

**Whitehorse Urban Cycling Coalition:
2018 Candidate Questions - Whitehorse Municipal Election**

Candidate: Andrew Smith	
1. Given that a substantive portion of Whitehorse’s population does not have the privilege to operate a private automobile, what are your suggestions to address the transportation inequity of our community’s built environment?	The city and its need for transportation is, unfortunately, a victim of our geography and planning – the places where people need to be are rarely near to each other. I think that having the city grow from within (e.g. not building neighbourhoods further from the core) will help centralize all services at a more effective cost. This means that public transit can see better ridership with little increase to wait times, and a cost-effective trail and bike lane network.
2. More Whitehorse residents are choosing cycling as a year-round transportation option. What are your thoughts regarding prioritizing winter maintenance for vulnerable road users?	I don’t want to separate the priority of roads for different users – it is not equitable. The question should consider all users, as key transportation corridors are accessed by all users. Specifically – and I think this is what you mean to ask – the maintenance of transportation routes cannot be done with one user group in mind i.e. clearing snow into the bike lanes and leaving it there. Yes, the whole shared route or corridor needs that attention. If the equipment is already there on the road, we are doing a complete job to keep all transportation routes open. That said, routes that are bicycle or pedestrian only do require more maintenance in the winter. From my experience, I’d highlight the airport trail as a shortcut to downtown.
3. If elected, what would you do to expedite the implementation of Whitehorse’s new Bicycle Network Plan?	I am behind trail and network planning that meets the ‘all ages and abilities’ model. What makes cycling appeal to me is taking routes that are not on roads, so extending the paved pathway system offers a unique landscape experience, and protects cyclists from having to be on congested roadways. As part of that, I think fast changes can be made to greatly improve the interconnectivity of existing routes. Again, our geography (specifically topography outside of the valley bottom) does deter people with limited abilities or fitness from getting to and from core areas, so that interconnectivity should also focus on making trails and routes physically easier.
4. What are your thoughts on using the Parking Reserve Fund to improve Active Transportation considering that almost every bike used to commute to work frees up a parking space for someone else?	I believe there is extremely high value for dollar investing in active transport. That Fund is somewhere between 3 and 4 million. I’d like to explore some kind of instrument that allows the interest that the fund makes be put into a separate account that supports infrastructure for active transport. There may be some public finance questions with that, but it would give a regular income to the subject, while not reducing the money available for parking improvements, should it be required at some time. A review of the parking fund should be done later in the next council term in order to see if the time is right to use it for its intended purpose, or to find support for alternative uses.

5. <i>On the lighter side: have you ever...</i> <ul style="list-style-type: none">• Commuted to work / school / for errands on a bike?	Yes, frequently
<ul style="list-style-type: none">• Ridden a fatbike?	No
<ul style="list-style-type: none">• Ridden with a young child?	No
<ul style="list-style-type: none">• Ridden an electric bike? or	No
<ul style="list-style-type: none">• Ridden a unicycle?	No