

Questions for prospective city councillors from the WUCC

1. There is a significant portion of Whitehorse's citizenry who are not entitled 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.

From my perspective I believe in transportation equity and we have little choice in our community to embrace alternate transportation like cycling. Recognizing the need for infrastructure that addresses our transportation demand management plan is an ongoing process and very much depends on cycling, walking, ride sharing and our public transportation.

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 would support the continued engagement and input from cyclists and groups to determine what can be done to our infrastructure. I am cautious to promise something that may not be obtainable however, I am committed to working on solutions and options simply because we really need to encourage, promote and support alternate transportation in our City.

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?

Yes I am.

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?

Yes I have and would continue to do so.

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

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

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.

The motor vehicle act is in need of updates to better reflect the changing environment we find our selves in. The answer is yes. I am not so sure regarding the Idaho Stop law, I would want to consult with the City Bylaw Department to hear their concerns and perspective before I could form an opinion.

6. 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 agree.

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

I have been very clear that this is a priority for the City and its citizens.

8. 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?

Not knowing all the ramifications and costs I would be hesitant to commit however I would commit to the education campaign as well as a commitment to request the information in terms of feasibility.

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

Much has been done with the bike storage containers but I can see more needs to be done. I would ask for administration to look into a needs assessment and to reach out to users to hear and see what they would like to see implemented and ultimately realized as a solution.

Thank you for reaching out, it is important that our entire community realizes this is good for all of us. The obvious health benefits to foster a healthy community aside, we all need to find solutions to the strain we have as more vehicles hit our streets. Our population will continue to grow and we desperately need to make some shifts and adjustments to how we commute.
