

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.

What an awesome idea. I have never heard of that but I am in FULL support. I am an environmentalist, I do not drive or own a car and I am fully in support of all ideas that bring attention to the general population of the full cost of their purchasing choices. As a more concrete example...you may have heard about the soccer field that is proposed...in general discussion, being argued about for Whistle Bend. It is my understanding that this soccer field would not even be open to the public but be a pay per use locked facility for elite soccer players. While I think it is nice that people at that level can have "national standard level" infrastructure; I do not support it as it is aimed at too few people in our community. I recognise that the building funds are from YG but I do not believe that maintenance costs would not eventually fall to the city. I would much prefer and have stated thus that we use our limited City budget to operate, expand and maintain better biking and walking routes that all citizens can use and hopefully commute with.

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?

I fully support this idea too with the caveat that the city has a very small tax base and it will not happen overnight. BUT, I would 100% support the idea, planning for it and implementing it as we were able.

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 am aware of the plan. I would, if elected, be only one voice on council but I would be a strong voice towards using our limited resources on the actions laid out in the plan. Again, with the caveat that there is only so much money each year.

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?

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

I'm not sure about setting that as policy I mean what if at some point your group doesn't exist? And how small of a modification are you talking about. I mean things take long enough already. Having said that OF COURSE it makes sense to talk with users of infrastructure about how it is built, set out, major modifications, etc...

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.

That seems reasonable though I have no idea what an Idaho stop is.

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

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, with the caveat again of costs. While I am 100% in support of what you are suggesting and think it is all extremely important and good for the community there are tons of different folks with tons of different ideas and I will need to represent the community as a whole not just my own personal favourites.

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

Unless the weak links are already identified (as to where more is needed) I guess we could work with your group to identify critical spots and come up with a plan to address them.

It doesn't seem like a complicated issue as long as no one is unreasonable about it. I mean I don't know how many drivers I hear complain that they have to walk two blocks to park in unmetered spots or they get tickets... We won't be able to put biking infrastructure in front of every building or all over main but I am sure there are certain areas we can make bike parking sections or something like that.

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.

BOTTOM LINE I bet that I am your BEST option of those running. As I said I do not drive. I am a HUGE supporter of alternative transit. I am your market but I am also just one member of council (if elected) and budget and priorities are always going to be a consideration.

As an aside please share with your membership that one of the reasons people get elected to council is simple name recognition. People vote for the candidate or two that they actually want and then they just mark off names that they sort of recognize until they reach 6. This can mean that people who might not support anything you want get elected by ending up a vast majority of people's off hand vote. So, please remind people they do not need to vote for 6. They can vote for just the folks they want whether that be 1 or 2 or 5