



LET'S MOVE YK!

YELLOWKNIFE TRANSPORTATION PLAN

Governance and Priorities Committee

NOVEMBER 10, 2025



AGENDA

1. Introduction, Background, and Context
2. Project Update & Process to Date
3. Existing Conditions and Context
 - Round 1 Community Engagement
 - Transportation in Yellowknife Today
 - About Yellowknife
 - Walking
 - Cycling and Rolling
 - Transit
 - Driving
4. Closing and Next Steps



MEETING PURPOSE



To update **Council** about the **project**



To share the **initial findings of the existing condition analysis and community input** that will inform the remainder of the project



To build a common understanding of **key transportation issues and opportunities**



To obtain **Council's input on directions moving forward**

PLAN OVERVIEW

LET'S MOVE YK WILL:

- Combine and build upon **past transportation studies, strategies**, and **policies** into **one cohesive document**
- Create a **single, unified roadmap** for Yellowknife's transportation network
- Guide **investments in transportation projects** for all modes over the **next 25 years**
- Make travel **safer, more welcoming**, and inclusive for all—whether **walking, cycling, driving**, or **taking transit**
- Align with the **Community Plan update** and **Climate Action Plan** and support Yellowknife's vision of being a welcoming, inclusive, and prosperous community

PLAN PROCESS



September – November 2025

Key Tasks

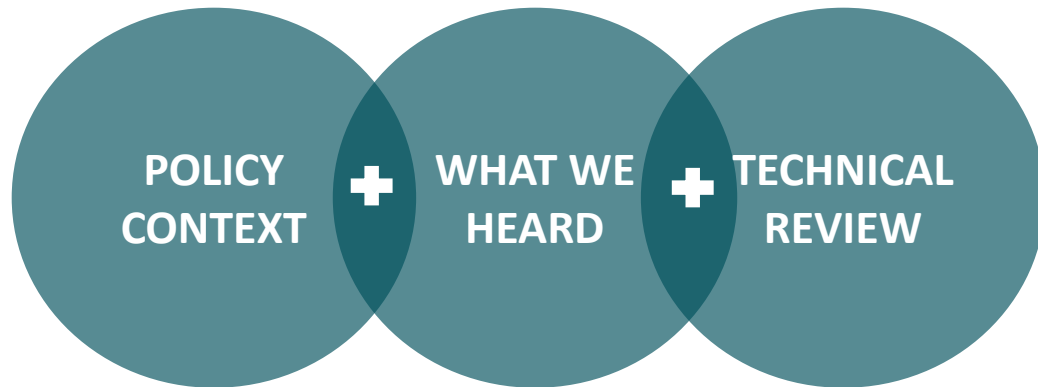
- Policy Review and Assessment
- Community Profile
- Equity Analysis
- Existing Conditions Assessment
- Jurisdictional Scan and Best Practices Review
- Traffic Analysis
- Round 1 Engagement
- Interim Report #1: Transportation in Yellowknife Today
- Council Meeting #2

A photograph of a forest scene with various evergreen trees and dense undergrowth. A semi-transparent green rectangular box is centered over the image, containing the title text in white. The background shows a mix of tall, thin evergreens and lower, bushier vegetation, with a soft, overcast sky visible in the upper portion.

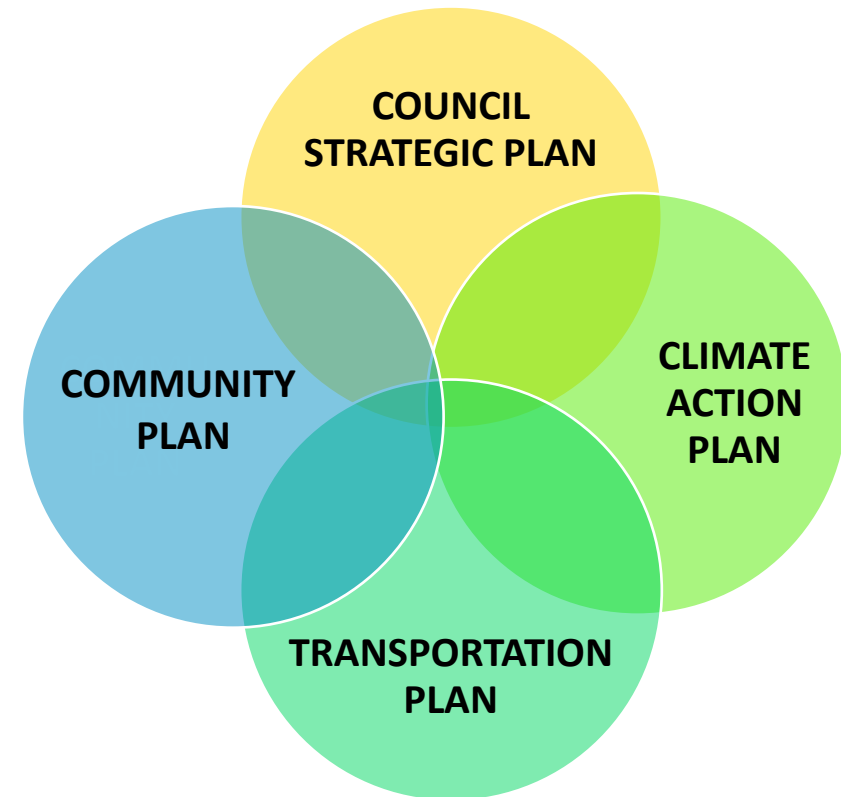
EXISTING CONDITIONS AND CONTEXT

HOW THE PLAN IS BEING DEVELOPED

TRANSPORTATION PLANNING PROCESS



ALIGNMENT WITH OTHER INITIATIVES



ROUND 1 COMMUNITY ENGAGEMENT

HOW WE INFORMED

- **Project Webpage** **1,500+ views**
Dedicated feature on the City's webpage and engagement website
- **Social Media** **10 posts**
City social media channels (Facebook, Instagram, X)
- **Printed Materials** **100+ postcards and stickers**
Distributed throughout the community at pop-up events
- **Press Release** **1 media release**
Distributed to local media
- **Posters** **10+ posters**
Posted at high traffic community locations



ROUND 1 COMMUNITY ENGAGEMENT

HOW WE ENGAGED

- **Pop-ups 180+ attendees**
September 16th and 17th
Farmers Market and Aquatic Centre
- **Interactive Map 130+ pins**
Launched September 4th – October 3rd, 2025
- **Community Survey 162 responses**
Launched September 4th – October 3rd, 2025
- **Youth Survey 55 responses**
Launched September 24th – October 31st, 2025
- **Household Travel Survey Over 700 responses**
Launched September 4th – October 31st, 2025
- **Interest Group Meetings 5 interest group meetings**
In-person and online meetings

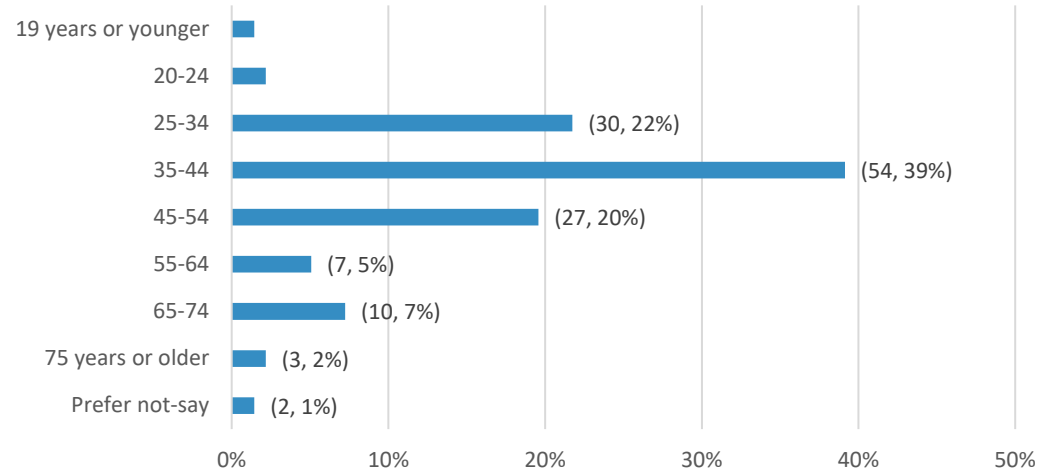


COMMUNITY SURVEY

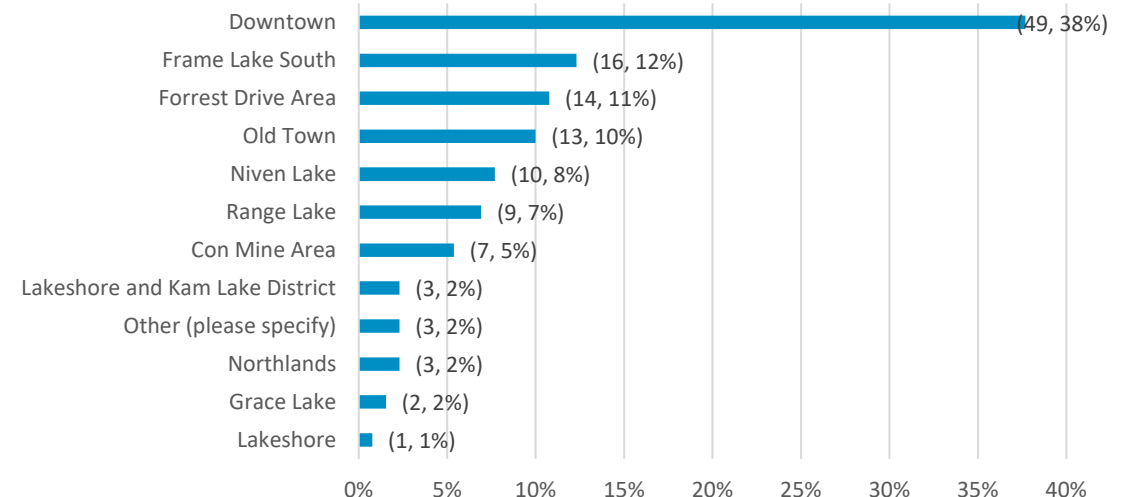
RESPONDENT PROFILE

- Over 70% of survey respondents live in the downtown, Frame Lake South, Forrest Drive Area, and Old Town
- Most input from respondents between age 25-54; missing youth perspective (...but added a separate Youth Survey to obtain this input)
- 10% of respondents identified with experiencing mobility, hearing, vision, and/or cognitive limitations

Which of the following age groups are you?



What neighbourhood do you live in?

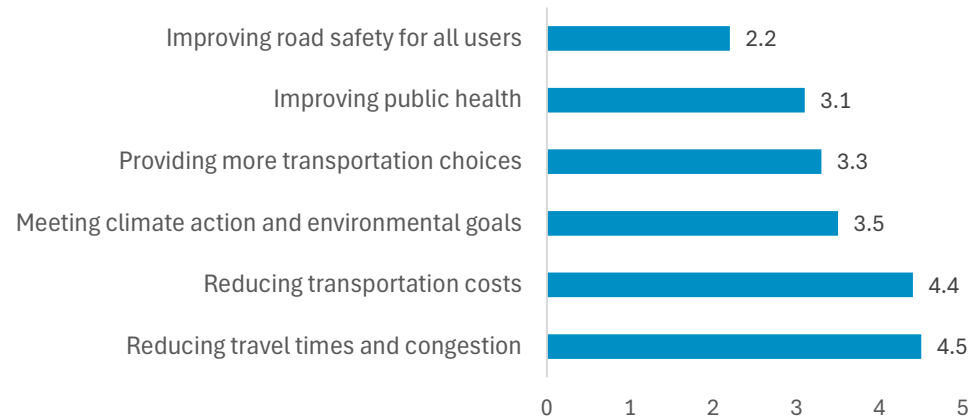


COMMUNITY SURVEY

TRANSPORTATION PRIORITIES

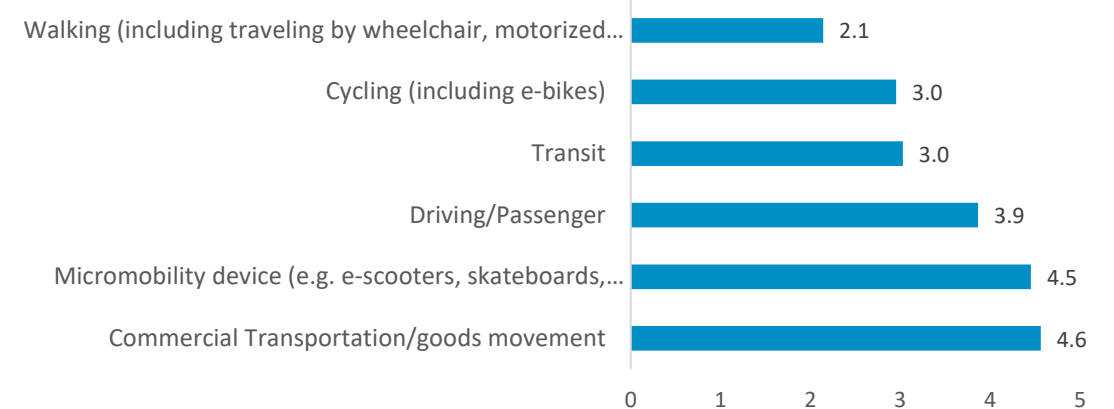
*Road safety, improving public health, and providing more transportation choices identified as the **top 3 transportation outcomes***

Which of the following transportation outcomes are most important to you?



*Walking, cycling, and transit identified as the **top 3 transportation priorities***

What aspects of Yellowknife's transportation system should be considered the highest priority?

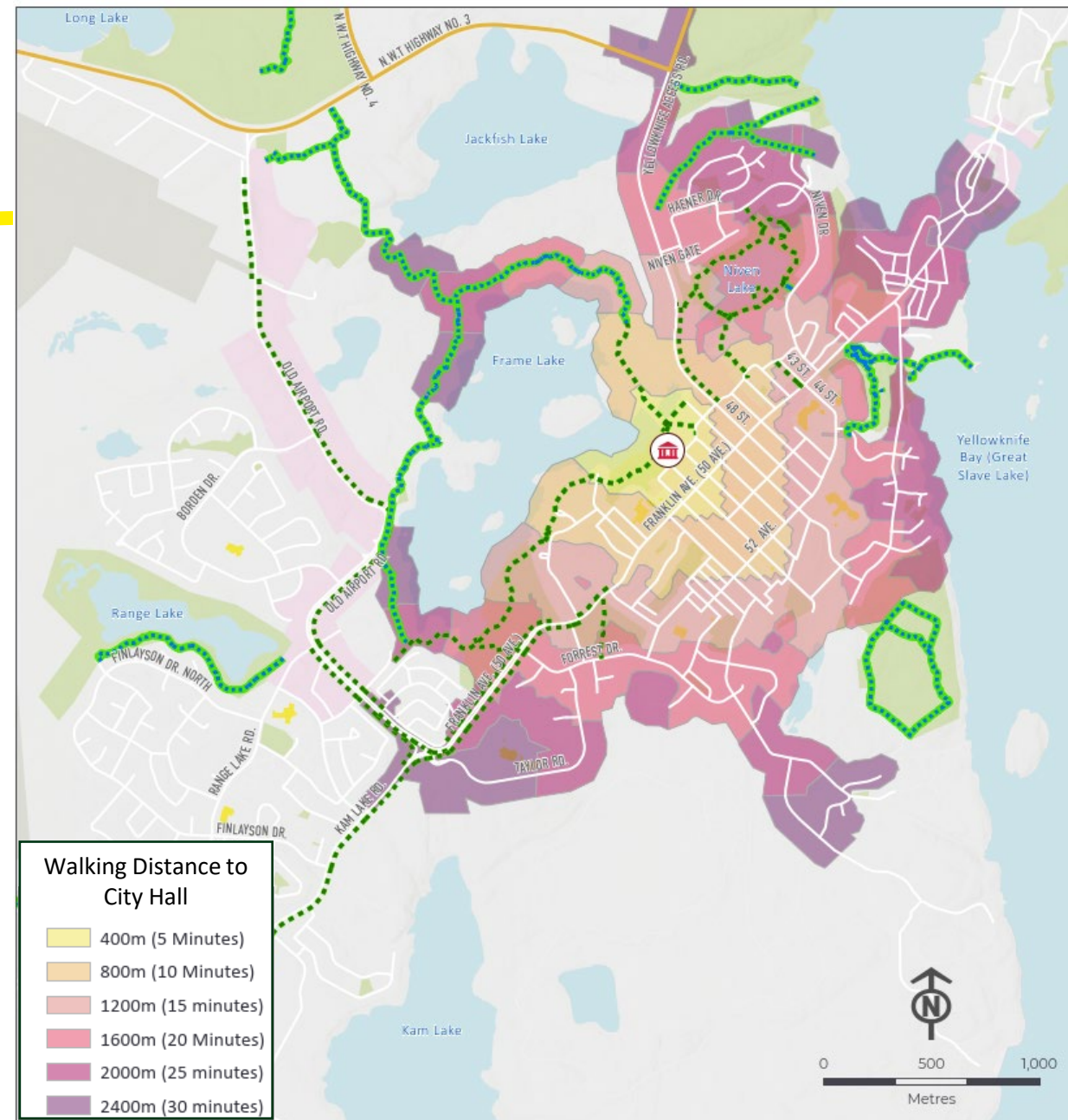


The background of the slide is a photograph of a forest. In the foreground, there are dense green bushes and the lower branches of evergreen trees. In the background, several tall, thin evergreen trees stand against a pale, overcast sky. A large, solid green rectangular box is superimposed over the center of the image, containing the title text in white.

TRANSPORTATION IN YELLOWKNIFE TODAY

ABOUT YELLOWKNIFE

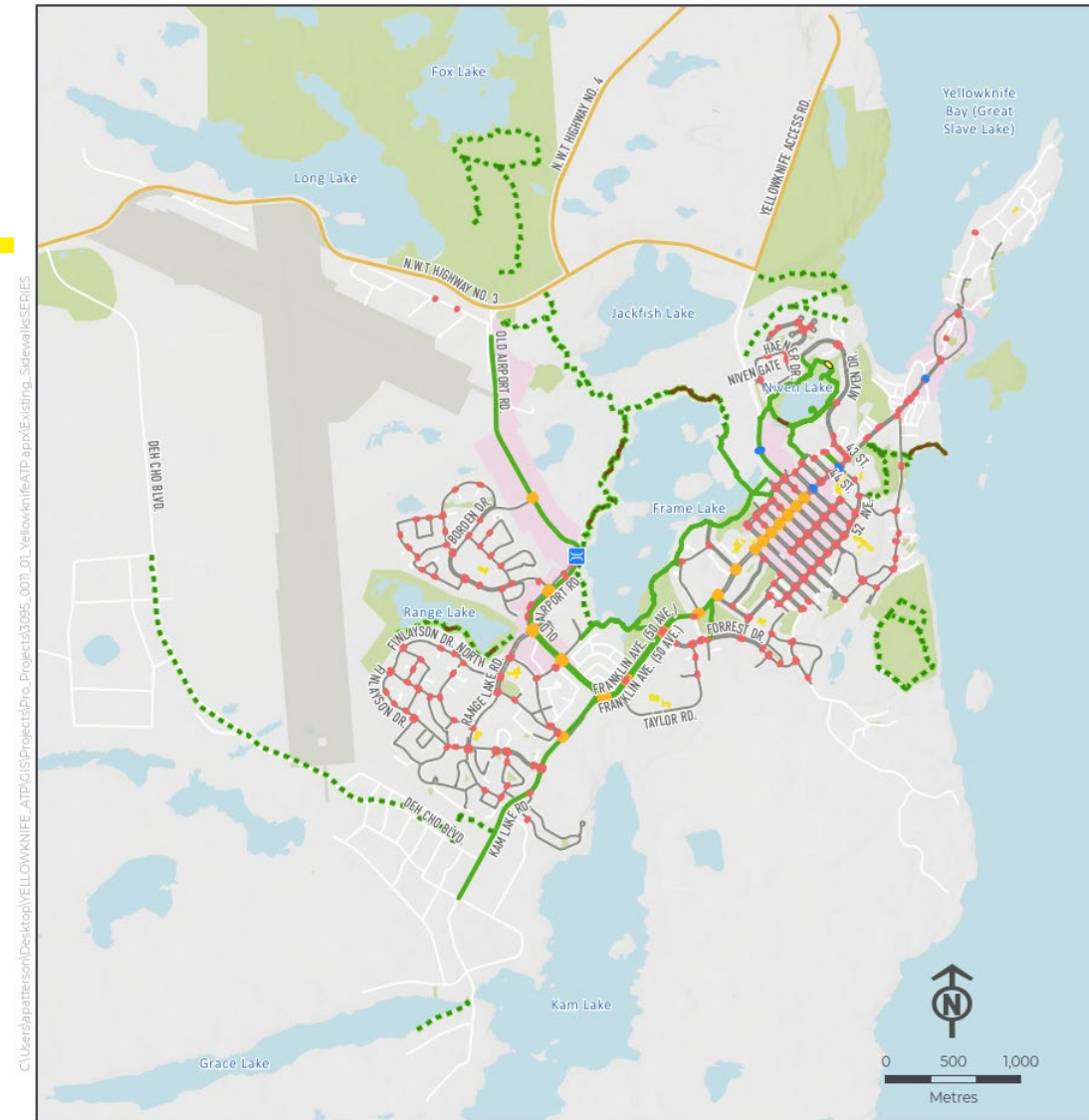
- **Compact Urban Form:** Most development is concentrated south of Highway 3 and east of De Cho Boulevard due to land and geographic constraints; majority of residents live within walking distance of downtown.
- **Northern Winter City:** Winter city with unique opportunities and challenges for transportation and infrastructure due to weather and climate.
- **Economic and Service Hub:** Government administrative, mining, and tourism centre; key service hub for surrounding communities.
- **Anticipated Population Growth:** Projected population increase may place pressures on existing transportation system.



WALKING

KEY FACTS AND FINDINGS

- Sidewalks are provided on almost half of all streets, with greater coverage across downtown and in many residential areas
- Depending on width, many asphalt sidewalks are used as multi-use facilities
- Most sidewalks are below 1.8 metres in width which do not allow for two people using mobility devices to pass each other or people to walk side-by-side
- Intersections pose accessibility and safety issues due to a lack of curb let downs, accessible



EXISTING PEDESTRIAN INFRASTRUCTURE



WALKING

TOP FIVE WALKING BARRIERS

1. Personal safety such as crime – 37%
2. Lack of pedestrian facilities – 33%
3. Pedestrian facilities are in poor condition or uneven – 26%
4. Pedestrian facilities end abruptly – 17%
5. Speed and noise of vehicle traffic – 15%

TOP FIVE WALKING INFRASTRUCTURE PRIORITIES

1. More multi-use pathways (paved) – 44%
2. More sidewalks – 36%
3. More crosswalks enhanced with flashing lights – 28%
4. Repave uneven sidewalks – 25%
5. More traffic calming – 24%

CYCLING AND ROLLING

KEY FACTS AND FINDINGS

- Some existing facilities, but fragmented network with many gaps
- Off-street multi-use sidewalks are not clearly marked or signed
- Zoning Bylaw does not provide guidance on long-term bicycle parking
- Despite lack of e-scooter legislation, personal e-scooter use is occurring

All Ages and Abilities (AAA) is an approach to ensure that active transportation routes are:

- Safe, comfortable, and accessible for everyone
- Inclusive of mobility devices (e.g. wheelchairs, scooters, walkers)
- Supportive of various bicycle types (e.g. e-bikes, cargo bikes)
- Considerate of all experience and skills levels

Off-street Multi-use Pathway



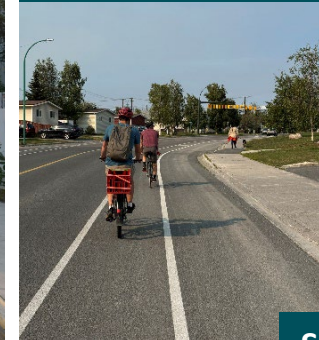
Off-street Multi-use Sidewalk



Off-street Bicycle Path



On-street Bicycle Lane



Signed Bicycle Route

CYCLING AND ROLLING

TOP FIVE CYCLING AND ROLLING BARRIERS

1. Lack of on-street cycling routes and infrastructure – 38%
2. Cycling routes are not physically protected from vehicle traffic – 32%
3. Lack of off-street cycling routes (e.g. multi-use pathways or trails) – 29%
4. Cycling next to busy, large and high-speed traffic is uncomfortable – 28%
5. Gaps in the cycling network – 26%

TOP FIVE CYCLING AND ROLLING INFRASTRUCTURE PRIORITIES

1. More multi-use pathways – 54%
2. More on-street bike lanes that are physically separated from traffic – 50%
3. More bicycle parking and end-of-trip facilities – 31%
4. More on-street painted bike lanes – 31%
5. Ensuring bike routes are properly maintained – 30%

TRANSIT

KEY FACTS AND FINDINGS

- Comprehensive transit coverage across the city
- Transit ridership is steadily increasing, with ridership passing pre-pandemic levels in 2024
- YK Connector is the most well-used transit route
- Bus stop amenities vary at transit stops



EXISTING TRANSIT NETWORK



TRANSIT

TOP FIVE TRANSIT BARRIERS

1. Transit isn't frequent enough or doesn't meet my schedule – 56%
2. There is limited transit service to get to destinations in Yellowknife – 30%
3. Transit does not take me where I want to go – 26%
4. Transit is too slow and unreliable – 19%
5. Transit stop is too far from where I start or end my trip – 14%

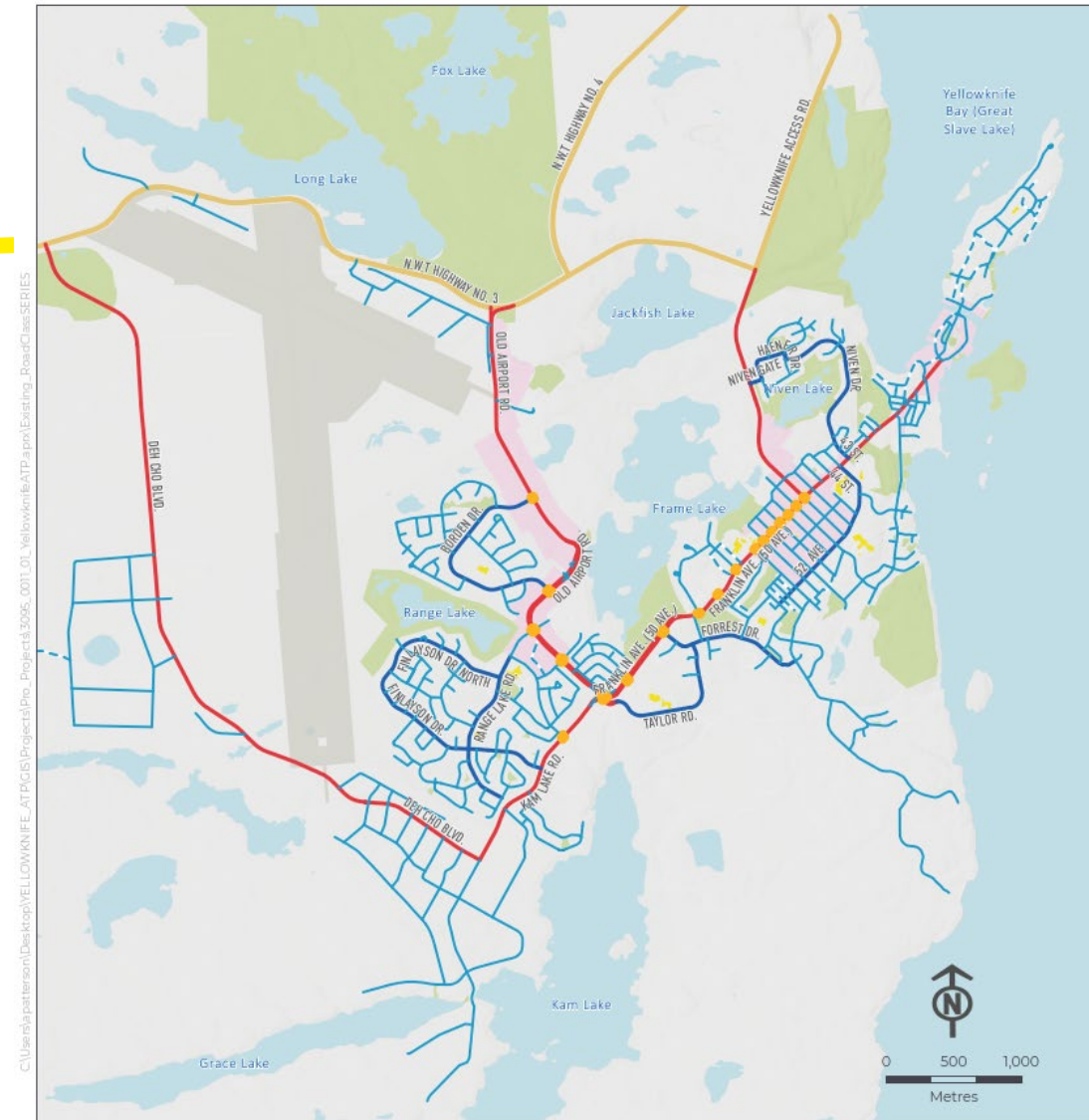
TOP FIVE TRANSIT OPPORTUNITIES

1. More frequent transit service – 43%
2. More transit service on weekends and evenings – 38%
3. More transit routes within Yellowknife – 31%
4. Faster and more direct transit service - 23%
5. Improved information regarding transit routes and options – 18%

DRIVING

KEY FACTS AND FINDINGS

- No formal Traffic Calming Policy
- Franklin Avenue, Kam Lake Road, and Range Lake Road are high-volume corridors
- Speeding is an issue on some arterial roads and Highway 3
- The City has a seasonal maintenance program
 - Sidewalk clearing for snow and ice is only required in the downtown



EXISTING ROAD NETWORK

Road Class

- Highway
- Arterial
- Collector
- Local
- Local (One-Way)

Traffic Signal

- Airport
- Commercial
- School
- Park

DRIVING

TOP FIVE DRIVING BARRIERS

1. Unsafe driving behaviours (e.g., speeding) – 44%
2. Difficult to find parking – 41%
3. Unsafe intersections (e.g., impeded sight lines, crosswalks are too long, lack of dedicated left turn lanes) – 39%
4. Unclear about multi-user road etiquette – 27%
5. Congestion or delays – 22%

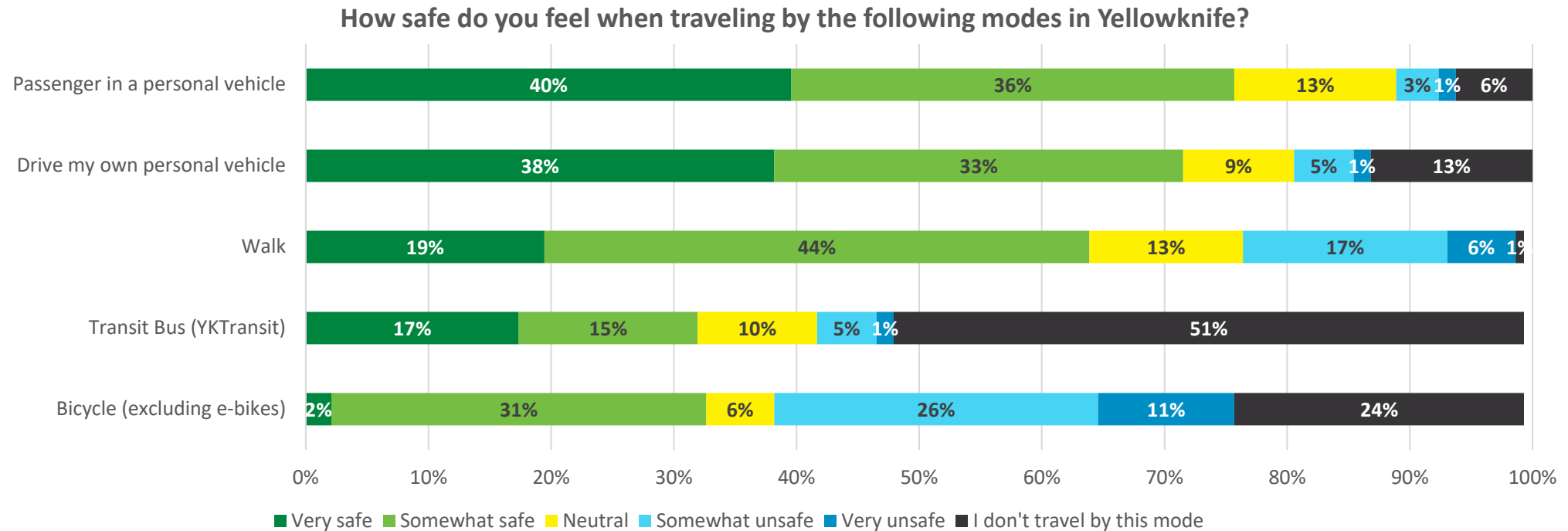
TOP FIVE DRIVING OPPORTUNITIES

1. Improve walking, cycling, and transit to reduce the need to drive – 66%
2. Encourage people to drive less – 36%
3. Implement safety improvements at higher collision locations – 29%
4. Provide more parking – 28%
5. Improve sight lines at intersections – 26%

TRANSPORTATION SAFETY

Personal vehicles are perceived as the safest mode of travel, with over **85% of respondents** feeling **very or somewhat safe** as passengers or drivers

Active and sustainable modes like walking, biking, transit, and micromobility show **lower safety perceptions**, indicating a need to improve infrastructure and user confidence in these modes



A photograph of a forest scene with various evergreen trees and dense undergrowth. A large, solid green rectangular overlay is positioned in the center of the image, covering the middle portion of the trees. The text "CLOSING AND NEXT STEPS" is written in white, bold, sans-serif capital letters within this green area.

CLOSING AND NEXT STEPS

NEXT STEPS

- Phase 3: Planning – December 2025 – April 2026
 - Develop Vision and Goals
 - Identify Gaps
 - Develop Network Maps
 - Develop Strategies and Actions
- Round #2 Engagement: February 2026
- Interim Report #3: Transportation Directions
- Council Meeting #3

THANK YOU!

Questions?