

## 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 absolutely support the development of such a policy. Although I believe that the city already recognizes transportation needs beyond the private automobile through the TDM plan and its extensive trail network and public transit, a formal policy would ensure that any future development in transportation infrastructure considers those which does not include private automobile use.

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, in principle I support a contiguous bike network within Whitehorse. A thorough costing of such a project would need to be conducted and weighed against other capital projects. Increasing property taxes to pay for the construction and maintenance of this infrastructure would not be my preference so the big question would be how to pay for it.

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 have read the plan and generally support it though I was unable to locate any numbers for budgetary implementation of it. I believe that public reporting should be a part of any major implementation process, including the TDM 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?

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

Of course the WUCC should be included among consulted stakeholders, its input would be extremely valuable!

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.

Absolutely!

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

This goes without saying, I am a strong advocate for non-motorised transportation

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 have had more than one friend who has been injured why cycling due to unsafe intersections in Whitehorse. One way to encourage more cycling and fewer cars is to make it safer so yes I absolutely support such a plan.

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

As a downtown resident who cycles around the neighbourhood and commercial core I have never found a lack of parking to be an issue. This said, I am happy to listen to the experiences of others and determine the cost of additional bicycle parking if needed.

Best regards,

Micah Quinn

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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.