

Questions for prospective city councillors from the WUCC – Answers, Dan Boyd

“Thank you for your questions.

I support a physically active and environmentally responsible community. I agree that cycling is a good transportation option for some people and I am pleased to support them where practical. The TDM plan is very ambitious and, in my opinion, more than the City of Whitehorse can achieve in the near or medium term. There are certainly some smaller action items in the plan that I would support if they can be achieved with existing resources and budgets. “

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.

I am concerned that a “transportation equity policy” would be very expensive and redirect limited infrastructure funds away from other infrastructure priorities. Such a policy would need to be cost sensitive and not negatively impact our primary modes of transportation.

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?

I would support a long-term objective of having all our urban subdivisions link together with a well maintained year-round trail network (suitable for both walking and cycling).

3. Are you aware of and familiar with the City of Whitehorse's [Transportation Demand Management \(TDM\) Plan](#)¹? What is your commitment to budgetary implementation of the TDM Plan, including public reporting of implementation progress?

Yes, I am aware of the TDM plan. I am not convinced that the City can afford to hire more staff to implement the plan. The TDM plan should be used as a guiding document when developing (or redeveloping) our transportation infrastructure. Low cost improvements identified in the plan can and should be addressed within existing maintenance and capital budgets.

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?

Yes, within reason.

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

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 not limited to - the Idaho Stop², 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.

I would need more information and time to consider the question. My initial thought is cyclist should comply with the rules of the road.

6. Would you continue to support the city's position that a multimodal approach is needed for Yukon Government's Alaska Highway Corridor plan?

If elected I would review and consider the City's present position.

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?

I am open to working with the cycling community to ensure all intersections are safe for cyclists.

8. What would you do to provide more bicycling parking downtown?

I would work with the cycling community to review and develop options.

² 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.