

Citizens for Better Transit
2010 Election Candidate Survey Results
Candidate Responses by Ward



Question 1: Please rank the following priorities for the City, from most important to least important. Use 1 for “most important”, 5 for “least important”.

	Public Transit	Roadways	Emergency Services	Parks and Natural Areas	Recreation Facilities
Candidate/Ward					
Dave Dowling/Mayor	3	2	5	1	4
Stephen Mandel/Mayor	Not rankable	Not rankable	Not rankable	Not rankable	Not rankable
Jamie Post/Ward 1	Not rankable	Not rankable	Not rankable	Not rankable	Not rankable
Terry Demers/Ward 3	3	2	1	5	4
Dave Loken/Ward 3	2	3	1	4	5
Ed Gibbons/Ward 4	Not rankable	Not rankable	Not rankable	Not rankable	Not rankable
Karen Leibovici/Ward 5	Not rankable	Not rankable	Not rankable	Not rankable	Not rankable
Tony Caterina/Ward 7	3	2	1	4	5
Brendan Van Alstine/Ward 7	1	3	2	5	4
Ben Henderson/Ward 8	2	5	1	3	4
Hana Razga/Ward 8	1	3	2	1	2
Bryan Anderson/Ward 9	1	1	1	1	
Rami Bader/Ward 9	2	3	1	4	5
Brent Shaffrick/Ward 11	2	3	1	5	4
Amarjeet Sohi/Ward 12	1	4	2	5	3

Question 2: Please indicate whether or not you support the following public transit initiatives. ✓ = YES; ✗ = NO.

	LRT expansion	Investment in non-petroleum technologies	Guaranteed annual increase in transit service hours	Immediate bus service to Int'l Airport	Immediate expansion of transit to new neighborhoods	24 hour transit service	Reduction of minimum parking provision requirements on main bus routes	Densification of areas around LRT stations	Improvements to off-peak service on main routes	Implementation of service to regional municipalities	Reduce transit fare	Improve cross-town connections	Review route structure to reduce travel times	Expand network of bus lanes on city streets
Candidate/Ward														
Dave Dowling/Mayor	✓	✓			✓	✓	?	✓	✓	✓	✓	✓	✓	✓✓
Stephen Mandel/Mayor	✓	✓	✗	✓	✗	✗	✓	✓	✓	✓	✗	✓	✓	✓
Jamie Post/Ward 1	✓			✓	✓			✓	✓	✓	✓	✓	✓	
Terry Demers/Ward 3	✓		✗	✗					✓			✓	✓	
Dave Loken/Ward 3	✓	✓	✓	✓	✓	✗	?	✓	✓	?	✗	✓	✓	✗
Ed Gibbons/Ward 4	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✓	✓	✓
Tony Caterina/Ward 7	✓	✓	✗	✗	✓	✗	✗	✓	✓	✓	✗	✓	✓	✗
Brendan Van Alstine/Ward 7	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓✓✓	✓
Ben Henderson/Ward 8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Hana Razga/Ward 8	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✓	✓	✓
Bryan Anderson/Ward 9	✓	?	✓	✓	900 threshold	✗	✓	✓	✓	✗	✗	✓	✓	✓
Rami Bader/Ward 9	✓	✓	✓	✓	✓	✗	✗	✗	✓	✗	✓	✓	✓	✓
Brent Shaffrick/Ward 11	✓	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗	✓	✓	✓
Amarjeet Sohi/Ward 12	✓	✓	✓	✗	✓	✗	✓	✓	✓	✗		✓	✓	✓

Question 3: What do you believe is the most pressing issue facing public transit in Edmonton today?

Candidate/Ward	
Dave Dowling/Mayor	Getting funding from the provincial and federal governments to upgrade the fleet of transit vehicles to less-polluting vehicles, such as electric, compressed air, hydrogen, and whatever else is available to reduce pollution from transit sources in the area.
Stephen Mandel/Mayor	The capital cost of LRT expansion is the most pressing issue.
Jamie Post/Ward 1	Securing funding for LRT expansion.
Terry Demers/Ward 3	LRT expansion
Dave Loken/Ward 3	Expanding service to new communities and LRT extension to 153 Avenue.
Ed Gibbons/Ward 4	I think that the most crucial issue facing public transit is the cost to taxpayers of expanding the system. We are ultimately striving for a balance that will update the system quickly, but at a rate that will not overwhelm taxpayers.
Tony Caterina/Ward 7	Safety and security on our transit system.
Brendan Van Alstine/Ward 7	Continuously rising fares while service has not kept pace – the City looks at transit in many ways from a cost recovery model while ignoring the many hidden subsidies for private automobile travel. As a result, transit has been made less desirable by continuously upping the costs paid by users while only making small, piece-meal adjustments to the service.
Ben Henderson/Ward 8	There are two issues. We must continue to push to expand the LRT system, but a real solution to transit also includes a stronger commitment to a better bus system.
Bryan Anderson/Ward 9	Overcrowding during am and pm peaks.
Rami Bader/Ward 9	Reduction in fares for students, family passes, increase route frequency to neighborhoods, add new routes and ensure public transit to the International Airport.
Brent Shaffrick/Ward 11	We need to expand LRT to cover the rest of the city ASAP, then optimize routing from there.
Amarjeet Sohi/Ward 12	We need to continue to focus on the expansion of the LRT and the creation of dedicated bus lanes so that our transit system can be competitive with private vehicles.

Question 4: How would you address the above issue?

Candidate/Ward	
Dave Dowling/Mayor	By getting elected.
Stephen Mandel/Mayor	In terms of costs, we need to secure a significant portion of costs from our provincial and federal partners, but we also need to be creating in how we allocate the municipal portion of costs. I believe that we must reallocate existing resources first and NOT automatically assume new taxes.
Jamie Post/Ward 1	Working with our provincial and federal representatives to secure a funding model.
Terry Demers/Ward 3	We need to have the LRT criss-cross our city to move people effectively from one side of Edmonton to the other. I ran in 2004 for Council, and I really pushed for LRT to the West End, including Lewis Estates. Now it looks like it is going ahead, years later. Currently, I am doing a review of history on this issue. I understand that there are railway lines covering the city already, just under a layer of concrete, and that a line exists from Downtown to the North Side, and then out to St. Albert already. I have to do some homework to find out if this information is accurate, if the lines are usable, and at what cost. (Federal lines have been off limits to other levels of government.) The LRT should be a viable option for a city with a population nearing one million. I haven't heard of anyone

	looking at existing lines, so it could be off-the-wall, but I will check. Either way, the LRT should have been expanded years ago, and needs to at least cover north to south and east to west. It would prevent gridlock on the main roads, especially as we get closer to the downtown area. I would look at having the North leg of the LRT completed in an efficient manner with a clear path down 113A Street and make sure that it is given the same priority that the South leg has received. Adding additional lines will make future routes more effective and user friendly.
Dave Loken/Ward 3	Review the transit budget and look for efficiencies. I would make these two issues priorities.
Ed Gibbons/Ward 4	This issue can be addressed with working with the other orders of government (provincial and federal) to achieve funding from other sources.
Tony Caterina/Ward 7	Allocate more resources to transit security. Ensure that at least one peace officer is located at all transit centres (i.e. Stadium and Coliseum Stations).
Brendan Van Alstine/Ward 7	Freeze fares until service improvements (route structure, frequency, hours of operation) can be reviewed. Prioritize transit-oriented investment over car-oriented investment – improve bus routes and frequency, expand LRT, better multi-modal options, later transit hours (ideally 24/7) rather than widening roads and building overpasses. Where funding for LRT does not exist, implement express bus service as a pre-cursor. We need to examine the system as a whole, rather than making piece-meal adjustments as we have in the past.
Ben Henderson/Ward 8	Funding.
Bryan Anderson/Ward 9	Buy more buses.
Rami Bader/Ward 9	Not familiar with the process at this point.
Brent Shaffrick/Ward 11	Given the large cost of expanding the LRT, we need to go to other levels of government to get the required funding. If we can get the funding, we should make LRT expansion a priority.
Amarjeet Sohi/Ward 12	Creating and building support for a city-wide LRT network that connects all parts of the city to Downtown and the University area. We also need to allocate resources for creating dedicated bus lanes and priority signals for our bus system.

Question 5: What is your vision for the future of public transit in Edmonton?

Candidate/Ward	
Dave Dowling/Mayor	A clean and green fleet of vehicles servicing Edmonton and the surrounding communities, similar to greater Vancouver's transit system and greater Toronto's. A rapid transit ring around the surrounding areas with links crossing into Edmonton.
Stephen Mandel/Mayor	I strongly support the regional network vision which we have developed over the past three years.
Jamie Post/Ward 1	A BRT and LRT based backbone fed by enhanced neighborhood connections.
Terry Demers/Ward 3	An efficient, cost-effective system that allows Edmontonians to cross the city easily and is part of an integrated transportation system accessible to citizens of different ages, incomes and needs.
Dave Loken/Ward 3	LRT extension to all areas of the city and increased bus service.
Ed Gibbons/Ward 4	I look to cities like Portland, Oregon with exceptional transit systems to inspire the possibilities for Edmonton. Efficient, clean, and safe are the most important qualities of a good transit system.
Karen Leibovici/Ward 5	I believe that public transit is important for the sustainability of our environment. In the past, I have supported increasing transit service and expansion of the LRT. As your Ward 5 Councillor, I will continue my support for transit projects and for ensuring that citizens have safe and reliable transportation options.
Tony Caterina/Ward 7	I would like to see an increase in ridership to justify the amount of spending and investment we make as a city in our transit service.
Brendan Van Alstine/Ward 7	A safe, accessible system which users can rely on to get them where they need to go as efficiently as possible, 24 hours a day, 7 days a week.

Ben Henderson/Ward 8	We need a transit service that is convenient enough, efficient enough and affordable enough that it can truly be the preferred option of personal transportation for a majority of Edmontonians.
Bryan Anderson/Ward 9	Expanded LRT and better feeder bus service.
Rami Bader/Ward 9	Must ensure connections between all areas of the city with better routes, extension of LRT and attractive service that entices people to use public transit over private vehicles. Priority lanes and reduced fares (including free transportation during specific times of the day) will reduce traffic issues, improve the quality of life and reduce air pollution.
Brent Shaffrick/Ward 11	I would like to see the LRT service all 4 quadrants of the city, and use the rest of the bus system to feed the LRT lines.
Amarjeet Sohi/Ward 12	I want to see an effective, efficient and affordable transit system which is a preferred mode of transportation for Edmontonians.

Question 6: Do you have any additional comments?

Candidate/Ward	
Dave Dowling/Mayor	<p>Bike racks on the front of buses should be automated. On busy routes, buses need more space for people with strollers and walkers. I think there should be some kind of yearly review if it is not already done, to see if there is more need for transit in some areas than others, as transit use can vary from year to year in different areas. I believe it would be better if Edmonton had an airport, rather than making people travel to Leduc's airport. I am not sure if Leduc would allow ETS buses at their airport. It may interfere with contracts they already have. And there is a question of what the fare would be, as once again, Leduc and the Leduc airport may want some of the fare that each passenger pays. Once these issues are dealt with so that a proper fare can be charged, a bus to Leduc's airport would be good. I do not mean to offend anyone in the taxi industry, but some people cannot afford a \$50 taxi fare to Leduc's airport.</p> <p>I enjoy taking ETS buses and LRT. Public transit is important, as are the people that provide it. From the workers in the garage to the numerous excellent drivers, it is the people that make it all work. Elections come and go, but the buses are always running thanks to those workers, as long as those elected continue to support them.</p>
Stephen Mandel/Mayor	<p>In general, we need to look for continuous improvements to our system. In particular, I am interested in how we will use routes to feed our LRT system most effectively, especially as our LRT network grows.</p> <p>Thanks for doing the survey and for your ongoing efforts to support a strong public transit system in Edmonton.</p>
Terry Demers/Ward 3	<p>I don't see building LRT to the International Airport as feasible as of yet. I do see there are shuttle services at great prices to cover this. I would have to see what the ridership would be before I would invest the money to build the lines. If it could be done in a cost-effective manner, then it would be a great service, but from what I understand, the shuttle bus is not always full as it travels from the airport to Downtown. With the information I have to date, I would go with the current system. In terms of buses to the airport, I doubt the city could do that cheaper than what is currently offered.</p> <p>To a degree, communities will be included in planning the future routes for LRT. However, most people do not want the route near their neighborhood. Council must choose the best route for the city and move forward. I think we're years behind with LRT. The councillor in each ward should know what that community is requesting and find the best route that would work for the people directly affected and represent that view in Council. The line can still go through the area, but what will work best for the people in the ward? It is the responsibility of the councillor to include citizens in discussions so they can represent their opinions in Council. A consensus may be reached through town hall meetings, bringing the community out for discussion, then deciding what would be best and most effective for the majority of citizens. The councilor works with what is good for the city, however, they represent a particular ward and by discussions within the</p>

	ward, they will vote for what is best for the people they represent in their ward. Lots of listening, lots of discussion. Neighborhoods have actually gone up 10% in value when an LRT line is added. It increases accessibility to more people.
Dave Loken/Ward 3	Thank you for the opportunity to participate in this survey.
Ed Gibbons/Ward 4	A public transit system to the International Airport will happen in time, but many obstacles must first be overcome before we arrive at this desired goal. I would like to acknowledge Edmonton Transit as it currently stands for its wonderful employees, as well as our present City Council for its support of the development of transit in Edmonton.
Karen Leibovici/Ward 5	<p>Thank you for providing the opportunity to review the list of issues that are of interest to Citizens for Better Transit.</p> <p>The spending priorities that have been identified can't be easily ranked. All of the issues need to be explored from the perspective of citizens, interest groups, and stakeholders, as well as business and other orders of government. Both current and future needs regarding each of these issues must be considered.</p> <p>I would welcome the opportunity to discuss these wide-ranging issues with you, and look forward to working with you as Councillor for Ward 5.</p>
Brendan Van Alstine/Ward 7	<p>Developers should be expected to help cover the costs of new routes when expanding service to new, outlying suburban developments. The city should also look at transportation and development in concert (which they have begun to do with the TMP/MDP) and to work to minimize outlying developments and rather locate people closer to existing services, including transit, as a matter of fiscal prudence.</p> <p>Transit and cycling are my two main forms of transportation. I am car-free.</p>
Ben Henderson/Ward 8	One of the main barriers to our advancement of transit is our fixation on the cost-revenue recovery ratio as a measure of how we do on transit. It is proving a real barrier to making some of the choices that will encourage a real change in the mode split of how people travel in this city.
Hana Razga/Ward 8	<p>I am not sure how well a 24 hour service would work and would like to see a pilot project first.</p> <p>With regard to regional service, I would like to see an integrated regional public transit system, sort of like they have in Vancouver, in cooperation with the surrounding communities, i.e. Edmonton should not be solely responsible for building it, maintaining it and paying for it.</p> <p>Edmonton's transit fares are reasonable compared with other cities where I have used public transit, such as Ottawa and Montreal. However, I would like to see half-priced monthly bus passes for low income citizens, using the LICO (Low Income Cut Off). Calgary already implemented this after a one year pilot project in 2005.</p> <p>With regard to an expanded network of bus lanes on city streets, during peak hours at minimum, buses should not be held up by traffic jams.</p>
Rami Bader/Ward 9	Your survey contains some questions on which I am not familiar with the details. I answered "no" to these questions, as I do not want to commit to issues that I do not know about, but most of the other issues are on my agenda and appear in my election campaign.
Brent Shaffrick/Ward 11	<p>I am a fiscal conservative and a social liberal. I applaud the sentiments behind your suggestions, and I would like to be able to implement all of them, but realistically that isn't going to happen due to cost constraints. The simple fact of the matter is that Edmonton is one of the least densely populated major cities in Canada, and we cannot afford to provide 24 hour service to all of our newly created urban sprawl. We need to move ahead, yes, but we need to implement greener measures in a slow, budget-constrained manner.</p> <p>I would like to see a review of the existing route structure ASAP, and then the implementation of intersection signal changes brought in over the next few years</p>

	<p>to optimize bus travel times. It is my hope that decreased travel times would increase ridership enough to make some of the more expensive ideas financially feasible.</p>
Amarjeet Sohi/Ward 12	<p>International Airport and Regional Transit Service: Bus service to the International Airport and to regional municipalities is a low priority of mine because of the high needs for transit within the city. With limited dollars available, I would like to first see implementation of bus service to LRT stations from communities within the City of Edmonton, such as Summerside and Ellerslie Crossing which I represent and which do not currently have access to LRT stations. My priority is also to focus on expanding evening and weekend bus service.</p> <p>Reduction of Fares: Even though I generally do not support increasing bus fares, we need to look at creating a balance of taxpayer contributions to transit and the amount recovered through bus fares. If a reduction in bus fares means reduction in bus service, then it would not be a good idea to implement such a reduction. We need to focus on improving bus service all over our city while keeping affordability in mind.</p>