

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.

Most of us agree that Whitehorse has a car-centric culture and this needs to be changed for a variety of reasons. All future infrastructure decisions should be made with this in mind. This includes making our roadways more useable for cyclists and walkers. If this needs to be codified in a bylaw then I would support that bylaw.

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 think segregated cycling infrastructure is a fantastic idea, but I wonder about the practicality of trying to build such a network in Whitehorse. I would like to learn more about how such projects were undertaken in other cities.

2. 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 just downloaded the TDM, and quickly perused it. It looks like a fine document and one whose goals are worth pursuing. Yes, some of Whitehorse's municipal budget should be funnelled in this direction. How much? I don't know.

3. 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?

The cycling community has a valuable role to play in the future development of Whitehorse, but *"all modifications?"*

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

4. 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.

My first response to the “Idaho Stop” is that it seems kind of dangerous. The Motor Vehicle Act could probably use some updating.

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

Yes.

5. 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?

Is there a plan already in place or is this a hypothetical plan? It seems like a good idea, but I don’t want to support “a plan” on spec without seeing the specifics of that plan.

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

I’m not sure, but I’m willing to learn.

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.