

Candidate (Councilor): Michelle Stimson

What is your understanding of the state of active transportation in the City?

The state of transportation- access- inclusion- tech- electric buses? City sponsored Uber - Schedule on line demand -(pilot project) Safe bus stops - relationship build with innovative hubs- plug ins- 911button- Relationship building with organizations. I'm mostly about open house ' town hall ' style talks to get this community building healthy memories with creative gatherings . Even mini market style so there is always food.!

Given that a substantive portion of Whitehorse's population does not have the privilege to own and/or operate a private automobile, what are your suggestions to address the transportation inequity of our community?

I do not own a vehicle- I started bike riding because bus was straight up unsafe - some stops are a post - So intelligent design for bus hubs are required Schedule needs to meet shift work needs- I had a bike accident two years ago and the inequities around wheelchair movement was based on inadequate snow removal - we need a snow team- Again discussion together as a community.

Many Whitehorse residents choose cycling as a year-round transportation option. What are your thoughts regarding prioritizing winter maintenance for vulnerable road users?

I was really nervous to start riding again for safety - I keep leaning towards flags to separate some lanes- it feels friendly and special side road paths that are cleared (snow) Creative routes to keep biking beautiful. The sidewalks are not the only areas needed to be clear. This is tough work and I'm behind and support a sign up sheet and discussion of routes - bet there are lots.

If elected, what would you do to expedite the implementation of Whitehorse's [Transportation Master Plan](#), in particular, the goals and implementation strategy (Section 5 & 6)?

Suppose funds for electric busses may be an issue - but fund raising is fun and good community builder. Having a bus lane that is shared with ?school buses- city busses- cycling Would like that debate. Free transportation- Can the trolley be effective transportation and run more. Spots to hold skateboards and scooters on busses- Long term... holding a town meeting just about this and even some carparking / bike sheds- E-bike speed limit on trail Bike parade on Main Street and route plan to celebrate!!

What are your thoughts on the Chilkoot Way Greenway project?

I'll google it - or send me some information please. Then I'll let you know!! I'm not afraid to admit there is much to learn about this busy city. And I have much to learn-

Have you ever commuted to work and/or school and/or for errands (Select all that apply):

By foot? - Yes

By bike? - Yes

By public transit? - Yes

Other: Taxi /shared ride

Candidate (Councilor): Norma Felker

What is your understanding of the state of active transportation in the City?

A work in progress

Given that a substantive portion of Whitehorse's population does not have the privilege to own and/or operate a private automobile, what are your suggestions to address the transportation inequity of our community?

I believe most strongly in public transit but Whitehorse Transit is currently not good.

Many Whitehorse residents choose cycling as a year-round transportation option. What are your thoughts regarding prioritizing winter maintenance for vulnerable road users?

Expensive and difficult

If elected, what would you do to expedite the implementation of Whitehorse's [Transportation Master Plan](#), in particular, the goals and implementation strategy (Section 5 & 6)?

Advocate for support

Have you ever commuted to work and/or school and/or for errands (Select all that apply):

By foot? - Yes

By bike? - No

By public transit? - Yes

Other:Private vehicle

Candidate (Councilor): Ken Schick

What is your understanding of the state of active transportation in the City?

I understand that active transportation is using one's own power to get from one place to another. I regret that I do not know enough about the current overall state of this in the City of Whitehorse but I do know that it needs to be improved.

Given that a substantive portion of Whitehorse's population does not have the privilege to own and/or operate a private automobile, what are your suggestions to address the transportation inequity of our community?

One of the largest issues here is the lack of knowledge that there is a problem. Whitehorse is a continually growing city and we certainly need to look at improving public transportation in as many areas as feasibly possible. This is an area being dealt with Canada wide and we need to draw from existing available information to develop our own plan.

Many Whitehorse residents choose cycling as a year-round transportation option. What are your thoughts regarding prioritizing winter maintenance for vulnerable road users?

Maintenance for year-round transportation is an annual concern for all means of transportation. I agree it is even more of an issue for cyclists. Without reviewing budget and manpower availability/restrictions it is difficult to offer a constructive answer to this issue

If elected, what would you do to expedite the implementation of Whitehorse's [Transportation Master Plan](#), in particular, the goals and implementation strategy (Section 5 & 6)?

If elected, I understand that the Mayor and council meet to establish goals for the upcoming term. This would be a time to work on putting this on the priority list.

What are your thoughts on the Chilkoot Way Greenway project?

I usually travel the Chilkoot Way four times a day during the week. I have become accustomed to this route and do see this has benefit as well as having some shortfalls. There are often cyclists visible on this route which is great. I do believe that something needs to be corrected in regard to the transit bus situation.

Have you ever commuted to work and/or school and/or for errands (Select all that apply):

By foot? - Yes

By bike? - Yes

By public transit? - No

Other:

Candidate (Councilor): Anne Middler

What is your understanding of the state of active transportation in the City?

***Summary/TLDR:** Vote for Anne Middler for a voice on council that understands/seek to understand the concerns, issues and proposed solutions of the cycling community. I will ensure open lines of communication between the cycling community and city government. I hope to see so many more people feel confident and safe to ride bikes instead of driving, and will ensure that existing plans to build infrastructure to accommodate goals of increased ridership have implementation plans adhered to, with priority actions budgeted so we can anticipate and see progress.*

I don't feel confident asking my 13 year old daughter to ride her bike to my place downtown from her dad's in Takhini because of the risks at the Industrial Road T intersection and Chilkoote way, among other places along the route. I worry about the safety of everyone on bikes. I have experienced close calls, we all have. Joe Morrison, a most exceptional human, was killed while riding his bike to work by a driver this summer. I cannot move through Rabbits Foot Canyon without becoming overcome with emotion from the devastating loss to his family, to the community, and to our collective sense of safety.

I live downtown, and there is a lot of talk lately about safety. Safety encompasses a lot of things, but mostly my thoughts about safety are around pedestrian and cyclist safety, being vulnerable road users, and the real risk to life from potentially lethal vehicles being driven by people who are not paying attention. Sometimes it's just bad design that has created a conflict and hazard, sometimes it's bad driving or a combination. I teach my daughter to assume that all drivers are drunk and staring at their phones, so even if we have the right of way as a pedestrian at a crosswalk or a cyclist in an intersection, do not proceed unless you have 100% confidence that drivers see you and are slowing down. We do not yet have a connected, separated bike network to ensure a seamless and safe ride. YG is making improvements along the highway to create a separated path rather than requiring us to teeter on the rideable edge (bike lanes/shoulders), that more often than not contain hazardous debris in our path. So that is good progress. I support the construction of underpasses to further separate active commuters from motorized vehicles and make active commutes more efficient and safe.

There have been improvements over the years to infrastructure and maintenance, but it is not nearly enough to encourage a larger percentage of people - who are interested in bike commuting but concerned about safety - to choose an active commute to school and work rather than driving. If we have stated that increasing active transportation is a goal, we need to accommodate it, make it convenient, reliable and safe. I love riding my bike - more often for recreation than commuting because I live downtown and mostly work from home. But I love riding my bikes and feel strong, free and happy when riding them - except when I feel threatened by drivers, or come upon a barrier to access or illogical and bad design that frustrates me and makes me feel like my preferred mode of transportation is an afterthought and is given less attention to safety and convenience and less investment.

Given that a substantive portion of Whitehorse's population does not have the privilege to own and/or operate a private automobile, what are your suggestions to address the transportation inequity of our community?

Transportation equity is critical because, as you say, many people don't have access to personal vehicles for a variety of reasons or just don't want to own or use one. Our city is spread out and people need to get around safely and conveniently. Further, our city is already facing traffic congestion which will get much worse if our growth results in an increasing population who feel they need to drive everywhere. It is challenging to reconfigure a community that was designed and built around cars and trucks, but there are good examples of how it can be done. The City has made good improvements to public transit which is key to transportation equity, but more needs to be done. To address safety in the public transit system, we also need to make sure that there are logical pedestrian-activated crossings that are close to bus stops, so that riders don't need to walk too far to designated crossings to safely to get to their destination.

As for cycling infrastructure, we need to ensure we are developing it adequately to safely accommodate the increase in cyclists that all levels of government are promoting and setting goals to achieve. If we are going to meet GHG reduction targets, we need to get people out of personal vehicles and onto their bikes. YG's rebate program for e-bikes has been very successful, and has materially reduced the number of vehicles on the road. I love seeing big e-cargo bikes ridden with confidence by a mom or dad, with kids and a ton of gear or groceries on the back.

But our existing infrastructure is inadequate. When I cycle, I aim to be away from traffic as much as possible, so I ride on the waterfront trail and millenium trail. The waterfront trail is a 3m wide paved trail established in 2001. It's awesome, but not enough space for the increased number of cyclists, e-cyclists, pedestrians, and all the other users who want to enjoy that beautiful part of our city. I would like to move forward the Waterfront Rail Trail project, as I see the trolley tracks currently a barrier and an opportunity cost. We need that valuable real estate along the river for bike paths to add capacity and to reduce conflicts in that heavy use area for recreation and active transportation. Currently, you can't walk, bike or kicksled on those tracks and I think it's a waste to keep the tracks in place for 3 or however many months of a tourist trolley that surely doesn't pay for itself. I believe the Rail Trail would be a much larger tourism draw, and will benefit citizens of Whitehorse all year long.

Many Whitehorse residents choose cycling as a year-round transportation option. What are your thoughts regarding prioritizing winter maintenance for vulnerable road users?

We learned a lot from Haari and Pekka, the Finnish urban well-being traffic engineers from Oulu Finland, the winter cycling capital of the world. They came to the Yukon earlier this year on a side quest from their trip to Edmonton where they attended the World Winter Cycling Congress. It was refreshing and inspiring to learn how their city has long prioritized separated bike paths, and the winter maintenance of these paths. I was grateful to go on two bike rides with the Finns and a gang of local cyclists, and i got to kicksled with them too (my kicksleds are from Finland,

and it was lovely to hear their experience past and present with this scandinavian/northern european mode of recreation and active transportation). I attended their talk at the CGC. I am grateful to Cycling Association Yukon, Kicksled Yukon and Medicine Chest Pharmacy who brought them up to educate and inspire City and YG staff about what is possible.

A couple points:

1. In winter in Oulo, the bike network is plowed first before the roads. The maintenance contracts have requirements for when this work needs to be completed and the service providers are also users of the trail, and there is consistent feedback and evaluation by users to local officials and service providers. This signals the importance of this transportation option, and commitment to ensure consistency for riders who need to be confident they can leave the house in the morning by bike and not face barriers to access because of snow or ice.

2. They require their maintenance operators to actually use the infrastructure. That would be useful here - we can't make operators all ride their bikes or walk to work everyday, but they do need to do that regularly as part of their paid tasks within their job description (and it would be great to include frequent users in these reconn missions), so that they understand from a user perspective why they are doing their job and how best to do it so they don't inadvertently do anything that puts up barriers - like literal barriers such as pushing a snow berm onto a path access - or compromise safety. I have myself put on a high vis vest and taken a broom to sweep the steep curved approach ramp between the SS Klondike and the Robert Campbell bridge to Riverdale. And I have done the same at the steep black street stairs approach. I know others who have done this too. Once the risk of ice is completely gone, grit itself on the trail is a hazard. The City tends to leave it on trails too long and sometimes indefinitely in places where they can't fit their large equipment, forgetting that simple tools and elbow grease can often do the job just fine and frequently better than equipment.

3. Grit as necessary but not necessarily grit. Many of you know me not just as a cyclist but also as a kicksledder, and I know the debate about the grituation can be contentious. Last winter was a disaster and it was difficult and scary to get around because of so much ice from November to April due to inconsistent temperatures and rain in January. The city didn't always adequately grit - or grit at all - and it wasn't clear who needed to make the call. The kicksledders and other trail users got in touch with the city on several occasions to report icy and unsafe trails asking for any or more grit, etc. It was nearly impossible to kicksled last year and it was daunting to walk without spikes on boots. It's impossible to ensure every square inch in one's path is gritted, so in addition to the city being more on top of this, users need to recognize we live in a winter place and take some responsibility too.

One good thing about that bad winter with poor kicksledding conditions was that it made me finally buy a fat bike - and thank goodness it has studded tires. I generally prefer to kicksled in winter, and I always will choose that option when it's feasible. But I am a now winter bike convert and I love it. I found that I was in better physical condition when I was able to take out my gravel bike to once again hit the hills on the Miles Canyon Road when the roads dried up in spring.

And I bought another winter bike so that my daughter and I can ride together - although the second one does not currently have studded tires.

Back to the grit. The Finns showed that a compact snow base is best for all users. When it snows, slightly lift the blade on the equipment and ensure a compact snow base remains. This is the best trail condition for all users. There needs to be better communication and education with operators so they know exactly how to do their job and not assume to just lower the blade and scrape then grit after a snowfall. That is not necessary if temperatures are staying cold. If the path is scraped to pavement, it will need to be gritted because the dark colour absorbs heat and causes melt of adjacent snow, which then freezes to black ice on the exposed pavement. The scraping to pavement maintenance approach is inefficient and requires far more energy, equipment and human resources to deal with, and inevitable grit - which doesn't always ensure slip mitigation when trail surface conditions are like this. Further, a compact snow base reflects the heat and is far more resilient and safe in the spring when we start to get warmer daytime temperatures. If there is ice, the city needs to apply grit adequately so that all trail users are safe. But again: grit as necessary, not as default. We are a winter city and need to find ways to maintain paths efficiently without being counterproductive. A compact snow base is clean and white, and so lovely for walkers, cyclists, people towing kids on sleds, kicksledders, etc. For whatever reason if paths become slippers, grit there.

There also could be better coordination between Operations and Parks departments who are both responsible for maintaining different paths in the network and tend to do things differently. This is worth exploring and I'm not sure what the solution is - but finding best practices and ensuring operators from both departments are well educated is key.

If elected, what would you do to expedite the implementation of Whitehorse's [Transportation Master Plan](#), in particular, the goals and implementation strategy (Section 5 & 6)?

A lot of good work was done for the Transportation Master Plan, which incorporates the 2018 Bicycle Network Plan. This plan cannot collect dust - it must be implemented. The City needs active transportation champions on council to be on top of this to make sure that the actions and timelines for implementation are reflected in the annual operating budget and the 3 year outlook so we can anticipate how it will roll out. I see any active transportation advocates on council as key to help educate other members of mayor and council how critical it is - not just for the safety of the people who are currently riding, but to take action to address the current - and prevent the anticipated increased traffic congestion - if our growth does not accommodate and encourage alternative modes of transportation.

What are your thoughts on the Chilkoot Way Greenway project?

Well, i will admit that I'm not crazy about it. It makes me nervous as a driver and as a cyclist. I do recognize the problem it is solving - providing a link, a safe connection between two mile hill and the river trail. All road users will have to get used to it. Cyclists will need to recognize that

drivers turning into Chilkoote mall have a lot to be aware of - oncoming traffic and cyclists, as well as cyclists coming up fast behind them that they may inadvertently be turning into. Cyclists - especially those going fast on ebikes - do have to be cautious about cars traveling in the same direction and turning left, who may have shoulder checked but not seen them as they look forward and into their turn. All road users need to share that road, be aware there is lots going on, and watch out for and respect each other's right to get to where they're going safely. I am hoping if elected I can be a peacemaker, or a bridge, to try to repair the strained relationship between anti-cyclists and cyclists that unfortunately this project has become a lightning rod or a trigger for. I don't like being coal rolled and i don't like being threatened. I would like to try to appeal to and find common ground with people who for some reason have aggressive feelings towards people on bikes. I will be speaking about promoting safe active transportation investments as a way to reduce traffic congestion and pollution, and to ensure everyone and all our kids are safe and have choices to exercise their autonomy and freedom of movement without having to own a vehicle. I learned to ride a bike when I was 5 and it is by far still my most favourite way to exercise my freedom, and to feel the pure joy associated with that (also why i love kicksledding and swimming). I also highly value physical activity because of the mental health benefits, and I want to be as strong as I can be as I approach 50. I also realize that with people's busy schedules, incorporating movement and physical activity into their daily commute to work or school can be the most efficient way to meet a bunch of goals: getting where we need to go, saving money, feeling physically and mentally good from moving our bodies, taking climate action, etc. Let's make sure we can all do this safely.

I am hoping if elected I can be a peacemaker, or a bridge, to try to repair the strained relationship between anti-cyclists and cyclists. I don't like being coal rolled and i don't like being threatened. I'm sure we can find common ground with people who for some reason have aggressive feelings towards people on bikes. I will be speaking about promoting safe active transportation investments as a way to reduce traffic congestion and pollution, and to ensure everyone and all our kids are safe, and have choices to exercise their autonomy and freedom of movement without having to own a vehicle. I learned to ride a bike when I was 5 and it is by far my most favourite way to exercise my freedom, and to feel the joy associated with that. I also highly value physical activity because of the mental health benefits, and I want to be as strong as I can be, as I approach 50. I also realize that with people's busy schedules, incorporating movement and physical activity into their daily commute can be the most efficient way to meet a bunch of goals: getting where we need to go, saving money, feeling physically and mentally good from moving our bodies, taking climate action, etc.

Thank you for reading. Feel free to get in touch with me if you need clarification or if you have concerns or suggestions. Thank you! Anne Middler. (867) 332-4979

Have you ever commuted to work and/or school and/or for errands (Select all that apply):

By foot? - Yes

By bike? - Yes

By public transit? - Yes

Other: kicksled

Candidate (Councilor): Sarah Newton

What is your understanding of the state of active transportation in the City?

It is promising but needs to be made safer. People are split on issues of bike lanes. Businesses and organizations like yours are potential partners to improve the situation.

Given that a substantive portion of Whitehorse's population does not have the privilege to own and/or operate a private automobile, what are your suggestions to address the transportation inequity of our community?

Transit frequency and on demand services need to be continually improved. Active transportation is critical for community transportation and health but is not accessible to everyone. Safety needs to be a priority.

Many Whitehorse residents choose cycling as a year-round transportation option. What are your thoughts regarding prioritizing winter maintenance for vulnerable road users?

Winter maintenance is important for both active transportation users and disabled citizens. We need a way to deal with emergent issues quickly so I think a complaint line or process could be implemented to better allocate city resources.

If elected, what would you do to expedite the implementation of Whitehorse's [Transportation Master Plan](#), in particular, the goals and implementation strategy (Section 5 & 6)?

I plan to immediately review the plan in detail and develop business and government partnerships to implement the work done by the community on this plan.

What are your thoughts on the Chilkoot Way Greenway project?

I think bike lanes are important but it seems like this one wasn't well implemented. We should get more feedback in planning and fix it if that's what's needed.

Have you ever commuted to work and/or school and/or for errands (Select all that apply):

By foot? - Yes

By bike? - Yes

By public transit? - Yes

Other:

Candidate (Councilor): Lenore Morris

What is your understanding of the state of active transportation in the City?

The percentage of Whitehorse residents using active transportation for regular commuting is low – around 10% - and does not appear to be growing. I believe though that many more residents would choose active transportation if there was better infrastructure in place. The City was built in a very sprawling manner, which creates geographic challenges. Residents, especially those living anywhere other than downtown, need practical, safe, direct routes. The City has been expressing a desire to create those good routes, but largely fallen short. Continued prioritization, regular consultation with user groups and careful detailed planning are keys to future success.

Given that a substantive portion of Whitehorse's population does not have the privilege to own and/or operate a private automobile, what are your suggestions to address the transportation inequity of our community?

There needs to be better public transit. There need to be more safe and practical cycling and walking routes. City planners need to not assume that everyone owns a car when planning transportation routes and designing roads. Although I prefer separated paved paths, when cyclists are on roads, we should not be second class users. Housing for the expected population growth should be, as much as possible, built downtown or in the nearby neighbourhoods, where those without cars can more easily get to where they need to go.

Many Whitehorse residents choose cycling as a year-round transportation option. What are your thoughts regarding prioritizing winter maintenance for vulnerable road users?

I am one of those Whitehorse residents who choose cycling as year-round transportation. That means I have (1) had to navigate bike lanes filled with snow plowed into them from the centre lane (2) concluded that riding on the sidewalk was the only safe option (3) given up and walked. I agree that winter maintenance should prioritize vulnerable road users - pedestrians and cyclists over drivers. I would support the City taking over snow removal / winter maintenance of sidewalks in high pedestrian areas, which could be mechanized and therefore more efficiently done, and end the existing patchwork of surfaces.

If elected, what would you do to expedite the implementation of Whitehorse's [Transportation Master Plan](#), in particular, the goals and implementation strategy (Section 5 & 6)?

I like the Transportation Master Plan, even if on active transportation it seems unambitious to me (by 2040, 16% of trips to work or school in Whitehorse will be taken by walking or cycling). To implement, it will need regular monitoring and oversight, someone to notice and care if targets are not met, and adequate funding budgeted. I commit to do all those things.

What are your thoughts on the Chilkoot Way Greenway project?

The original Chilkoot Way was built 2 decades ago without any consideration of cyclists, and as with many such roads, re-designing it for cyclists after the fact, is a lot harder than if they'd designed it for cyclists in the first place. In its present state, as a cyclist, I feel nervous if I am riding in the greenway in the Two Mile Hill to Quartz Road direction. I am very conscious that drivers are not used to looking for traffic in their lane coming from the right. I recommend that the City give it at least a year trial, monitoring for accidents or near-misses, then consult the cycling community as to their views - and make decisions based on what they learn.

Have you ever commuted to work and/or school and/or for errands (Select all that apply):

By foot? - Yes

By bike? - Yes

By public transit? - Yes

Other: car

Candidate (Councilor): Tony Lundgaard

What is your understanding of the state of active transportation in the City?

I feel like its above average.

Given that a substantive portion of Whitehorse's population does not have the privilege to own and/or operate a private automobile, what are your suggestions to address the transportation inequity of our community?

Mix use zoning to bring services and jobs back to where people live lowering the need for a car.

Many Whitehorse residents choose cycling as a year-round transportation option. What are your thoughts regarding prioritizing winter maintenance for vulnerable road users?

Go by the data and public input and adjust my plans around it.

If elected, what would you do to expedite the implementation of Whitehorse's [Transportation Master Plan](#), in particular, the goals and implementation strategy (Section 5 & 6)?

I myself walk or ride the bus everywhere I go. Do the small things first and take in public input.

What are your thoughts on the Chilkoot Way Greenway project?

Needs adjustment

Have you ever commuted to work and/or school and/or for errands (Select all that apply):

By foot? - Yes

By bike? - No

By public transit? - Yes

Other:

Candidate (Councilor): Jenny Hamilton

What is your understanding of the state of active transportation in the City?

I am under the understanding that it is not working for many people as it is at the moment. That the new plan actually made it worse.

Given that a substantive portion of Whitehorse's population does not have the privilege to own and/or operate a private automobile, what are your suggestions to address the transportation inequity of our community?

Public transit needs to work for the majority of citizens. Why it does not at the moment is beyond my immediate knowledge, as I am not privy to the issues directly. Changes need to be made and should continue to be evaluated until transit works for the majority of users. If and when public transit is usable for the majority of citizens, incentives to use the system should be offered, reducing traffic and emissions in our city. There will always be vehicles on our roads, if we can lessen them by offering reasonable and effective public transit for most of us, people will use the more affordable and effective mode of transportation. Communicating with current riders, City drivers and management, businesses, NGO's, First Nation Government and Yukon Governments, the solution is there. No one person has the fix. I do agree it needs to be fixed.

Many Whitehorse residents choose cycling as a year-round transportation option. What are your thoughts regarding prioritizing winter maintenance for vulnerable road users?

Safety is my highest concern for all citizens. We need to keep roads clear for ambulances, police and fire fighters always. As for clearing roads and pathways, there seems to be a lack of workers or equipment or scheduling. I do not know if it all or any of these to be clear. Something is missing for the city to make accessibility for all happen. Accessibility for all in the downtown core needs to be a priority. Secondary roads and pathways never seem to be cleared, and they absolutely need to be. I do believe it is an issue that can be solved. I am more than encouraging people who know the problems to state them, so the solutions can be found. I will advocate for the City to work with those who have answers to these issues so that they can be found and implemented.

If elected, what would you do to expedite the implementation of Whitehorse's [Transportation Master Plan](#), in particular, the goals and implementation strategy (Section 5 & 6)?

I will support plans that work for all. Safety of cyclists and motorists has to be the top priority. Implementation without consultation from experts and then re-evaluation is costly and frustrating to all.

What are your thoughts on the Chilkoot Way Greenway project?

I will say that the cyclist lane on Chilkoot Way is not working. Maybe it did on paper, but it does not work for cyclists or motorists. The multitude of incidents there since they installed these lanes is costly and dangerous to all involved. I would want to have feedback from local experts about the plans before spending limited city resources, because we do need to make our city safe and accessible but we should do it right the first time.

Have you ever commuted to work and/or school and/or for errands (Select all that apply):

By foot? - Yes

By bike? - Yes

By public transit? - Yes

Other: motor vehicle

Candidate (Councillor): Jean-Sebastien Blais

What is your understanding of the state of active transportation in the City?

We have definitely seen a lot of progress over the past few years. Bikers and pedestrians have more options for active transportation and we see a growing number of users using the existing corridors all year long. Citizens have taken advantage of the options given by e-bikes to do errands and to drop their kids at daycare. However, we have also seen tragic accidents lately. This tells me that we have to continue working on increasing the safety of bikers and pedestrians. The increased volume of active commuters forces us to plan accordingly a greater system of active transportation corridors. Safer bike lanes are needed. And by safe bike lane I am not asking for more lines painted of the pavement. We need a network of bike lanes designed to protect commuters.

Given that a substantive portion of Whitehorse's population does not have the privilege to own and/or operate a private automobile, what are your suggestions to address the transportation inequity of our community?

Our bus system is an asset to expand. I have always seen the value of an effective bus system. However, for buses to be attractive, Whitehorse has to offer buses that are safe and clean. Drivers need to be trained to be courteous. Schedules should take into account the fact that buses have to run 7 days a week and from early in the morning to late at night in order to give rides to those working night shifts. Also, using our buses should not be costly. If someone cannot afford a bus pass, I would be open to suggest free access to buses for vulnerable people.

Many Whitehorse residents choose cycling as a year-round transportation option. What are your thoughts regarding prioritizing winter maintenance for vulnerable road users?

I understand the question about vulnerable road users who are for me cyclists and pedestrians. They are vulnerable because they are less visible to vehicles drivers during dark and cold winter's months. It is easy to miss seeing them. Such situations can lead to tragic accidents. For this reason alone, the City has to ensure that active transportation corridors are secured for all users. Well maintained active transportation corridors for commuters is an important responsibility of the City. Active transportation corridors are as important as streets, boulevards and avenues. Therefore, Council should look at having a strong policy requiring them to invest the appropriate budget for the maintenance of clear active transportation corridors all year long, including winter.

If elected, what would you do to expedite the implementation of Whitehorse's [Transportation Master Plan](#), in particular, the goals and implementation strategy (Section 5 & 6)?

I really like the Whitehorse Transportation Master Plan. It is a comprehensive document that identifies a vision that I support and several actions to increase the safety of all users. Reading the document, I am pleased with all the improvement projected to be implemented over the coming years. If we implement it well, our kids will have a nice town to live in. However, such an ambitious plan cost a lot of money to be implemented. Therefore, I answer the question about “what could I do to expedite its implementation” by saying the following:

- 1) by ensuring the City makes all the efforts needed to secure long-term funding for the implementation of the Plan;
- 2) to maintain at council the necessary pressure on the City for the Transportation Master Plan to be implemented without delays;
- 3) to be a champion of the goals identified within the Transportation Master Plan by being someone using either the active transportation corridors to go to work or the buses;
- 4) to be an active listener to the citizen’s views on how the Plan is implemented during various public consultations.

What are your thoughts on the Chilkoot Way Greenway project?

It was courageous to implement such a project. Many commuters told me that it’s an improvement despite the fact it’s not perfect. The Chilkoot Way Greenway project increased the safety of bikers and makes a distinction as what portion of the street is for cyclists and what is for vehicles.

Have you ever commuted to work and/or school and/or for errands (Select all that apply):

By foot? - Yes

By bike? - Yes

By public transit? - Yes

Other:

Candidate (Councilor): Paolo Gallina

What is your understanding of the state of active transportation in the City?

Active transportation in Whitehorse has seen some improvements over recent years, but there are still significant gaps, especially in connectivity between neighbourhoods and downtown. Our trails and pathways are popular, but many residents face challenges in using them safely and efficiently for everyday commuting, particularly in winter. The lack of dedicated cycling lanes and protected routes, coupled with inconsistent maintenance, means that active transportation still isn't accessible year-round for many.

Given that a substantive portion of Whitehorse's population does not have the privilege to own and/or operate a private automobile, what are your suggestions to address the transportation inequity of our community?

Transportation equity is an important issue in Whitehorse. My approach would be to prioritize improvements to our public transit system, ensuring that it runs frequently and efficiently, especially to underserved areas like Whistle Bend. I would also support the development of safe, dedicated cycling lanes and walkways that connect key parts of the city. Additionally, ensuring the accessibility of these pathways in winter through regular maintenance is crucial so that residents without access to a private vehicle can rely on active transportation options year-round.

Many Whitehorse residents choose cycling as a year-round transportation option. What are your thoughts regarding prioritizing winter maintenance for vulnerable road users?

Prioritizing winter maintenance for vulnerable road users, including cyclists and pedestrians, is essential. I believe in allocating specific resources in the city's budget to ensure that bike lanes, sidewalks, and pathways are cleared promptly after snowfalls, especially on key commuter routes. Safe winter cycling infrastructure is necessary if we are serious about supporting year-round active transportation. This means addressing not only snow removal but also ice buildup and ensuring adequate lighting.

As well - I plan to bring forward a motion to support the proposal to provide winter maintenance on the Hamilton Blvd. trail so citizens have a usable and safe space to cycle commute in the winter.

If elected, what would you do to expedite the implementation of Whitehorse's [Transportation Master Plan](#), in particular, the goals and implementation strategy (Section 5 & 6)?

I would prioritize funding and partnerships to accelerate the implementation of the Transportation Master Plan's goals, particularly focusing on active transportation. This would include advocating for more timely execution of new infrastructure projects like dedicated

cycling lanes and pedestrian pathways, while also ensuring that existing infrastructure is maintained. Collaborating with city departments and key stakeholders, I would work to ensure that future developments prioritize active transportation, reducing the city's dependence on car-centric planning.

What are your thoughts on the Chilkoot Way Greenway project?

I am supportive of the Chilkoot Way Greenway project - it represents an important step in improving active transportation options and enhancing the connectivity between downtown and surrounding neighbourhoods. However, I fully understand the concerns that some motorists have raised regarding congestion and the potential for increased accidents due to higher activity along Chilkoot Way. Safety is paramount, and I'll work to ensure the project is implemented thoughtfully, with the right measures in place to protect all road users—cyclists, pedestrians, and motorists alike.

Have you ever commuted to work and/or school and/or for errands (Select all that apply):

By foot? - Yes

By bike? - Yes

By public transit? - Yes

Other: Thanks for the opportunity to submit my thoughts on the importance of active transportation within our City.

Candidate (Councilor): Daniel Schneider

What is your understanding of the state of active transportation in the City?

I think the current state of active transportation leaves much to be desired. Accessibility is a big issue not to mention that the size of most bike lanes are quite small making it unsafe to travel.

Given that a substantive portion of Whitehorse's population does not have the privilege to own and/or operate a private automobile, what are your suggestions to address the transportation inequity of our community?

I think the most important thing we can address is overall accessibility, especially in the winter months. We also need more active transportation trails with multiple areas of access to allow people to use them with more ease.

Many Whitehorse residents choose cycling as a year-round transportation option. What are your thoughts regarding prioritizing winter maintenance for vulnerable road users?

This needs to be prioritized to ensure safety for cyclists

If elected, what would you do to expedite the implementation of Whitehorse's [Transportation Master Plan](#), in particular, the goals and implementation strategy (Section 5 & 6)?

If elected I will ensure this is a point of emphasis and push to have this implemented as soon as possible.

What are your thoughts on the Chilkoot Way Greenway project?

I think it was a good idea that was not necessarily implemented well.

Have you ever commuted to work and/or school and/or for errands (Select all that apply):

By foot? - Yes

By bike? - Yes

By public transit? - Yes

Other:

Candidate (Councilor): Eileen Melynychuk

What is your understanding of the state of active transportation in the City?

Whitehorse has made progress, but more investment in safe, year-round active transportation is needed, especially in key areas like downtown, and trails at each end of the city.

Given that a substantive portion of Whitehorse's population does not have the privilege to own and/or operate a private automobile, what are your suggestions to address the transportation inequity of our community?

Expanding public transit, improving its frequency, and enhancing cycling/ walking infrastructure will address some inequities for those without cars or prefer to walk/cycle.

Many Whitehorse residents choose cycling as a year-round transportation option. What are your thoughts regarding prioritizing winter maintenance for vulnerable road users?

Winter maintenance for cyclists and pedestrians is essential. I support increased funding for timely snow and ice removal on key routes, to ensure equitable access for everyone.

If elected, what would you do to expedite the implementation of Whitehorse's [Transportation Master Plan](#), in particular, the goals and implementation strategy (Section 5 & 6)?

To advance its goals to improve our transportation system, I'd foster collaboration, efficient processes; prioritize active transportation infrastructure/transit upgrades.

What are your thoughts on the Chilkoot Way Greenway project?

I support the intent of the Greenway project to promote safe, sustainable travel options, reduce congestion and align with climate goals. Working with users would ensure its safety.

Have you ever commuted to work and/or school and/or for errands (Select all that apply):

Candidate (Mayor): Stephen Kwok

What is your understanding of the state of active transportation in the City?

There are safety gaps on the highway, downtown, Riverdale and connecting some neighborhoods. We need to work with the community to better understand these concerns and work together to fix the issues. We need to ensure safety for all riders.

Given that a substantive portion of Whitehorse's population does not have the privilege to own and/or operate a private automobile, what are your suggestions to address the transportation inequity of our community?

Making sure the public transportation is accessible and efficient for all users. Having more efficient routes, more buses, having the buses run more often and making sure bus stops are in places that are accessible and make sense for the majority of the riders.

Many Whitehorse residents choose cycling as a year-round transportation option. What are your thoughts regarding prioritizing winter maintenance for vulnerable road users?

Ensure trails are groomed regularly and are safe for all riders.

If elected, what would you do to expedite the implementation of Whitehorse's [Transportation Master Plan](#), in particular, the goals and implementation strategy (Section 5 & 6)?

Working with other levels of Government, particularly YG and Federal, to lobby to support funds for transportation infrastructure to support and safer, healthier and climate friendly community.

What are your thoughts on the Chilkoot Way Greenway project?

This corridor is needed for our community. we will work with the community to understand the issues to address them.

Have you ever commuted to work and/or school and/or for errands (Select all that apply):

By foot? - Yes

By bike?

By public transit?

Other: my own transport

Candidate (Mayor): Dino Rudniski

What is your understanding of the state of active transportation in the City?

Whitehorse is advancing active transportation with new bike lanes and pedestrian paths, emphasising safety and connectivity, though there's room for better integration and community input.

Given that a substantive portion of Whitehorse's population does not have the privilege to own and/or operate a private automobile, what are your suggestions to address the transportation inequity of our community?

To address transportation inequity in Whitehorse, I will enhance public transit access, invest in safe walking and cycling paths, explore affordable transport programs, and use data-driven approaches to ensure all residents have equitable transportation options.

Many Whitehorse residents choose cycling as a year-round transportation option. What are your thoughts regarding prioritizing winter maintenance for vulnerable road users?

I support prioritising winter maintenance that benefits both cyclists and pedestrians by implementing user-friendly snow management designs, engaging with the community, allocating dedicated funds, and using technology for efficient path maintenance, ensuring safe year-round cycling and walking options.

If elected, what would you do to expedite the implementation of Whitehorse's [Transportation Master Plan](#), in particular, the goals and implementation strategy (Section 5 & 6)?

To expedite Whitehorse's Transportation Master Plan, I would:

- Secure Funding from multiple sources.
- Engage the Community for input and transparency.
- Build Partnerships across sectors.
- Implement Pilot Projects for real-world testing.
- Streamline Processes for efficiency.
- Prioritise High-Impact Projects for immediate effect.
- Monitor Progress with clear metrics.

These actions will drive the plan towards a more connected and sustainable transportation network in Whitehorse.

What are your thoughts on the Chilkoot Way Greenway project?

The Chilkoot Way Greenway project promotes active transportation and community connectivity. However, it may not be the best location for the route; a designated sidewalk along 2nd Avenue could provide a better connection to the river trail. If elected, I would advocate for a more inclusive approach, engaging the community for feedback and considering trial pilot projects to ensure the pathway is a safe, well-maintained, year-round route that reflects Whitehorse's commitment to sustainable urban mobility.

Have you ever commuted to work and/or school and/or for errands (Select all that apply):

By foot? - Yes

By bike? - Yes

By public transit? - Yes

Other: Longboard

Candidate (Mayor): Jack Bogaard

Did not respond to the survey but provided the following response:

Hello, I do not own an automobile I ride my bike year round here in Whitehorse, I have for years
I will look and bring up all these concerns if I get elected sincerely Jack Bogaard

Candidate (Mayor): Dan Bushnell

What is your understanding of the state of active transportation in the City?

My understanding is that it is decidedly dangerous to ride a bike in this city. That we lack dedicated bike paths that connect and run continuously between neighborhoods, and we need trails to be cleared in the winter and well lit.

Given that a substantive portion of Whitehorse's population does not have the privilege to own and/or operate a private automobile, what are your suggestions to address the transportation inequity of our community?

I would like to increase multi-use pathways that connect areas. I would like to see folks able to ski and sled to work. I would like to support winter biking by creating a trail system that is as far from cars as possible. We need to use public transit better and differently. I am interested in looking at the use of mini buses more and the trolley in the summer as part of our transit system.

Many Whitehorse residents choose cycling as a year-round transportation option. What are your thoughts regarding prioritizing winter maintenance for vulnerable road users?

I would like to whenever possible provide plowed pathways that create a barrier between bikes and cars. Until we are able to increase bike ways and maintain them in the winter I would be interested to see if we can plow in such a way that we can use snow to separate a cleared bike path and a cleared road.

If elected, what would you do to expedite the implementation of Whitehorse's Transportation Master Plan, in particular, the goals and implementation strategy (Section 5 & 6)?

What I can do is make sure that everyone on council is familiar with the Transportation Master Plan so that we can continue its implementation and expand on it where we are able. I would like to make sure we are building for growth and safety.

What are your thoughts on the Chilkoot Way Greenway project?

I would prefer for this to be at the back of Canadian Tire. We ask the city for eight feet of their lot that runs straight across without the need for folks to cross three intersections while transiting from Two Mile hill to the riverfront. There are already established trees that we can light with Christmas lights. We can provide benches for folks to pause and I am interested in creating over passes wherever possible to keep cyclists moving and safe.

Have you ever commuted to work and/or school and/or for errands (Select all that apply):

By foot?, - Yes

By bike?, - Yes

By public transit? - Yes

Candidate (Mayor): Kirk Cameron

Provided the following responses to Questions 5 & 6:

What are your thoughts on the Chilkoot Way Greenway project?

This is one of the topics most heard when knocking on doors or talking to residents on the phone/email/Facebook. It is safe to say that no one I've talked to, either those who are involved in active commuting or those who drive vehicles, like the outcome. It is dangerous on a number of levels, even with the speed reduction to 30 km/hr.

If I'm elected, I will press the new Council to add this as one of its priorities during the next term. An immediate option we can consider is to drop one of the vehicle lanes, with the long term solution, moving the cycling lanes to the North side of Canadian Tire and Walmart. This could then link up nicely with the highly visible people-activated lighted crosswalk on Quartz Road to connect over with the Millennium Trail.

Have you ever commuted to work and/or school and/or for errands (Select all that apply):

By foot? - Yes

By bike? - Yes

By public transit? - Yes

Other: When I grew up in Whitehorse I either walked or biked to Elementary and Secondary School year round. On rare occasions (-40) I would hop on the school bus from downtown to FH Collins. As an adult living on Hanson Street, I almost always walk. My vehicle use is mostly for out of town drives for work in other communities.