

## Questions for prospective city councillors from the WUCC

1. There is a significant portion of Whitehorse's citizenry who do not have the privilege to operate a motor vehicle (due to health, age or socio-economic reasons). We believe there is a need for transportation to be designed around all users, not just motor vehicle operators. What are your views on creating a 'Transportation Equity Policy'? Such a policy could recognize the transportation needs of the whole community extending beyond private automobile usage and would direct infrastructure investments accordingly. **City has lots of policies. Policies are great, but concrete actions are truly needed from existing ones or they should be 'rebuilt' to effectively deal with user group needs.**
2. Would you support the planning and development of a comprehensive, contiguous bike network in Whitehorse? This network would include segregated cycle-transportation infrastructure. If you do not, what alternatives do you propose that would create a safe, accessible system for bicycle users of all ages and abilities? **Yes, I believe bikes next to/with cars has always been asking for accidents. Motorized and non-motorized traffic are best separated for safety unless someone can show me evidence otherwise. I would like to see future bike routes/paths planned like the one on Hamilton Blvd and be a new focus instead of just trying to squeeze more vehicles and bikes into the same space.**
3. Are you aware of and familiar with the City of Whitehorse's [Transportation Demand Management \(TDM\) Plan](#)<sup>1</sup>? What is your commitment to budgetary implementation of the TDM Plan, including public reporting of implementation progress? **Not comfortable committing money without a final public input/verification of plan. Many biking & user groups involved. In 5 years of frequently attending city public hearings, and committee and council meetings I see a gap in the city feedback 'loop' where the public doesn't get a final chance to follow-up on a public input session report issued by administration. The report is written and that is it, and I have seen cases where confirmation or additional information is available by the public after, or corrections to the report needed, and not included.**
4. Would you commit to a City policy of seeking input from the cycling community on all modifications to new developments and infrastructure throughout the city? **Feel ALL city policies should seek input in my mind, whether official as 'hearings' for big issues or chance to speak (in the usual 5 minute window) at a council session for other issues. User groups should be notified in advance when policies affecting them come before council each time. Not just at public hearings.**
5. Will you commit to engage with the Yukon Government to update the *Motor Vehicle Act* to accommodate cycling friendly measures? Examples of cycling friendly measures include - but are

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<sup>1</sup> <http://www.whitehorse.ca/departments/environmental-sustainability/movement>

not limited to - the Idaho Stop<sup>2</sup>, a requirement for minimum clearance between drivers and cyclists on the road, and a name change to the *Road Safety Act* to recognize that road users are more than just motor vehicle operators. **Would want to see statistics on Idaho bike-vehicle accidents. I do not feel I could support an idea if it causes more accidents, if data shows it. So I will pause on committing to an answer on this question for the time being.**

6. Would you continue to support the city's position that a multimodal approach is needed for Yukon Government's Alaska Highway Corridor plan? **YES**
7. The WUCC would like to see intersections that are designed equally for all users rather than just around motor vehicles. Do you support a plan to actively work with the cycling community to implement an education campaign around rules of the road and identify and rebuild intersections that are barriers to safe and convenient cycling? **Education campaign-DEFINITELY : REBUILD intersections just to rebuild-No(too expensive and city is already debt financing. I have to be realistic with the present economic situation.)**

**Identify and later FIX/BUILD/REPAIR/Make Changes, as and when other projects and repairs arise at intersections - YES**

8. What would you do to provide more bicycling parking downtown? **Create more secure heavy duty 'lock posts' around locations like no parking signs, near intersections away from other parked vehicles, and other ways to take advantage of infrastructure already in place where space can be utilized for parking bikes. Would consider looking at tax changes to businesses that offer 'on property' bike parking locations as an incentive too.**

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<sup>2</sup> The Idaho Stop is a law passed in Idaho in 1982. It allows cyclists to treat a stop sign as a yield and a red light as a stop sign.