

## 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.

I would be willing have the topic brought forward for discussion at a public forum. Following the forum, I would review the responses and then make my decision based on what the majority of Whitehorse citizens' support.

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?

To my knowledge, the City has over the past few years undertaken a plan to develop bike lanes on most of the roads in Whitehorse. If the current plan does not meet the needs, then discussion should take place to determine what the needs are and how to meet those needs.

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?

I am not familiar with the DTM plan, so my commitment would be to gain a better understanding of the plan going forward. This way, I would be able to clearly discuss all aspects of the plan.

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?

The City's current processes allow for public input on major developments and infrastructure. Any concerns or questions can be raised through the public consultations and forums, and I will take all public input into account.

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.

The Motor vehicle Act is a product of the Yukon Government and any changes would result by debate through the Legislative process. The Yukon communities would have input through AYC.

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, I would continue to support a multimodal approach. However the current phase of the Alaska Highway Corridor plan allows for public input on many issues such as safety, so the position of the City today may be modified before there is a corridor built.

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?

Yes, I would support a plan that that actively works with the all users being educated on the rules of the road. If there are unsafe intersections, that information should be brought forward to the city engineering department for redesign.

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

The city has created parking for bicycles in the downtown core, however, if what has been created then additional bicycle parking should be provided.

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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.