

## Questions for prospective city councillors from the WUCC – responses from Curteanu

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.

During my recent term on City Council, the need for encouraging active transportation and promoting an alternative means of travel other than the motor vehicle was acknowledged and validated. As a result, we drafted the Transportation Demand Management (TDM) Plan, which states:

*“The TDM Plan is a continuation of a considerable body of work that has been developed over previous years that includes the Whitehorse Moves Initiative (2007), Integrated Community Sustainability Plan (2007), Strategic Sustainability Strategy (2008), Official Community Plan (2010), and Downtown Parking Management Plan (2011). Using the context established in previous plans, the TDM Plan identifies policies, programs and services to reduce SOV reliance and the negative impacts associated with automobile use, and facilitate increased walking, cycling and transit.”*

I believe the City has clearly identified the need to shift from the car culture, as well as the social, environmental and economic benefits associated with implementing the TDM plan, but we must also recognize that this behaviour change will not happen overnight and will require foresight, commitment, resource investment, and most importantly, community buy-in.

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?

The City of Whitehorse currently has an extensive trail system, much of which is cycling friendly. There is also a Commuter Cycling Map that residents can refer to on the City’s website to assist in planning the safest route from point A to point B. Further research also suggests that Yukon has one of the highest numbers of bicycle commuters in Canada. However, having said that, there is always room for improvement. Given the opportunity, I would be supportive in reviewing our current bike network with community stakeholders to identify where there may be gaps and opportunities to develop and enhance our existing infrastructure for cyclists.

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?

Yes, I am quite familiar with the TDM Plan. As with all budgetary items, any financial commitments being considered for the implementation of the TDM plan must go through the City's budgetary processes. However, there are many parts of the TDM plan that could be implemented without a large capital investment and may be considered "low hanging fruit" such as creating partnerships with employers to provide transit subsidies to employees, promoting active transportation through education campaigns/events in the community, engage community groups in creating a bike share program, etc.

In regards to public reporting, I believe progress and successes in the implementation of the TDM plan shouldn't just be reported, it should be celebrated.

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, I am committed to this policy because as part of the TDM plan that our outgoing Council has developed, it is noted that the City will coordinate with community groups when planning and designing public infrastructure, particularly to ensure a "complete streets" approach to road design.

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 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.

I am committed to working with the Yukon Government on all issues that would be of benefit to our citizens to promote a healthier and safer community. I am confident that we have the expertise within our City Administration who could and would provide suggestions and recommendations to any changes contemplated to the Motor Vehicle Act, and I would definitely support them in doing so. As for changing the name of the MVA to the Road Safety Act, that would be at the sole discretion of the Yukon Government.

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

<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.

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. We have as a past Council supported this and I would, as a Councillor, continue to do so going forward.

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?

An education campaign is probably one of the most effective and economical ways to promote road safety and I feel that this should be developed and implemented in partnership with the cycling community AND Yukon Government. Also, I would expect that any deficiencies in our existing infrastructure that compromise the safety and accessibility of road users be examined and addressed appropriately.

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

If there was an identified need to provide more bicycle parking downtown, I would encourage the City to explore the following as outlined in the Transportation Demand Management Plan:

bike storage; enforcing the bike parking requirements in the new developments and review as required; indicate bike parking options on cycling route maps; and review bike parking standards to address new bike dimensions (ie. fat bikes)