

Question: 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?

Candidates - Councilor	Response
Michelle Stimson	<p>I do not own a vehicle</p> <ul style="list-style-type: none"> - 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.
Norma Felker	<p>I believe most strongly in public transit but Whitehorse Transit is currently not good.</p>
Ken Schick	<p>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.</p>
Anne Middler	<p>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.</p> <p>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</p>

	<p>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.</p> <p>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.</p>
Sarah Newton	<p>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.</p>
Lenore Morris	<p>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 neighbourhods, where those without cars can more easily get to where they need to go.</p>
Tony Lundgaard	<p>Mix use zoning to bring services and jobs back to where people live lowering the need for a car.</p>
Jenny Hamilton	<p>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.</p> <p>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.</p> <p>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.</p> <p>Communicating with current riders, City drivers and management, businesses, NGO's, First Nation</p>

	Government and Yukon Governments, the solution is there. No one person has the fix. I do agree it needs to be fixed.
Jean-Sebastien Blais	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.
Paolo Gallina	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.
Daniel Schneider	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.
Eileen Melynchuk	Expanding public transit, improving its frequency, and enhancing cycling/ walking infrastructure will address some inequities for those without cars or prefer to walk/cycle.
Candidates - Mayor	Response
Stephen Kwok	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.
Dino Rudniski	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.

Dan Bushnell

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.