

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 believe that everyone should be empowered to choose how they get around town, as long as their choice is made with safety for ALL in mind.
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? For the sake of safety of everyone using our roads, I would support the development of a bike network. I have seen motor vehicle operators and cyclists (for example) successfully share roads (i.e. Vancouver). I think those successes are possible due to a number of factors such as clearly defined lanes for vehicle operators and cyclists as well as EDUCATION for all users of roadways.
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? As I have stated in a number of public settings, I believe that action on any city issue needs to be a part of a larger plan. I don't think a clear plan exists for our city. I don't believe efficient and sustainable action on ANY issue, (including the implementation of the TDM plan) is possible without it being identified in a larger plan that will help set the priorities for Whitehorse. Should I get elected to city council, I would like to see ALL residents have the opportunity to contribute to what the city's priorities should be for the next 3, 5 or even 10 years. Once a plan sets out the priorities, an investment of resources (financial and otherwise) would be dedicated to those priorities. If

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

there is a large support base for moving the TDM plan forward, then it should be a part of the larger strategic plan for the city and therefore prioritizes it.

That said, I am in full support for proposals and plans that contribute to the SAFETY of our residents, including how they choose to get from A to B.

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? By asking the residents to give us their thoughts on what needs to be in a larger multi-year plan, it would allow the cycling community to offer their thoughts on having the city prioritize the implementation of the components outlined in the TDM plan.
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. PARTNERSHIPS, PARTNERSHIPS, PARTNERSHIPS!!! I cannot emphasize enough how much meaningful and working PARTNERSHIPS lead to successful results.

I would absolutely support the city to engage and PARTNER with Yukon Government on any initiative that enhances the safety of ALL users of our roads.

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 would support any initiative that provides multiple options for access and enjoyment for those using our roadways.
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 think we have to start with the basics. I feel there has been a marked increase of the number of cyclists and that a good thing! Unfortunately, with this increase, I have noticed that more and more cyclists do not wear a helmet. As much as I think your ideas surrounding

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.

transportation equity on our roads are good, I think we need to start with simple things such as making sure everyone has a helmet on. I have had a number of discussions motor vehicle operators and many are concerned sharing the road with individuals that choose to ride a bicycle without a helmet. Going back to question number 2 for a moment, another “take away” I have from these conversations with motorists is if we had lines (or similar) that CLEARLY defines bike lanes that things would be much safer. EDUCATION has to be a part of this!

8. What would you do to provide more bicycling parking downtown? One solution could be enhancing bicycle parking opportunities on the riverfront. The Yukon River borders the downtown core and given the path that runs along it, one solution could be bicycle parking installed every 2-3 blocks.

Also, I would encourage the cycling community to have conversations with business owners on coming up with viable solutions for parking bicycles at or near their place of business.