

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.

First, I feel there is great need for the continued expansion of City Transit, specifically hours of operation. Included in this we must recognize the use of transit for our cyclists – that is the ability for buses to transport bikes. I believe there should be some incentives in place, such as a reduced fare for cyclists for example. The idea being, some people may choose to bike to work, but at the end of their day, may opt to take transit home.

The "Complete Streets" program (as outlined in TDM) for some areas is a good idea.

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?

Absolutely. Connected pathways for cyclists and pedestrians would provide not only a safer environment for the users, but also a more enjoyable one.

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?

I have read the TDM summary. I believe that responsible and thorough planning as our city grows is paramount - not just with our roadways, but all facets of development and policy. The changes and programs we implement now will affect us for many years to come, so we had best take enough time & effort into making sure we get it right the first time.

I am also a firm believer of "open books" and complete transparency from our municipal government.

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

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?

I believe that input on new developments and infrastructure is the right (and responsibility) of all Whitehorse residents.

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 do not agree with the Idaho Stop. The rules of the road should apply to all forms of transportation using them. I much prefer the idea of separating cyclists and motor vehicles as much as possible through the development of biking / pedestrian pathways. Such a plan would offer the best “commute times” by avoiding traffic control systems (lights, stop signs, etc), a more enjoyable experience for the users, and the greatest safety. Where cyclists and motor vehicles must share roadways bike lanes are necessary. I believe, where possible, “bike routes” should be developed, helping to separate cyclists from heavy traffic areas.

I support the consideration of transforming 3rd avenue downtown into a cycling / pedestrian traffic only corridor where possible. Among the many benefits such a change would bring, it would remove most competition for roadways (2nd & 4th ave) between cyclists and motor vehicles, providing a safer cycling environment.

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.

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.

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?

As the number of cyclists increases, I believe it will be very important for the city to have ongoing discussions with members representing that community, and most certainly education for cyclists and motor vehicle operators alike. As I have stated, I most certainly support the development of a contiguous network of pathways. Obviously there will be “higher traffic” locations where cyclists and motor vehicles will have to share the road. In these instances rebuilding or revamping of existing roadways may in fact be necessary.

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

If 3rd avenue was to be transformed into a cyclist / pedestrian / street mall corridor, there would be ample space for bicycle parking.