

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

<b>Candidate: Jocelyn Curteanu</b>	
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?	Enhanced transit services, connecting neighborhood trails to the downtown and other neighborhoods where possible, and safer bike lanes. Perhaps even explore creating bike lanes originating from country residential areas to downtown, which would have to be done in partnership with Yukon Government as they have the authority over the Alaska Highway. Designing walkable neighborhoods like what is planned for Whistle Bend would also lessen the need to commute to downtown for basic necessities by offering them within the neighborhood.
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?	Just as Whitehorse roads are prioritized for snow clearing, I think the same should apply for bike lanes and trails due to the City's limited resources and capacity. In addition, the City should also be cognizant not to obstruct bike lanes when clearing snow off the main roadway and onto the shoulder. Roadway design or upgrades should take into consideration the potential for bike lanes and allow sufficient right-of-way on the side of the road or in the buffer space between the road and the sidewalk.
3. If elected, what would you do to expedite the implementation of Whitehorse's new Bicycle Network Plan?	Prior to expediting any plan or project, I believe it is necessary to complete a strategic planning exercise to identify the City's priorities. I feel it is important to include Whitehorse citizens in this process to better assess our community values and concerns before making any decisions about which items/issues will be prioritized and expedited. Having said that, as we try to encourage active transportation due to its health and environmental benefits, there may be an opportunity to request a quick review of the Bicycle Network Plan to see if there are any "low hanging fruit" that can be adopted sooner rather than later because they require minimal cost and capacity to implement. We could also encourage Administration to keep an eye out for funding opportunities to cover the capital costs of some of the recommended projects in the plan.
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?	The Parking Development Reserve Fund, as with all reserve funds, is regulated by Bylaw. This particular reserve fund is set aside for the development of land, buildings or any other parking related capital project. Unfortunately, active transportation does not fall within the scope of the Parking Development Reserve Fund. However, there are other funding opportunities that could potentially be accessed for Active Transportation initiatives like Gas Tax Funds

5. <i>On the lighter side:</i> have you ever...	
• Commuted to work / school / for errands on a bike?	Yes
• Ridden a fatbike?	Yes
• Ridden with a young child?	No
• Ridden an electric bike? or	No
• Ridden a unicycle?	No