATS program has made great strides in providing active transportation options around the county. Kingsville has a few gaps but is supportive of working with the county to continue building out this cycling infrastructure.

3. *If elected, what would be your top three transportation priorities?*

1) Address traffic calming as an ongoing priority, particularly in areas where pedestrian and cycling safety is a concern.

2) Build safer infrastructure by requiring wider multi-use paths in new developments and roadways, such as the path on Road 2 and the planned west-side collector road. We also need safe routes for students walking to and from school, including sidewalks and safe crossings.

3) Promote cycling and “Share the Road” through more community bike-riding events and work with organizers to identify gaps in our cycling infrastructure.

4. *The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?*

Continue partnering with the county to support this work.

5. *Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

More needs to be done for traffic calming to make the roads safer for everyone.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

Kingsville ploughs roads, multi use trails and sidewalks.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

Participate in hosting more bicycle pay-what-you-can events with Bike Windsor Essex!

Councillor

Sam Hrutka:

1. *How do you typically get around your jurisdiction, and how does that shape your policy outlook?*

I typically drive. I am in agriculture so it is essential for me to have a vehicle for work purposes. I walk at leisure being a dog owner I used to ride a bike with the kids when they were younger but our family all have a bike and on occasion we go for a ride

2. *What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?*

At the county level in kingsville I would say heritage rd (cty rd 50) needs a lot of Improvement for bike and pedestrian safety some parts have bike lanes but it is a narrow road but it is a nice scenic route.

3. *If elected, what would be your top three transportation priorities?*

I would like to see multi use paths increased gradually as sidewalks need to be replaced. More education for cyclists and motorists , possibly advocate the province for a cycling path along highway 3.

4. *The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?*

Communication between user groups neighboring communities and the county and set goals over a set time period

5. *Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

Actually for everyone's safety in Kingsville I would like to make all residential areas in Kingsville 40/kph .

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

Kingsville does clean its paths I m not sure if ERCA does the greenway but if budget allows after the road crew is caught up to go back and push the snow to the curbs edge

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

Kingsville has a very high population of migrant workers who rely on bicycles everyday. I would support a translation app for cycling safety for them I would encourage children to still use a sidewalk in high traffic areas.

Rina Testa-Plancke:

1. *How do you typically get around your jurisdiction, and how does that shape your policy outlook?*

My husband and I walk quite a lot for exercise and local shopping / recreation access within Kingsville proper where we live. That being said, I do work in Tecumseh and drive to and from my workplace daily. My husband and grown sons cycle to their respective workplaces occasionally, and ride many kilometers during the non winter months. They have expressed on multiple occasions that the cycling network within Kingsville seems disconnected and somewhat arbitrary. If elected, I am hoping to champion a comprehensive cycling, trail, multi-use pathway master plan. This would include policy update / creation as well as Development Standard upgrades, in conjunction with the CWATS program to enhance and or compliment existing infrastructure, and to include provision for connectivity in new development plans.

2. *What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?*

As stated in bullet 1, the existing cycling infrastructure network (both Town, and County) does seem to be disconnected. I realize it takes many years/budgets to realize the completion of projects that align with CWATS, and long term municipal plans and in

time, many of the gaps will be closed. There are sections of the CWATS network that work very well for all users, while some truly only benefit cyclists, yet others favour non cyclist uses. I believe more coordination between municipal and County decision makers, including stakeholder groups is required. Projects being completed by each jurisdiction sometimes do not align, or are not properly designed or constructed appropriately to address the needs of all users and safety considerations.

3. *If elected, what would be your top three transportation priorities?*

Unfortunately it is hard to pick just three and equally difficult to qualify any one priority over another however; if forced to rank my top three, they would be: Regional transit implementation, Active transportation facility enhancement/connectivity, and Policy creation / update to require active transportation considerations in all new development plans.

4. *The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?*

As stated previously; coordination of effort between the municipalities, and County with inclusion of stakeholder / advisory groups is imperative to the success of the CWATS program. For Kingsville, contribution to a CWATS / Active transportation budget reserve to adequately fund the Town's share of CWATS as well as other active transportation projects is essential to ensure that when plans to construct / enhance existing facilities are brought forward; sufficient funds are in place to ensure the project(s) move to the next stage, and not waiting until the next budget cycle(s) for funding approval.

5. *Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

I wholeheartedly believe in the Vision Zero mantra, and have noted many instances of negative bicycle/ vehicle interaction within Kingsville and area. We have many migrant workers /others that utilize bicycles as their primary means of transportation. There are far too many "ghost bicycles" placed along our local roadways as reminders of those that have been killed or seriously injured through collision. New road design can include

provision for safe cycling facilities in conjunction with or independently of other active transportation uses. Speed reduction within specific high cycle traffic volume areas should be analyzed on a frequent basis (minimum yearly) to ensure vehicle volume and speed aren't compounding safety concerns for all users. Education, and enforcement of existing legislation, policy, and practice needs to be enhanced.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

Winter cycling is inherently more dangerous, but can be managed properly if it is the will of jurisdictions in authority of the road infrastructure. Obviously there is an additional cost to practicing curb to curb clearing and road maintenance to address winter cycling practice. Council will need to decide if that level of service is warranted (based on expense only) for the relatively low number of four season "die hard" cyclists. Many of the municipal paths and multi-use trails are specifically not maintained in the winter and advertised as such due to liability concerns surrounding adequate maintenance. On road cycling facilities may end up being far too expensive to properly maintain to fully address liability concerns. Worth a discussion and likely creation of, or revision to a level of service policy to address this specific concern.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

Cycling can be a relatively inexpensive essential transportation, recreation, activity, but does require foresight to properly design, and maintain facilities to ensure all users have safe infrastructure. Coordination between municipal, county, and stakeholder groups is essential to ensure the needs of each community within Essex County is met. Different design criteria inclusive of the groups mentioned should be factored into all designs. In some cases different or multiple facilities may need to be constructed to properly address the challenges of specific users. There is never just a "one size fits all" facility. What may work for one user ends up as a barrier to others.

Lakeshore

Mayor

Tracey Bailey:

1. *How do you typically get around your jurisdiction, and how does that shape your policy outlook?*

Most often, I travel Lakeshore by vehicle. That is partly the reality of representing a municipality as geographically large and dispersed as ours, where I can be travelling between Belle River, Comber, Stoney Point, Woodslee, Lighthouse Cove and our rural areas in the same day.
But that actually reinforces for me why transportation planning cannot be about the automobile alone. We need to design communities where people have choices, driving, walking, cycling and other forms of active transportation. I also cycle and enjoy being connected from my home in St. Joachim to the new bridge.

One of the things I particularly support is connectivity. A trail is much more useful when it actually takes someone somewhere — connecting neighbourhoods to schools, parks, recreation, businesses and other communities. That is exactly the direction identified in Lakeshore's own trail planning. I will admit that there have been many attempts to pull out funding and commitment from budgets, to date I have pushed back hard.

2. *What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?*

We have made significant progress, but the network is not finished.
One of Lakeshore's greatest strengths is that we already have more than 60 km of connected, safe, off-road greenway trails, including the Comber Trail, Earthwalk Trail and CWATS and share the road connections. Our flat geography also gives us enormous potential for both recreational cycling and cycling tourism.

We also worked hard to complete missing links identified by share the road advocacy.

The weakness is still the gaps. We need to continue closing missing links, improving crossings and providing appropriate separation from traffic where circumstances warrant it.

I also want us to keep incorporating active transportation when major roads are reconstructed rather than trying to retrofit it afterward. County Road 22 is an example: the current reconstruction design includes a multi-use path on the south side and a sidewalk on the north side.

I am.not a fan of the bollards in my community and would love more consultation on appropriate separation.

3. *If elected, what would be your top three transportation priorities?*

My three priorities would be:
Deliver the major road and infrastructure projects already planned including County Road 22 and our long-term road rehabilitation program. This project will be giant next term. I would like to finish the County 31 loop and continue building a connected active transportation network by closing gaps between trails, neighbourhoods, parks, schools and community destinations and continuing our partnership through CWATS.

4. *The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?*

Keep building it! and keep funding it! I would continue supporting CWATS applications and municipal matching investments, look for provincial and federal infrastructure funding, build active transportation into road reconstruction projects, close network gaps and strengthen connections between our communities and the larger regional network.

5. *Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

Yes. The principle that we should design our transportation system to prevent deaths and serious injuries is one I support.
There isn't one single solution. I support using the right combination of road design, separated infrastructure where appropriate, paved shoulders, safe crossings,

appropriate speed limits, traffic calming where evidence supports it, good signage and pavement markings, education and enforcement.

I also believe we need to design for human behaviour. Simply posting a sign does not necessarily make a road safe.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

I would be cautious about promising that every trail can immediately receive exactly the same service standard as every road because different facilities have different designs, equipment requirements and operational constraints. But our busiest transportation connections should not simply become unusable for months of the year. I think we can expect to see some of this on County Rd 22

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

For me, this comes back to designing infrastructure for all ages and abilities. In my day job I operate a food bank. I would love to see development that connects people safely. I worry every time someone leaves the trail. Lakeshore's planning does already recognize that trails can connect neighbourhoods with parks, schools and other community assets. I want to continue building on that approach. Transportation choice is also an affordability issue. Safe walking and cycling infrastructure gives residents another way to get around without always having to rely on a vehicle.

Sam Sinjari:

1. *How do you typically get around your jurisdiction, and how does that shape your policy outlook?*

I do most of my travel around Lakeshore by vehicle. Lakeshore is large and spread out, and for many residents a vehicle is a necessity. That does not mean it should be the only safe choice.

Good transportation policy gives people options. Driving, walking, cycling and accessible mobility should work together. My approach is practical: build a transportation system that is safe, connected and usable for everyone.

2. *What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?*

There has been progress, but the network is not complete. Lakeshore has more than 60 kilometres of connected off-road greenway trails, and the County continues to expand CWATS. The County is also adding active transportation infrastructure through projects such as County Road 42. The weakness is connectivity. A trail, bike lane or paved shoulder is only as useful as the connections around it. We need to keep closing gaps between neighbourhoods, schools, parks, businesses and community destinations. Lakeshore's own Official Plan calls for those continuous connections.

3. *If elected, what would be your top three transportation priorities?*

First, safety. Roads, intersections, crossings and neighbourhood streets should be designed around preventing serious injuries.

Second, maintaining and improving the infrastructure we already have. Roads, bridges, sidewalks, trails and drainage all require disciplined long-term capital planning.

Third, connectivity. I support building a transportation network where walking and cycling are safe, realistic choices alongside driving, particularly around schools, parks and community centres.

4. *The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?*

Put active transportation into capital planning instead of treating it as an afterthought.

When roads are reconstructed, we should examine whether sidewalks, multi-use paths, paved shoulders, safe crossings or separated cycling infrastructure can reasonably be incorporated at the same time.

I would work with Essex County, neighbouring municipalities, ERCA and community organizations to identify missing links, pursue available funding and prioritize projects that actually connect people to destinations. The County's long-term CWATS objective remains a connected 1,000-kilometre network.

Good planning means building connections once and building them properly.

5. *Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

Yes. The principle is simple. Death or life-changing injury should not be accepted as the inevitable cost of getting from one place to another.

That means safer road design, better crossings, traffic calming where appropriate, evidence-based speed management, safer school zones, improved visibility and lighting, separated facilities where warranted, and using collision data to identify dangerous locations before another serious incident occurs.

I would also support reviewing lower-speed environments around schools, parks and neighbourhood streets where the evidence and engineering support it.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

If we call something transportation infrastructure, it should not effectively disappear for several months of the year. I support establishing clear winter-maintenance standards for priority cycling and multi-use routes so residents know which routes will be maintained and when. That has to be operationally and financially responsible, but year-round infrastructure should mean exactly that: year-round.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

Safe transportation should not be a luxury.

Investment should consider who can actually use the infrastructure. That means universal and accessible design, safe connections to schools and public facilities, secure bicycle parking, affordable cycling programs, education and repair initiatives, and listening directly to residents who face barriers before decisions are made.

I would also welcome partnerships with organizations such as Bike Windsor Essex that already provide cycling education and help improve access to affordable bicycles.

Equity, to me, is practical. Public infrastructure should work for as many people as possible.

Ward 1

Kenneth Poisson:

I am a daily /regular user of my bicycle and I live along the CWAT trail here on Old Tecumseh Road in Lakeshore.
I spoke at our last council meeting to understand why they were removing the CWAT designation from some of our municipal roads and I was told this was backed by the cycling community.

I challenged our council (with the map up on screen) to make it easy for our cycling community to go from GHB to Lakeshore.

I can tell you I have brought many Essex county HWY and Lakeshore staff to show them the challenges on our part of the CWATS and still not one has addressed one issue on this stretch.

Ward 2

Owen Crampsie:

1. *How do you typically get around your jurisdiction, and how does that shape your policy outlook?*

Lakeshore, we are a bit secluded from the main part of Belle River, and our road is not safe for walkers, joggers or cyclists. We have no bike/walk lanes and the way drivers speed these days it's common for us to feel unsafe. I speed-walk 4 kms every day from one end of West Puce to the other and I have experienced the danger firsthand every day. The same is true for most of both sides of County Rd 22 from East Puce Rd to Belle River. Old Tecumseh Rd has bike/walk lanes while much of the stretch of County Rd 22 I mentioned has gravel shoulders, which are obviously uneven and dangerous for walkers and cyclists.

2. *What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?*

In Lakeshore I see far too many county roads without bike/walk lanes but with unnecessary ditches and many county roads are refinished with tar and chip materials that are pool quality, incredibly dusty and their loose stone instability make walking/cycling very dangerous. In 2026 this should not be the case in my opinion.

3. *If elected, what would be your top three transportation priorities?*

My three priorities would be:
Deliver the major road and infrastructure projects already planned including County Road 22 and our long-term road rehabilitation program. This project will be giant next term. I would like to finish the County 31 loop and continue building a connected active transportation network by closing gaps between trails, neighbourhoods, parks, schools and community destinations and continuing our partnership through CWATS.

4. *The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?*

Big changes in infrastructure require funding and budgeting to find money for those changes, but that's what progress is about. We used to have horse and carriage on dirt roads in Lakeshore, progress changed that. We need to work on the transit system in Lakeshore I mentioned before, and make necessary budget adjustments to account for needed upgrades to our transportation systems connecting more people and businesses long term.

5. *Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

Of course I support reducing/eliminating loss of life and injuries to cyclists, as well as walkers and joggers, the incidents are almost always the fault of drivers, so naturally I would push for safer roads, including more bike/walk lanes, better enforcement of speed limits, speed bumps and stronger enforcement against speeding/drunk/high drivers. I am a cyclist and also a motorcyclist, drivers are getting worse at seeing and respecting 2 wheel travellers.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

I feel cyclists should feel safe riding year-round if they can handle the colder temps, also true of walkers and joggers and motorcyclists. I know I am repeating this but bike/walk lanes are a must to improve safety and there is no reason they cannot be cleared of snow and ice just like roads need to be.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

I have a lot of experience in non-profit and support of disabled and special needs groups, including being on the John McGivney Children's Centre Board of Directors, founding and running The Giving Eight and most recently founding The Giving Hope Connection (please see on Facebook and support our efforts), and I would like to see a non-profit established to support those communities to have access to cycling as well as transportation needs.

Ward 3

No candidate responses from Ward 3.

Ward 4

Kelsey Santarossa:

1. *How do you typically get around your jurisdiction, and how does that shape your policy outlook?*

My main form of transportation is driving, particularly as I work outside of the municipality. We try to drive our EV as much as possible, but we do have two vehicles. When I am just getting around the neighbourhood or into town to get groceries, enjoy parks or the beach, or attend a council meeting, I typically walk and may also be pushing a stroller. That has significantly shaped my perspective in town as I notice all the pedestrian infrastructure: aging narrow sidewalks, trails that end abruptly, lack of crosswalks or paths over rail lines, and more. I also find that kids are often on their bikes or scooters on the sidewalks.

2. *What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?*

I would argue that the County has done a better job in recent years in constructing more paved shoulders. In Lakeshore, we have also focused more heavily on multi-use trails in our parks and as we look to the County Rd 22 expansion. I think we have one of the better County examples of cycling and pedestrian infrastructure along Old Tecumseh Rd. This said, the County-owned infrastructure typically hosts higher speed limits and means that most cycling infrastructure is best suited for experienced sport riders, and not necessarily the daily commuter or recreational rider. We also have many routes that pass through or have to skirt around privately owned roadways in Lakeshore that mean that conditions vary widely from road to road.

3. *If elected, what would be your top three transportation priorities?*

My answers below focus on active transportation:
Immediate: Enhance the sidewalk missing link and replacement programs.
Mid-term: Work on assuming private roadways to bring those roads into our life-cycling program in an effort to create consistent conditions.
Long-term: Building housing with density targets that will support future public transportation. A key opportunity in the next term will be as we look to Wallace Woods and the County Rd 22 Corridor.

4. *The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?*

My priorities are in getting cyclists safer access to networks along the waterfront, particularly as we look at assuming private roadways during road life-cycling. We also have several projects that have been directed that need to be seen to completion including the loop around the Ruscom River and the pathway out of the Seasons Creek subdivision. I would certainly be an advocate for our Mayor and Deputy Mayor at County Council to continue pursuing investment regionally to support key connections.

5. *Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

Absolutely! I have been a champion of traffic calming measures since I was first elected and was hoping we would see our new traffic calming policy come forward before the end of this current term. I support soft traffic calming measures, and building new communities and roads with traffic calming in mind. I am eager to look for opportunities to reduce speed limits in residential areas over the next term. In reviewing the OPP's 2025 report, their speeding infractions have increased 53% over two years (2023-2025) and I will work to ensure the resources exist to continue enforcement for speeding as well as distracted and impaired driving.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

This is a challenging one for me in Lakeshore as I don't know what the demand would be for cycling infrastructure in the municipality over the winter. We do clear several of our park trails, but I would want to learn more about demand before committing to winter standards. If I were running in Leamington or Kingsville where migrant workers were reliant on infrastructure to support local industry, or in Windsor, with the density, demand, and bike lane infrastructure growing, I would be an advocate for higher standards.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

One of the things that we can do is to start as young as possible. We can work with community partners to host bike clinics in accessible places in town, work to install bike repair stations in public parks, and ensure that we have safe bike storage in publicly owned spaces.

Ward 5

No candidate responses from Ward 5.

Ward 6

No candidate responses from Ward 6.

Lasalle

Mayor

Crystal Meloche:

1. *How do you typically get around your jurisdiction, and how does that shape your policy outlook?*

Like many LaSalle residents, I rely on my vehicle for much of my day, especially when travelling between meetings and community events. However, I also enjoy walking and will often walk to Town Hall for meetings when I know it is my last commitment of the evening and I don't have to rush off to another location.

I would love to see a future where more residents have that same choice in their everyday lives. My vision is for LaSalle to have a fully connected network of trails, pathways and safe cycling routes that allow people to walk or cycle not just for recreation, but to get to work, pick up groceries, meet friends for dinner or visit one of our local businesses.

We have already built a strong foundation with our existing trail network, but I believe there is so much more we can do. As our community continues to grow, we need to make sure we are connecting neighbourhoods to the places people actually want and need to go. For me, active transportation is about giving residents more options, improving their quality of life and creating a community where getting from one place to another doesn't always mean getting into a vehicle.

2. *What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?*

When it comes specifically to the County Wide Active Transportation System (CWATS), LaSalle currently has limited County cycling infrastructure. One of the reasons for this is that LaSalle was forward-thinking and began investing in its own extensive trail network well before CWATS was established. Today, we have more than 50 kilometres of paved trails throughout our community, something I believe we should be very proud of.

Under the County's current CWATS framework, I don't anticipate seeing a significant number of additional County cycling routes developed within LaSalle. However, one important project that has been committed to is the continuation of the paved shoulders

along Malden Road. Building on the recently completed improvements near the River Canard Bridge, the County plans to extend that infrastructure north to our Town Centre over the next two years. This will close an important gap and provide a safer, more continuous north-south cycling connection.

While LaSalle has done a great deal on its own, I believe our biggest challenge moving forward is connectivity. We have an excellent municipal trail system, but we need to continue finding ways to connect it with County infrastructure and neighbouring communities. I would also like to see greater consideration given to Front Road, particularly with the opportunities the Gordie Howe International Bridge will bring for cycling tourism and regional travel.We have approved a Front Rd. EA for 2027 that will consider exactly this.

For me, the goal isn't simply to add kilometres of cycling infrastructure. It's to make sure the infrastructure we build actually connects people to where they want to go. LaSalle has already laid a strong foundation, and I want to see us continue building on it while advocating for the regional connections that will make the entire system more useful for residents and visitors.

3. *If elected, what would be your top three transportation priorities?*

My first priority is continuing to improve the safety and condition of our roads while ensuring that pedestrian and cycling infrastructure remains part of our long-term planning. One of the most significant projects coming forward is the reconstruction of Malden Road, with construction expected to begin in 2027. This project will not only improve one of our busiest transportation corridors but will also incorporate important improvements for pedestrians and cyclists. As LaSalle continues to grow, I want to ensure that when we invest in our roads, we are thinking about everyone who uses them.

My second priority is continuing to expand and connect our trail and active transportation network. LaSalle has already invested heavily in building trails throughout our community, but my vision goes beyond simply adding more kilometres. I want to see a day when our entire Town is connected, allowing residents to safely walk or cycle from their neighbourhoods to schools, parks, work, grocery stores, restaurants and other local businesses. We need to focus on closing the gaps in our existing network and making active transportation a practical option for everyday life, not just recreation.

My third priority is improving our regional connections and recognizing the opportunities that active transportation can bring to our local economy. With the Gordie Howe

International Bridge and the continued development of our waterfront, we have an opportunity to attract cyclists and visitors into LaSalle. I want to explore additional cycling infrastructure along Front Road, improve connections to regional routes and expand our wayfinding signage so visitors can easily navigate our community and discover our parks, trails, waterfront and local businesses.

4. *The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?*

As Mayor of LaSalle and a member of Essex County Council, I believe we need to continue looking at active transportation from a regional perspective. We have made considerable investments in our individual communities, but the real opportunity is in connecting those networks so residents and visitors can travel safely between municipalities.

I would continue advocating for active transportation to be considered when County roads are reconstructed and for greater attention to be given to gaps between existing municipal and regional cycling routes. I also believe we need to look at how the County's CWATS framework can better recognize and support municipalities like LaSalle that began developing their own extensive trail networks long before CWATS was established.

One of the opportunities I am particularly interested in is the Gordie Howe International Bridge. With cycling and pedestrian access across the bridge, we have the potential to welcome visitors from Michigan who want to explore Windsor-Essex by bicycle. However, we need to make sure those visitors have safe and clearly identified routes to travel beyond the bridge itself.

For LaSalle, I would like to see us explore what additional infrastructure is needed along Front Road to create stronger connections to our waterfront, trails, parks and commercial areas. I also believe regional wayfinding signage should be a priority. We should be making it easy for cyclists to understand where they can travel, how our communities connect and what attractions and businesses are along the way.

I see tremendous potential for cycling tourism throughout Windsor-Essex. We have beautiful waterfronts, trails, wineries, restaurants, conservation areas and unique local businesses. By improving connections, signage and regional promotion, we can

encourage visitors to spend more time exploring our communities while supporting local economic development.

For me, achieving the CWATS goals isn't just about reaching 1,000 kilometres of infrastructure. It's about making sure those kilometres create a connected, safe and useful regional system.

5. *Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

Absolutely. No loss of life or serious injury on our roads should ever be considered acceptable, and I support the principles behind Vision Zero.

Road safety has been and will continue to be a priority for me. In LaSalle, we have made investments in intersection improvements, pedestrian crossings and traffic safety initiatives, and I believe we need to continue building on that work.

I support designing roads with all users in mind, including motorists, cyclists and pedestrians. This means considering safer intersections, improved crossings, appropriate speed limits, traffic-calming measures where warranted and dedicated or separated cycling infrastructure where feasible.

I also believe we need to pay particular attention to areas around schools, parks, recreational facilities and neighbourhoods where families and children are walking and cycling.

Education and enforcement are also important. Through our LaSalle Police Service, we have the ability to respond to local traffic concerns and continue educating drivers and cyclists about sharing our roads safely.

As we move forward with projects like Malden Road and other major road improvements, I want us to continue looking at how we can make those corridors safer for everyone.

I believe the best approach combines good infrastructure design, education, enforcement and ongoing review of areas where safety concerns have been identified.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

I recognize that for some residents, cycling and walking are not simply recreational activities during the warmer months. They are important forms of transportation throughout the year, and I believe we need to consider those needs as we continue developing our active transportation network.

In LaSalle, we already have established winter maintenance priorities, with our main transportation arteries receiving priority attention to keep them accessible for all road users. However, I also recognize that we cannot always get to every sidewalk or trail as quickly as residents would like. Some routes receive maintenance based on snowfall conditions and may not be cleared unless there has been a significant snowfall.

Winter maintenance is one of those areas where we have to balance the level of service residents would like with the staffing, equipment and financial resources available. Our crews work hard during winter events, but maintaining every road, sidewalk, trail and cycling route to the same standard and within the same timeframe is not something we can realistically commit to under our current resources.

That doesn't mean we shouldn't continue looking for improvements. As our trail network expands and more residents use active transportation for everyday travel, I believe we should continue reviewing our winter maintenance priorities and identifying where additional service could make the greatest difference.

I want residents to have safe transportation options throughout the year, but I also believe in being realistic about what we can deliver and making responsible decisions with taxpayers' dollars.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

I believe everyone should have the opportunity to enjoy and benefit from active transportation, regardless of their age, income, ability or where they live.

One of the most important things we can do is ensure that our investments are not limited to new developments or recreational destinations. We need to continue improving connections in established neighbourhoods and make sure residents can

safely access schools, parks, community facilities, employment areas and local businesses.

Accessibility also needs to be considered from the beginning of infrastructure planning. That includes trail surfaces, safe crossings, appropriate signage and designs that accommodate people with different mobility needs.

I also recognize that having a trail nearby does not necessarily mean someone has the equipment, confidence or knowledge to use it. That is why I believe organizations like the Bike Kitchen are so important. Providing affordable bicycles, repair services and cycling education helps remove barriers that infrastructure alone cannot address.

I would welcome opportunities to work with your organization and other community partners to explore cycling education programs, community events and initiatives that help more residents feel comfortable and confident using our trails and cycling routes.

I want LaSalle to be a community where a child can safely cycle to a park, a senior can enjoy our trails, a family can ride together and someone without access to a vehicle has realistic options for getting to work or running errands.

That is the type of community I want us to continue building.

Deputy Mayor

Simon Jacques:

1. *How do you typically get around your jurisdiction, and how does that shape your policy outlook?*

I like the freedom of using my bike to work-out, going to groceries, and even canvassing.
I would bike with you if I was invited. I welcome cyclists from outside LaSalle to bike in our trails and I'm looking to increase our safe bike lane,

2. *What is your assessment of the current state of the County's cycling infrastructure in your ward? Its strengths and weaknesses?*

Well it is dangerous to bike in country roads as you know we have some bike paths but they are not interlinked.

I can see a project with ERCA funding and lease-land deals with farmers along a canal that would run from Laurier to Ahmersburg and would give a unique biking experience. I made a map of what it could look like.

3. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

If the person uses the bike as a way of transportation to work we can make reasonable arrangements to plow the bike lanes.

4. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

People with limited vision are one example, the committee of accessibility can provide recommendations to improve the accessibility to our trails.

Councillor

Kate Paddon:

1. *How do you typically get around your jurisdiction, and how does that shape your policy outlook?*

I primarily get around LaSalle by car, although I also enjoy our trails and walking network recreationally. I think being honest about that is important, because my experience isn't necessarily the same as someone who relies on a bicycle, transit or walking for their everyday transportation.

What it does reinforce for me is that our transportation system needs to work for more than just drivers. Not everyone has access to a vehicle or is able to drive, and residents

should have safe, practical choices for getting around LaSalle, regardless of their age or ability.

For me, good transportation planning is ultimately about making it easier and safer for people to get where they need to go, however they choose or need to get there.

2. *What is your assessment of the current state of the County's cycling infrastructure in your ward? Its strengths and weaknesses?*

I think LaSalle has some real strengths, particularly our extensive trail system and connections to the broader CWATS network. That network continues to grow, including the current County Road 3/Malden Road project between County Road 8 and Canard Drive, which includes new paved shoulders as part of the 2026 CWATS program.

Where I see room for improvement is connectivity. A great trail or cycling facility is much less useful as transportation if you can't safely get to it, or if it ends before you reach where you're going. We still have gaps between neighbourhoods, trails, commercial areas and other destinations.

As LaSalle grows and renews existing infrastructure, I'd like us to look at those connections as a whole. I also think it's important that we listen to the people who regularly cycle those routes, because they can identify gaps and safety concerns that may not be obvious to someone looking at a map or driving the same road.

3. *If elected, what would be your top three transportation priorities?*

My top three would be **safer streets, better traffic flow and better connections between different ways of getting around LaSalle.**

Safer streets start with being proactive about speeding and dangerous locations, particularly around schools, parks, trails and residential neighbourhoods. Improving traffic flow and addressing congestion are also important, but I don't believe every solution should simply be about moving more cars.

Residents should have safe, practical choices for getting around LaSalle. That means creating a better-connected network where walking, cycling and transit are realistic options and closing the gaps between neighbourhoods and the places people need to go.

With LaSalle currently developing its five-year Transit Master Plan, I see a real opportunity to look at transportation more holistically and consider how transit and active transportation can better complement one another.

4. *The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?*

One of the most practical things we can do is consider active transportation when we're already rebuilding roads or planning new development, rather than trying to add it afterward.

We're seeing an example of that with the Malden Road reconstruction, which includes bike lanes, sidewalks and trails on both sides of the road, additional pedestrian crossovers and a new signal at Malden and Reaume (long overdue!).

As a councillor, I would support continuing to work with Essex County on CWATS, identifying gaps in LaSalle's network and looking for opportunities to better connect our neighbourhoods with trails, parks, commercial areas, the waterfront and neighbouring municipalities.

I also think we need to listen to cyclists about which connections would make the biggest difference. Municipalities have limited infrastructure dollars, so I'd rather see investments based on safety, connectivity and actual need than simply adding kilometres for the sake of reaching a target.

And as we build more infrastructure, we also need to plan and budget for maintaining it. I was encouraged to see Essex County establish a CWATS reserve in 2026 for renewal, rehabilitation and expansion of the network.

5. *Cyclist deaths and serious injuries on Essex County roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

Yes. I don't think death or serious injury should simply be accepted as an inevitable consequence of getting around our community.

I also don't think enforcement alone can solve the problem. We need to look at why speeding or dangerous interactions are occurring in particular locations and consider the appropriate response. Depending on the situation, that could include traffic calming, safer crossings, changes to speed limits, better visibility or cycling infrastructure that provides greater separation from vehicle traffic.

I've already spoken during this campaign about wanting LaSalle to take a more proactive approach to traffic calming, particularly around schools, parks and residential neighbourhoods. The same principle applies here: I'd rather identify a safety problem and address its cause than wait until someone is seriously hurt.

Where specific cycling infrastructure is concerned, I would want decisions informed by current design standards, data and the experience of people who actually use those routes. Essex County's recent move away from some “Share the Road” signed routes toward higher-quality infrastructure is a good example of how our approach can evolve as we learn what works better.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

If we're serious about cycling being a form of transportation and not just recreation, I think we have to recognize that some residents will want or need to use it year-round.

Where I'd be cautious is promising that every trail and bike lane can immediately be maintained to exactly the same standard as every road without first understanding what that would require in terms of equipment, staffing and cost.

I'd like to see us identify the active-transportation routes that are most important for year-round travel and establish clear, reliable winter-maintenance standards for them. Connections to transit, employment, schools and essential services would be important considerations.

I'd also want winter maintenance considered when we design new cycling infrastructure. There's little value in building something intended as transportation if its design makes it impractical to maintain for several months of the year.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

I think the starting point is recognizing that access to transportation itself can be an equity issue. Not everyone can afford a car, not everyone can drive, and people of different ages and abilities experience our streets very differently.

When we're deciding where to invest, I'd like safety, accessibility, connectivity and demonstrated need to be part of that decision. We also need to make sure we're hearing from people who may not traditionally participate in municipal consultations.

Infrastructure isn't the entire answer either. Access to affordable bicycles, cycling education and programs that help people feel comfortable and confident riding are important too. That's an area where I see real value in partnerships with organizations like the Bike Kitchen, schools, Essex County and other community groups.

I don't pretend that Council will always know what every barrier is. Part of doing this well is asking the people experiencing those barriers and making sure their voices are part of the conversation before decisions are made.

Leamington

Councillor

John Biekx:

1. *How do you typically get around your jurisdiction, and how does that shape your policy outlook?*

I use a combination of my vehicle and bicycle to get around Leamington and the surrounding area. Being able to experience our roads and communities from a bicycle gives you a different perspective than you get behind the wheel. You notice the condition of roads, the gaps in cycling infrastructure, traffic speeds and how comfortable—or uncomfortable—it can be to share the road.

That experience has reinforced my belief that transportation planning needs to consider everyone who uses our roads: drivers, cyclists, pedestrians, seniors, families and people with mobility challenges.

2. *What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?*

We have made progress, but there is still considerable work to do.

One of our biggest strengths is the opportunity we have in Essex County. We have beautiful rural roads, waterfronts, agricultural areas and communities that can be connected through an outstanding cycling network. We also have the potential to make cycling a significant part of our tourism economy.

Our biggest weakness is connectivity. A cycling route is only as useful as the connections around it. Gaps, inconsistent infrastructure and sections where cyclists must share busy roads can discourage people from riding, particularly families, seniors and less experienced cyclists.

3. *If elected, what would be your top three transportation priorities?*

My three priorities would be:

1. Safety — making our roads safer for every user through better design, appropriate speeds, signage and enforcement.

2. Connectivity — closing gaps and building a connected active transportation network between Leamington, surrounding communities and the broader County.

3. Maintenance and accountability — ensuring infrastructure that we invest in is properly maintained year-round and that transportation projects are evaluated based on safety and community benefit.

4. *The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?*

I would support continued investment in the County Wide Active Transportation System and work toward making the network truly connected rather than developing isolated sections.

That means identifying the most important gaps, prioritizing connections between communities, coordinating municipal and County infrastructure projects, pursuing provincial and federal funding opportunities, and making active transportation part of the planning process from the beginning—not something added afterward.

I also believe we need to recognize the economic opportunity. A connected cycling network can attract visitors, support local businesses, encourage eco-tourism and give residents another practical way to move around our communities.

5. *Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

Yes. I believe no loss of life or serious injury on our roads should simply be accepted as the cost of transportation. That doesn’t mean we can eliminate every collision, but it does mean we have a responsibility to continually look at how road design, speed limits, signage, crossings, lighting, enforcement and education can reduce the likelihood and severity of serious collisions. I would support a data-driven approach that identifies dangerous locations and prioritizes improvements where they can have the greatest impact.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

If we are serious about cycling being transportation and not just a summer recreational activity, our infrastructure needs to be usable year-round.

I support maintaining dedicated cycling infrastructure and pathways during the winter to a standard that makes them safe and practical to use. Where bike lanes and pathways are part of our transportation network, winter maintenance needs to be incorporated into the municipality's and County's maintenance planning rather than treated as an afterthought.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

Safe transportation should be accessible to everyone, regardless of age, income, ability or circumstance.

That means looking at where infrastructure is located and asking who it serves and who may currently be left out. We should prioritize connections to schools, employment areas, neighbourhoods, shopping, parks, transit and other important destinations.

Accessibility also needs to be considered in the design itself so that people with mobility challenges, families with children and seniors can benefit from the same infrastructure.

Tecumseh

Mayor

Joe Bachetti:

1. *How do you typically get around your jurisdiction, and how does that shape your policy outlook?*

I own a vehicle and use that as my primary mode of transportation. I do cycle on occasion to keep active on our trails.

2. *What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?*

In Tecumseh, we have come a long way in building multiuse trails by trying to connect the gaps or missing links. Each year we put away funds for new trails as does the County of Essex through its CWATS program but there is always competition for those projects and limited funds.

3. *If elected, what would be your top three transportation priorities?*

Educating residents and the public on what types of active transportation exists, lobby provincial government to regulate e-bikes and champion a regional Windsor Essex transit system.

4. *The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?*

I would continue to advocate for sustainable funding at the County of Essex so there can be long term planning and a vision when it all comes together.

5. *Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

I would set up a transportation task force with leading experts, stakeholders and those who have the skill set to make recommendations to council on what we can explore to make our roads safer.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

We have a winter control bylaw policy on the upkeep of our roads and trails. Depending on the amount of snow or ice resources would be applied accordingly to keep them open and accessible.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

There are many community partnerships either through Jump Start or utilities program where they provide funds to municipalities for those who cannot afford so they have opportunity as well.

Gary McNamara:

1. *How do you typically get around your jurisdiction, and how does that shape your policy outlook?*

I typically get around my jurisdiction by walking or by vehicle.

2. *What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?*

We have completed 450 km of trails and still have 400 km to complete to connect all of Essex County Communities. The strengths are it is in our official plan and we continue to add kilometers yearly.

3. *If elected, what would be your top three transportation priorities?*

Continue to connect lower tier to upper tier municipalities by connecting all of our trails and continue to include funding in our budgets to do this.

4. *The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?*

See #3 response.

5. *Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

Upon road reconstruction make sure shoulders are paved, extensive signage Share the Road and enforcement.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

Weather conditions should dictate cycling but our trails and pathways are plowed in Tecumseh.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

Maintain an active transportation budget.

Ward 3

Alex Ilijoski

1. *How do you typically get around your jurisdiction, and how does that shape your policy outlook?*

99% of my day-to-day trips are done in my personal vehicle, therefore, my personal experience would be through the lens of a driver. Having said that, I've spent a few summers commuting to work from the Town of Tecumseh to Central Windsor on a bicycle. These trips illuminated the challenges of communing on a bicycle due to inadequate infrastructure and increased risk of injury. Together, these perspectives inform my policy outlook and reinforce the importance of developing safe, accessible, and reliable transportation options for all road users.

2. *What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?*

With the exception of the multi-use paths along Riverside Drive East (between Brighton Road and Lesperance Road) and Lesperance Road (between Riverside Drive East and Tecumseh Road East), cycling infrastructure in the Town of Tecumseh remains significantly underdeveloped. The existing network does not provide cyclists with sufficient safe, connected, and practical options for daily commuting.

The lack of dedicated north–south and east–west cycling routes forces cyclists to seek alternative means of transportation or share roadways with motor vehicles or use sidewalks to reach their destinations. This limited connectivity presents significant challenges to cyclist safety and accessibility, while discouraging cycling as a viable mode of everyday transportation.

3. *If elected, what would be your top three transportation priorities?*

If elected, my first transport priority would be to add bus shelters at all stops in the Town of Tecumseh. Shelters should be low maintenance, damage-resistant, allows visibility for safety, and provides shade and shelter from the elements. Improving passenger comfort and accessibility will make transit a more attractive transportation option, helping to increase ridership and generate additional revenue over time.

My next objective would be to establish a north–south transit route in Tecumseh, as the current service does not extend beyond E.C. Row. This expansion would improve transit

accessibility throughout the town, attract new riders, and strengthen the long-term viability and sustainability of the existing transit network.

My final objective, and perhaps the most transformative, would be to champion the development of a regional transit system connecting Windsor with the surrounding county municipalities. I envision a future where reliable, accessible, and sustainable public transportation is not limited by municipal boundaries, but serves as a shared resource that benefits every taxpayer, regardless of where they live. By working collaboratively across municipalities, we can create a more connected region, expand access to employment, education, healthcare, and essential services, and build a transit network that is both financially sustainable and responsive to the needs of our growing communities. Ultimately, regional transit is more than a transportation initiative; it is an investment in our collective future, strengthening our communities, fostering regional cooperation, and ensuring that the benefits of public transit are shared by all.

4. *The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?*

I would work toward achieving these goals by developing a connected active transportation network, including a north–south route extending from Riverside Road to rural Tecumseh and an east–west corridor running through the heart of the town. In addition, I would serve as a strong public advocate for active transportation by organizing, supporting, and promoting community events that encourage walking, cycling, and other active modes of travel.

Finally, I would ensure that active transportation is integrated into all future municipal plans and development initiatives, making it a fundamental consideration in Tecumseh’s long-term growth and planning.

5. *Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

Through my work as an Ambulance Communications Officer, I have become acutely aware of the increase in pedestrian and cyclist fatalities and serious injuries across Windsor-Essex. I strongly support the principles of Vision Zero and believe that every loss of life and every serious injury on our roads is preventable and unacceptable. I believe the most effective approach to improving road safety is proactive and multifaceted, combining thoughtful road design with traffic-calming measures to create safer environments for all road users.

Additionally, reducing reliance on personal vehicles by investing in public transit and promoting active transportation can help decrease traffic volumes, reduce the risk of collisions, and create safer, more accessible communities.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

I would advocate for a mandatory policy requiring all designated bike lanes and multi-use pathways to be plowed and maintained to the same standard as municipal roads. This would include clear snow-clearing timelines, ice control, and accountability to ensure consistent maintenance. If we want residents to embrace active transportation, we must ensure these routes remain safe, accessible, and reliable throughout the winter. Year-round maintenance of cycling infrastructure should be a requirement, not an option.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

I would advocate for equitable investment in connected cycling routes across all neighbourhoods, prioritizing areas where safe infrastructure is lacking. I would also engage directly with residents from diverse backgrounds, including people with disabilities, to ensure their needs are reflected in municipal planning. By integrating accessibility into infrastructure design, improving connections to public transit, and ensuring year-round maintenance, we can reduce barriers and make active transportation a safe, practical option for everyone.

Ward 5

Marisa Nabbout:

1. *How do you typically get around your jurisdiction, and how does that shape your policy outlook?*

I usually drive in my jurisdiction. I live in a rural area and there are no public transit systems out here. As I work 25 minutes away from home, I drive. Unfortunately rural area living limits the types of transportation available for the residents.

2. *What is your assessment of the current state of the County's cycling infrastructure in your jurisdiction? Its strengths and weaknesses?*

The only time I see cyclists in my area is when they are heading to the Ciociaro Club bike track. I do believe our roads are not safe for cyclists. So my assessment is that roads do not have a bike lane and are not safe for cyclists. I do not see any strengths at this time.

3. *If elected, what would be your top three transportation priorities?*

Educating residents and the public on what types of active transportation exists, lobby provincial government to regulate e-bikes and champion a regional Windsor Essex transit system.

4. *The County Wide Active Transportation System's (CWAT) goals are to connect communities, encourage active living, support eco-tourism and enhance active living (as well as build up to 1,000 kms of cycling infrastructure). What concrete steps would you take to achieve these goals?*

I would first like to speak to experts to learn about their views and expertise in this field. I will not pretend that I know many details about CWAT, so I would like to study their findings. A concrete step I would take is to learn more about CWAT and support their findings and ideas.

5. *Cyclist deaths and serious injuries on Essex county roads remain a persistent problem. Do you believe in the Vision Zero tenet that no loss of life or serious injury on our roads is acceptable? If so, which policies (road design, residential speed limits, enforcement, etc.) will you champion at council?*

Absolutely! The Vision Zero tenet is acceptable. I will support reducing residential speed limits, including more stops, enforcement of laws, and educating the public, especially the youth. This is a very serious and avoidable situation. Many areas can be researched, changed and enforced to get to Vision Zero.

6. *What do you think of winter cycling, and what would you do to ensure safe cycling infrastructure is maintained year-round, including winter plowing of bike lanes and pathways to the same standard as roads?*

I have never thought about winter cycling in detail but can see that it is possible with proper cleaning, plowing of bike lanes. I would support cleaning of bike lanes to the same standards of roads.

7. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure those communities get equitable investment in safe cycling?*

I would invest in educating the public and perhaps a program that allows residents to exchange, use, purchase at discounted prices, safety gear to cycle safely. Education on safe cycling should be a priority.

School Board Trustee Questions

1. What is your assessment of the current state of your school district's active transportation? Its strengths and weaknesses?

2. Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure students can use active transportation to get to school?

Greater Essex County District School Board (GECDSB)

Gale Hatfield:

As you may know, the Greater Essex County District School Board has had an active transportation policy since 2013. I supported this policy when it was passed by the board to encourage students and staff to consider walking or biking to school whenever possible. Walking or biking helps contribute to health and well-being which for me, is an important priority.

The policy also supports collaboration with community partners in promoting the need for safe active transportation routes which might not be available for students who are not transported by school bus. I would suggest partnerships are also necessary to help remove barriers for students wishing to participate in active transportation as a means to get to school. In this regard I think in many cases parents don't feel secure in encouraging their children to walk or bike to school. More could be done to promote the safety of routes that children would take to school. A buddy system where younger children are paired with an older, responsible student in the same neighbourhood could also be helpful.

May Lyman:

1. *What is your assessment of the current state of your school district's active transportation? Its strengths and weaknesses?*

I admit I have limited knowledge on this topic as I was recently a resident of Kingsville on two acres in the country. This doesn't represent the amount of energy I will invest in topics that concern our wards 5, 6, 7, 8 students, and transportation is definitely one of them. Recently I have lived experience with losing a family from our bus stop as they

outgrew the busing age for their address. My eyes have been opened to realities facing our families, and I commit to keeping them open and engaging in discussions should I be elected.

2. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure students can use active transportation to get to school?*

I want to learn more about this. It makes great sense. I have seen the path of life have different levels of difficulty for students based on the above factors in my experience in the classroom from 2008-2025, but hadn't thought of them involved in cycling so much. Ugh.

Malini Ondrovcik:

1. *What is your assessment of the current state of your school district's active transportation? Its strengths and weaknesses?*

Our city unfortunately has a piece-meal cycling infrastructure. There are some parts of the region that have excellent bike paths and multi-use paths, which then abruptly end, resulting in a need to ride on busy streets, some of which have bike lanes that many motorists do not respect. In terms of specific schools, a strength is that many, if not all, have infrastructure at the school for students to lock up their bikes if they are able to safely ride to school.

2. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure students can use active transportation to get to school?*

Recognizing that one trustee cannot address these barriers alone, I believe that partnering with city council and other community organizations like yourselves would play a key role in identifying common barriers and arriving at solutions through the lens of various perspectives. For example, using my physical disability as an example, an organization like yours could host workshops and training on safe cycling with a disability.

Christie Nelson:

Active transportation plays a vital role in supporting student well-being, independence, and readiness to learn. While many schools in our district benefit from walkable neighborhoods, dedicated staff, crossing guards, and community partnerships, there are still barriers that can limit students' ability to safely walk or cycle to school. These challenges include gaps in cycling infrastructure, traffic safety concerns, accessibility issues, affordability, and the differing needs of families across our diverse communities.

As a trustee, I would advocate for stronger collaboration between schools, municipalities, families, and community organizations to identify and address these barriers. I believe every student should have equitable access to safe transportation options regardless of income, ability, or background. This includes supporting education around road safety, encouraging active transportation initiatives, and ensuring that student and family voices are included in planning discussions.

I would welcome the opportunity to join members of your Board and your team for a bike ride to learn more about the opportunities and challenges facing cyclists in Windsor-Essex. Building strong community partnerships is essential to creating healthy, connected, and thriving communities for our students and families.

Michael Serdan:

1. *What is your assessment of the current state of your school district's active transportation? Its strengths and weaknesses?*

I'm not in a position to assess the strengths and weaknesses of the active transportation policies at this time; however, every kid should have a bike, be active, and be able to do these things safely.

2. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure students can use active transportation to get to school?*

Safe cycling is about having a safe place to cycle and store a bike, and having the proper equipment. It's also about learning the rules of the road, etc. Using active transportation to get to school is an issue for the parents to access.

Affan Shahid:

1. *What is your assessment of the current state of your school district's active transportation? Its strengths and weaknesses?*

Having groups like yours is a strength. I'd like to hear from families about their routes and see where safer crossings, bike routes, and bike parking are needed.

2. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure students can use active transportation to get to school?*

I'd work with the city and community partners on safer routes, affordable bikes and equipment. We also need accessible options for students who can't cycle.

Beth St Denis:

1. *What is your assessment of the current state of your school district's active transportation? Its strengths and weaknesses?*

The GECDSB has an Active Transportation policy (P-AD-47) and encourages students and staff to walk or bike to school. There have also been programs that look at walking and cycling safety around schools.

I think we can do more to make sure these efforts are happening consistently across our schools. Most importantly, they need to focus on keeping students safe. We need to look at the real challenges students face getting to school, including sidewalks, crossings, traffic, safe bike routes and places to securely park their bikes.

As Windsor continues to improve its cycling and multi-use path network, I think the GECDSB should work closely with the City and community organizations to make sure our students can safely take advantage of these routes.

2. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure students can use active transportation to get to school?*

Cost can be a big barrier. I would support working with community organizations that provide affordable bikes, repairs and cycling education.

We should also make sure students with disabilities or other needs have options that allow them to participate where possible.

Not every student will be able to walk or bike to school because of distance, weather or other circumstances. We should encourage active transportation where it makes sense. Students who need other forms of transportation should continue to have those options.

Windsor-Essex Catholic District School Board (WECDSB)

Kimberly Bouchard:

1. *What is your assessment of the current state of your school district's active transportation? Its strengths and weaknesses?*

What is your assessment of the current state of your school district's active transportation? Its strengths and weaknesses?

The Riverside/East Windsor/Forest Glade area could definitely benefit from investment in infrastructure supportive of active transport. Strengths: shorter distances for active transport in many areas Weaknesses: lack of bike lanes, traffic calming measures, crossing guards and some areas not having sidewalks for safe walking.

2. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure students can use active transportation to get to school?*

I'm extremely supportive of acknowledging the importance of the creation of bike lanes, reduced speed limits and traffic calming measures in school zones (and the surrounding neighbourhoods). Also, ensuring new developments, and upgrades to existing development, include sidewalks. Families need to trust that there are appropriate safety measures in place to feel comfortable allowing their children to utilize active transport to travel to and from school. Without reduced speeds and traffic calming measures, I'm not sure how they will feel confident and comfortable.

Juliet Bushi:

1. *What is your assessment of the current state of your school district's active transportation? Its strengths and weaknesses?*

Our region has real strengths to build on. Windsor-Essex has a growing network of trails and greenways, a flat landscape that suits cycling, and many school communities where walking and biking could benefit students and community members. While I am compelled by these challenges, I also know school trustees don't control municipal infrastructure, but they can still make a significant difference. From what I hear from families and educators, the main gaps tend to be:

- Uneven access. Students in some neighbourhoods have safe routes and secure bike parking, while others face busy roads, gaps in sidewalks and bike lanes, or no safe place to leave a bike.
- Limited coordination. Active transportation efforts often depend on individual schools or a few dedicated staff or parents, rather than a board-wide approach.
- Equipment and skills. Not every student has a bike that fits and works, a helmet, or the confidence and training to ride in traffic.
- Data. I would want to see how students actually travel to school, and where families say they would walk or bike if conditions were safer.

I see these as solvable problems, and a chance to improve student health, reduce congestion at drop-off, and strengthen community connections all at once.

2. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure students can use active transportation to get to school?*

My approach would be to start with the students who face the most barriers and design for them from the beginning. I would welcome partnerships with organizations like yours to make refurbished, properly fitted bikes, helmets, and locks available to students and families who need them, with no stigma attached. I will also support bike safety and skills programs, offered during the school day, to help students who didn't grow up riding, including newcomers, older students learning later, and students who feel unsafe on the road. Through partnerships, we could invest in summer bike camps and training programs in local communities. If elected as a trustee, I would advocate with the City of Windsor, the County, and neighbouring municipalities to prioritize safe crossings, traffic calming, and connected routes near schools, and I would ask staff to identify the highest-need areas first**.** In addition**,** I would ask that active transportation planning include adapted and accessible options for students with disabilities, and that programs welcome girls and gender-diverse students, who often report feeling less safe or less

encouraged to ride. Too many cases of bike theft have also discouraged people from riding their bikes; therefore, through partnerships, I will support secure, covered bike parking and clear, simple school travel plans to make it easier for any student to choose active travel. Ultimately, I would seek input from students, parents, and communities who may not usually be at the table, including lower-income, newcomer, and Indigenous families, and let their experiences shape priorities. Walking, rolling, and transit matter too. The goal is for every student to have a safe, affordable way to get to school, and for cycling to be one real option among them. I would also ask for simple annual reporting on participation and access, so we can see who is benefiting and who is being left out.

Igor Dzaic:

1. *What is your assessment of the current state of your school district's active transportation? Its strengths and weaknesses?*

So far I do find my school district's active transportation to be adequate, but not the most ideal. I would like more of an active police presence close to schools to catch distracted drivers on their phones. Let kids on bikes feel safe while they go to and from school.

2. *Many barriers can make access to safe cycling difficult: income, gender, age, race, disability, etc. How would you reduce those barriers and make sure students can use active transportation to get to school?*

Safe cycling is a need, not a wish.
I treat it as that. I loved riding my bike to school as a kid. I felt safe, I loved the exercise, and I met many friends along the way. I want the same for today's kids. We will openly lobby City Council to help with this. I need the City of Windsor to start putting in speedbumps 400m before any school on as many roads as we can. I know that won't happen on Tecumseh Road, but it can happen on the non-main streets that cross Tecumseh Road. Also, promote cycling as a fun exercise to kids because it is fun. Kids will naturally make friends with their peers this way.

Tina Chittle:

I intend to print the checklist from the City of Windsor and will assess during door knocking. I predict there will be many upgrades required particularly in Ward 9. Trustees

don't do city planning but I will certainly be in communication with the city and province to advocate in support of safe active transportation in our school zones.

(Ideally, we would have far more schools, smaller in size in every neighborhood so everyone can walk, but I try to never make a promise I can't keep!)

The way a trustee can influence income is to ensure teachers have the tools and resources necessary to teach, using methods proven to yield the best results. I will prioritize student achievement as it is directly related to increased future income.

I will be a responsible steward of resource dollars to ensure early interventions are available and accessibility supports are properly funded in the classroom.

I will promote pro-human values that recognize the unique individuality of each person and celebrate our shared humanity. I will promote diversity without division, so that we are living Dr. Martin Luther King Jr.'s dream not to judge by membership of a collective by our character. I bring values that rice above identity politics. I utterly reject critical race theory as it reinforces the very social structures it seeks to resist.

As for gender and fairness in physical activities, I will uphold sex-based rights protected by the Canadian Charter of Rights and Freedoms section 15 and 28, the Ontario Human Rights Act section 14, and urge voluntary conformity with the CEDAW as per the United Nations Special Rapporteur on Violence Against Women, Reem Alsalem, including her report to the general assembly on August 27th, 2024 on the manifestations of violence against women and girls in sports.

I will do this in a balanced way that complies with the principles of the OHRC Competing rights policy, by working with other trustees to adopt a competing rights framework so that peaceful resolutions can be found to provide proportional accommodations in a way that does not create a hierarchy of rights.

The last term has been stained by polarization. I will build bridges, find common ground and bring stability back to the board table.