

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.

Answer:

I have not considered a policy of this nature; however, would be willing to put forward to at least research it. The City's process allows for due consideration of policies and bylaws; therefore, there is a process in place that allows for policy consideration. In terms of getting it into the process I can think of multiple options including the strategic planning process and the eventual Official Community Plan (OCP) process. Whether a policy of this nature would become a priority item of all Council, I could not say. Neither could I say it would make it into the Official Community Plan, although once raised there it would have to be considered as part of the OCP Process. I personally have biked to work all winter one winter and used to regularly commute to work by bike in the summer; therefore, I have some actual experience in this area so am supportive of bike commuting in general.

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?

Answer:

From my experience there is a bike network; however, I acknowledge that it may not be as perfectly developed as it might ultimately be in terms of accessibility. I would be in favour of the direction the City has undertaken thus far in this regard, which is gradual improvements. As far as safety, the biennial Citizen Survey has indicated in the past that people generally feel safe biking in Whitehorse. I believe there will be another survey in 2016 where this could be tested further.

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

TDM is a vast area that covers public transit, parking management, and other areas. In terms of the budgets I can commit to considering a reasonable capital plan and a reasonable operating plan taking all priorities into consideration. Any municipality has multiple demands on its resources, including TDM

implementation. There is a process for all Councils for due consideration of all the priorities and then allocating resources for them. Of course I cannot know the will of Council, but I trust in the system whereby TDM and the many other important issues facing a City get their due consideration.

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?

Any municipality is policy-driven and the persons that consider and vote on the policies are the Council members. Any individual councillor can advocate for a particular issue area but cannot commit Council to anything except what is resolved by the Council as a whole. Having said that, the City does have various advisory groups that have been developed over time, but again these groups are advisory in nature and the ultimate decisions lie with Council. Asking for input on all modifications to new developments and infrastructure is such a broad area that I don't even know if a single group has the capacity to address all that and even if it did what would it do to timely process for the proponents, including the City? What is in place is what is allowed for under the Municipal Act and the City's own processes, which are public hearings and public input sessions (particularly on the budget). All input, once raised under these processes that are already in place, have to be considered.

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, 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 Vehicles Act has not had a major re-write in many years. Having said that, the process to advocate to YG is through the Association of Yukon Communities (AYC) and would require a resolution that all communities could agree to. I can commit to considering this if elected; however, all of the Council would also have to agree to a resolution that would then go to AYC. A better route would be for the WUCC to contact MLAs and have them bring forward this issue; it's their legislation. I note there is a Yukon election in 2016.

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

I agree in general with a multi-use approach. Safety would be my first concern and priority overall though.

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?

Safety is a big concern of mine, of course. Recognizing that this is a winter city and people do wish to bike in the winter (and why not?), I feel that winter driving as well as cycling is in a more challenging environment than in summer. A targeted education campaign(s) might, therefore, be in order (summer and winter). In terms of intersections the engineering that goes into intersections are generally governed by engineering standards. Certainly there is room to accommodate other factors with these standards. Intersections have to accommodate numerous users, including persons with disabilities. I am in favour of the raised intersections on Front Street that accommodate persons with disabilities and that came from the engineering and accommodated that type of road and the traffic and pedestrian usage. I see no reason not to consider looking at intersections further for more improvements and possibly different design.

8. What would you do to provide more bicycling parking downtown? There are quite a few designer bike racks now and there are also the 'bike boxes' here and there. I believe that the owners of the more expensive bikes prefer the boxes, as they may be more secure. Maybe I could suggest a program with the Chamber to incent businesses to provide bike storage for their workers as well as their clients; that would seem to be a win-win-win partnership to me.