



CITY OF YELLOWKNIFE

Franklin Avenue Bike Lane Consultation

Submitted to:
DEPARTMENT OF PUBLIC WORKS

By:
Department of Communications & Economic
Development
DECEMBER 2016

Table of Contents

Contents

1	CONSULTATION FORMAT	1
1.1	Project Introduction.....	1
1.2	Public Consultation Opportunities	2
1.3	Responses	3
2	SURVEY RESULTS.....	4
2.1	Franklin Avenue Road Usage	4
2.2	Multi-use pathways	6
	2.2.1 Overall	6
	2.2.2 Regular road users only.....	7
	2.2.3 Per mode of transportation.....	7
3	COMMENTS RECEIVED	8

Appendices

Appendix A: SURVEY

1 CONSULTATION FORMAT

1.1 Project Introduction

Concurrent with infrastructure works scheduled to take place along Franklin Avenue in 2017, multi-use pathways will be added on both sides of the road between Forrest Drive and Old Airport Road. The Department of Public Works developed two options for these multi-use pathways, and has requested the Department of Communications and Economic Development to consult residents on which option is preferred.

Option 1: A 3m wide multi-use pathway on both sides of Franklin Avenue, accommodating cyclists and pedestrians in both directions. Car traffic will continue on all four lanes.

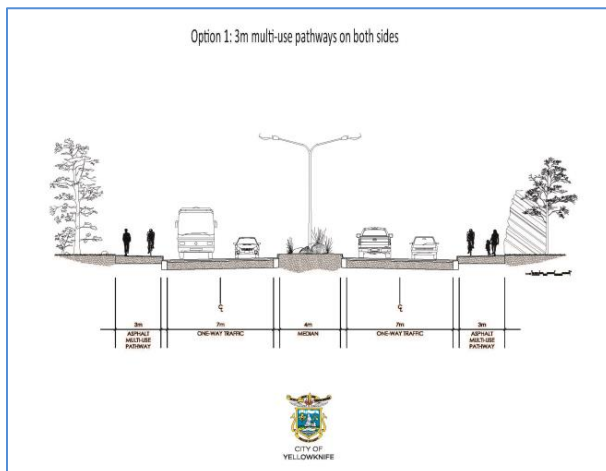


Image 1: Design 1

Option 2: A 3m wide multi-use pathway on the Frame Lake side of the Franklin Avenue, and a 2m multi-use pathway accommodating pedestrians in both directions. Cyclists are to use the pathway on the Frame Lake side of the Franklin Avenue. Car traffic will continue on four lanes.

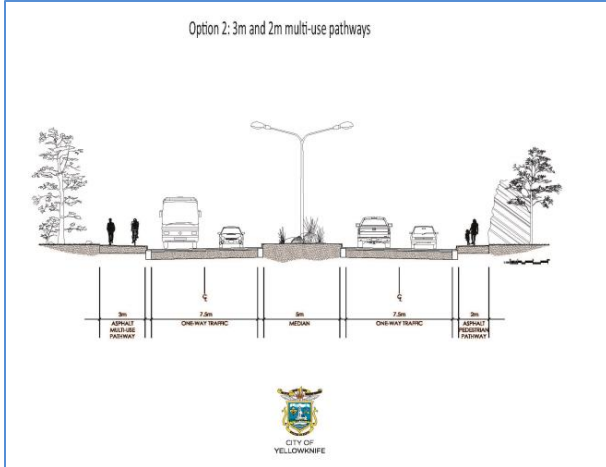


Image 2: Design 2

In the IAP2 Spectrum of Public Participation, the consultation falls in the level of *consult*. Within this level the following techniques have been used: public comment, surveys and public meetings.

1.2 Public Consultation Opportunities

A four-question survey was developed to capture feedback from residents on the topic of multi-use pathways on Franklin Avenue. The survey is included in Appendix A.



A topic was launched on PlaceSpeak, including the survey, background resources, and a notice board for open discussion. The topic opened for residents on November 24, 2016 and closed on December 2, 2016

In addition to the survey, a public meeting was held at City Hall on November 24, 2016 and two pop-up consultations were held at high traffic locations. On November 30, City staff set up the first pop-up consultation on the 50/50 parking lot to ask residents on their lunch breaks for feedback on the proposed bike lanes. On December 1, a second pop-up was held at the Mac's Convenience Store and Gas Station on Forrest Drive to intercept residents who are using the road on which the bike lanes are proposed.

Image 3: Downtown Pop-up Consultation |City of Yellowknife photo



Image 4&5 : Downtown Pop-up Consultation with fat bike trial | City of Yellowknife photo



Image 6&7 : Downtown Pop-up Consultation with fat bike trial | City of Yellowknife photo

1.3 Responses

In total, 157 survey responses were received: Four residents voiced their opinions at the Public Meeting, PlaceSpeak produced 105 surveys, and the two pop-up consultations added 48 responses. The same survey was presented to all respondents.

Please note that the sample size of this survey is not sufficient to make this survey statistically significant. The report summarizes feedback as heard from residents, and does not include analysis of the results, or recommendations.

2 SURVEY RESULTS

2.1 Franklin Avenue Road Usage

Question 1: Are you a regular user of the portion of Franklin Avenue between Old Airport Road and Forrest

Of the 157 surveyed residents, 142, or 90% of respondents, are regular users of Franklin Avenue between Forrest Drive and Old Airport Road.

	Responses (#)	Responses (%)
No	14	9%
Yes	142	90%
(blank)	1	1%
Grand Total	157	100%

Table 1: Regular Road user

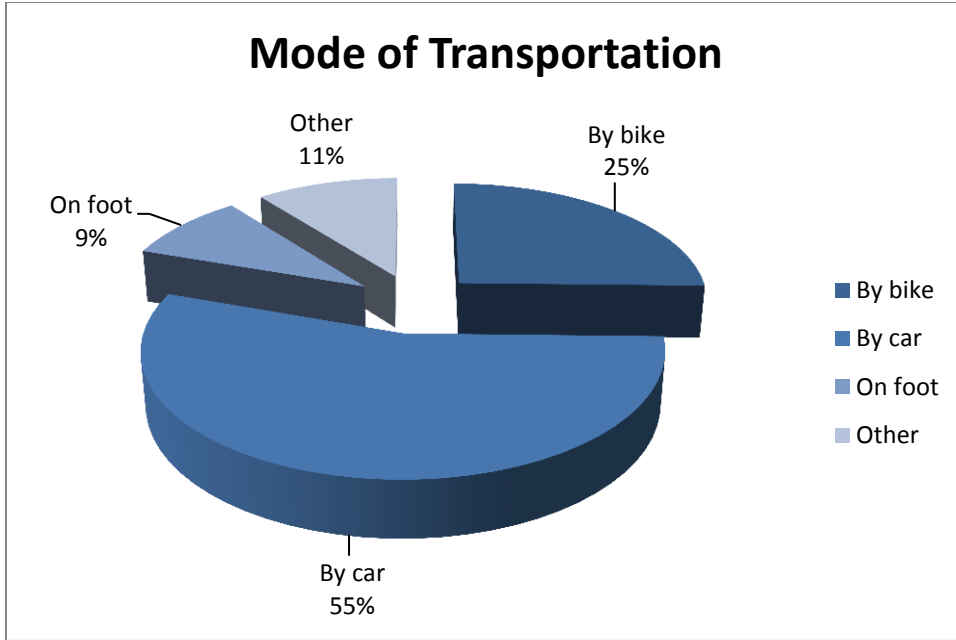
Question 2: If yes, what is your most common mode of transportation? Choose one of the following answers

- By bike On foot
 By car Other

For these 142 regular users of the road, the following modes of transportation are most commonly used:

	Responses (#)	Responses (%)
By bike	36	25%
By car	78	55%
On foot	13	9%
Other	15	11%
Grand Total	142	100%

Table 2: Mode of Transportation



Graph 1: Mode of Transportation

“Other” modes of transportation include one resident travelling by bus, but in most cases, “other” indicates residents travelling by a combination of transportation modes. See below for a complete list of what residents have indicated as “other modes of transportation”

Bus
in that strip of road? on foot. In general (downtown area)? by bike
car in the winter, bike in the summer
bike and car
foot/car
foot/car
foot/car
foot/car
foot/car/bike
foot/car
bike/car
foot/car/bike
foot/car
car/bike
car/bike

2.2 Multi-use pathways

2.2.1 Overall

Question 3: Below are the two proposed options for adding multi-use pathways to Franklin Avenue between Old Airport Road and Forrest Drive.

Option 1: A 3m wide multi-use pathway on both sides of Franklin Avenue, accommodating cyclists and pedestrians in both directions. Car traffic will continue on all four lanes.

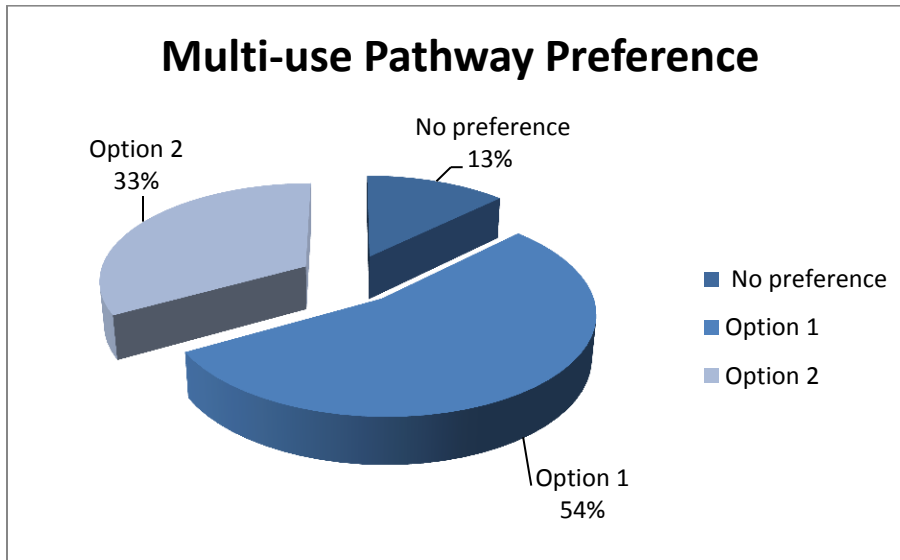
Option 2: A 3m wide multi-use pathway on the Frame Lake side of the Franklin Avenue, and a 2m multi-use pathway accommodating pedestrians in both directions. Cyclists are to use the pathway on the Frame Lake side of the Franklin Avenue. Car traffic will continue on four lanes.

Which option do you prefer? Option 1 Option 2 No preference

Overall, 54% of respondents indicate a preference for Option 1 (3m pathways on both sides of the road). 33% respondents prefer Option 2 (3m and 2m pathways), and 13% have no preference.

Row Labels	Responses (#)	Responses (%)
No preference	20	13%
Option 1	85	54%
Option 2	52	33%
Grand Total	157	100%

Table 3: Multi-use pathway preference



Graph 2: Multi-use pathway preference

2.2.2 Regular road users only

Among regular road users, 56% of respondents indicate a preference for Option 1 (3m pathways on both sides of the road). 34% prefer Option 2 (3m and 2m pathways), and 11% have no preference.

Row Labels	Responses (#)	Responses (%)
No preference	15	11%
Option 1	79	56%
Option 2	48	34%
Grand Total	142	100%

Table 4: Multi-use pathways preference for regular users

2.2.3 Per mode of transportation

Although more strongly voiced by residents using active modes of transportation, option 1 is the preferred option throughout the different categories of road users.

Row Labels	Responses (#)	Responses (%)
By bike	36	25%
No preference	2	6%
Option 1	22	61%
Option 2	12	33%
By car	78	55%
No preference	11	14%
Option 1	36	46%
Option 2	31	40%
On foot	13	9%
No preference	1	8%
Option 1	10	77%
Option 2	2	15%
Other	15	11%
No preference	1	7%
Option 1	11	73%
Option 2	3	20%
Grand Total	142	100%

Table 5: Multi-use pathways preference per mode of transportation

3 COMMENTS RECEIVED

Question 4: Do you have any additional comments?

I'm really happy that the City is proposing to do this work. Thank you! Also, thank you for installing roll curbs when you upgraded Franklin in Old Town. It makes my commute a lot safer, and I think it makes the neighbourhood friendlier too.

I'm a bit confused about the point of this survey. If there is room for a 3m path with cycle lanes in both directions, why wouldn't the City do that? Not sure what the 'cons' could be for this, nor what the 'pros' would be for a 2m lane? Also, thanks for also posting a link to the five year plan. Is the City doing any assessment and adaptive planning as the five year plan unfolds? for instance, I believe the bike lanes installed on 52nd street were intended to be part of a pilot project. Unfortunately, the chosen design is terrible - shooting cyclists in and out of traffic. I think any look at usage would also show that attempts to re-route cyclists off of Franklin have not worked. What will be learned from the 52nd paths? What are the new designs going to look like moving forward having learned from that path? Does the City plan to persist on the route off of Franklin, even though that hasn't been working very well? One last comment is that bike lanes of any kind only work if they are cleared of snow. The City continues to struggle to clear streets right to the corner of the road therefore forcing cyclists further into the middle of the lane. Please improve snow clearing standards with cyclists in mind.

If Option 1 is decided: May need to blast some rock-hill on the northbound section of the pathway to get the 3m right of way. This would result to a more expensive pathway. Realignment of Franklin Avenue-northbound section and decreasing the width of median is I think an alternative cost saving option.

I'm glad this is being addressed. This is one of the most dangerous sections of road to cycle in the city. I would prefer to have sections on both sides. One of the biggest difficulties in the current state is the hard shoulder on the right hand side of the road (heading towards downtown). There isn't much space for bikes and I think this would solve that.

yes asphalt is a joke when it comes to walk ways its cheap and does not last.

To only create a portion of a proposed bicycle route would, to me, be a waste of money. The road width between Forrest Drive and 43 St is not wide enough to accommodate a bike lane so why start one in the middle of the city but have no start or no end. How would it connect with the poorly thought-out bike lane on 52 Ave. I am not against bike lanes I think they are great but they have to be designed with the entire road network.

If we are going the multi-use pathway route, please be sure that the pathways are wide enough to accommodate pedestrians and cyclists. Otherwise there may be conflict/accidents between bikes and those on foot.

I don't understand why the City is considering option 2. Neither option affects the current status of traffic (4 lanes). If option 2 is selected then you are forcing cyclists that want to continue their route down Franklin to cross the road at some point (where the multi-use path ends) to ride with the flow of traffic. In addition, in the future when this pathway is potentially linked up / extended you will have limited options if #2 is used now.

Option 2 will likely cost less and reduce long term maintenance costs.

keep cyclists off the road in this area

Option 1 will make the pathway safer. The current width forces pedestrians to move off the sidewalk to allow cyclists to pass.

Implement rules for bikers to use bike lanes as you would vehicle traffic...seems like a no brainer but considering the way people drive in this city, could be cause for disaster if they bike the way they drive.

Bylaw needs to start enforcing traffic laws on cyclists. They ignore all road signs, ride on the wrong side of the road, on sidewalks not designed for them, etc.I have never seen one stop at a stop sign.

No

Would be nice to know if there is big cost difference between 2 options. Also if the multi-use/bike path is only to be on the Frame Lake side, then there should be better signage and better (more direct and clear) crossing options for bikes at the Old Airport Road intersection. Think about how someone biking from Kam Lake (either on left multi-use path side or on street side, coming from Multiplex) would get across safely to the multi-use path on the other side, with two semi-blind turn ramps coming on and off Old Airport Rd.

There should be an option for neither, as that is what i would have chosen. There is no need for this bike lane as there is already a sidewalk and a walking and bike trail for this exact area, this is a waste of the City's money. If this is anything like the existing bike lane, no one uses it and ended up taking away road width and sidewalk

Preference is to stop building million dollar bike lanes because there is very little use of the bike lane that has already been put in. In this climate and environment it is not utilized as much as it would be down south. if they are going to go ahead with this then they should leave the sidewalk as it is and put the bike lane 2m wide only on the one side. Bikers cross over and use only that side. But like the other bike lane, bikers come up from old town on Franklin and then continue on....they do not use the bike lane. Perhaps they should widen Frame Lake Trail and paint a line for bikes to travel along. Seen and walked on trails like this down south and it works very well.

The bike lane should extend from Finlayson Dr., not just from Old Airport Road.

the 2 optional widths seem extremely wide - especially because use is really very low - would it be possible to have 2m on both sides?

neither anyone going from old airport rd to downtown uses the trail this is a waste of taxpayer money

What width is the median at present? It would be most economical to keep the median the same width as present to avoid having to repave and curb the median area. Signage for pedestrian usage on the WMSchool side will have to be obvious so that students don't ride on that side.

why not build these bike lanes all over town? we gotta get folks to park their cars and trucks!

Option 1 is the desired choice as I would like to see both sides of Franklin treated the same. Many children walk and ride to school on the fire hall side. Many cyclists are currently cycling into town on the road. The wider option on the fire hall side would provide a safer place for them to cycle as well.

Narrowing the streets for cars is unsafe, especially in the winter when snow ruts occur. The wide street option should always be chosen.

Needs to be on both sides or none. Too confusing to have just one side.

There is already a path between the Coop and Luluz market so why is another path needed? Consider expanding the shoulders & paving these which can be then used by bikers and motorists. This stretch of road is not heavily used by bikers so why are budgets being spent on bike lanes when there are other priorities? ALSO **Please consider allowing parking on the existing bike lanes on 52nd ave IN THE WINTER when very very few bikes are being used.

I cannot select a preference not because I don't care but for starters, The picture does not depict the profile of the existing road way and is deceiving, unless there is another plan out there. The multi use path should be on the west side and a single path on the east side. up to Forest drive and the west trail preferably would run up to coronation where a distinct pedestrian conflict and safety hazard exists and has for years. not to mention 170 new homes going in on KLR and Coronation drive which will only add to the potential conflict.

Why is there 24m across in the first option and 25m in the second option? I would prefer the first option except for the fact that the roads are narrower. I believe that narrowing the roads in this area is a bad idea. If you could keep the road lanes at 7.5m and still manage a 3m multiuse path on each side, that would be the best option.

Great affordable way to add more biking infrastructure without significant additional cost

It's difficult to understand where cyclists would go for each option, it would be preferable to include cyclists in the visual diagram which was helpful.

Better safe than sorry. 3m pathway on both sides of the street with single line painted down the middle for pedestrians to stay to the right of the line to allow for safe maneuvering

I use the Frame lake trail when cycling. I don't see what is gained by this. Just put proper sidewalks on both sides.

Making bikes part of car traffic, car drivers will get more used to cyclists. This important because bike lanes are not continuous/connected therefore bikes have to join and leave the street which causes dangerous situations. Also bikes traveling 20 km/h versus 45km/h is a safer ratio than pedestrians 5km/h vs 20 km/h (4:1). Commuting cyclist want to travel at speeds upto 45km/h, which is keeping up to traffic and dangerous to pedestrians. In conclusion commuting cyclists are traffic and belong on the road.

No

Kudos for improving this stretch of road which is challenging for people who choose to ride bikes. This project will be made better if the stretch of road to the east will also be retrofit to accommodate active modes. Consider narrowing or eliminating the central median to provide more space for active transportation infrastructure, possibly even providing dedicated facilities for cycling to avoid conflicts with pedestrians and other users. Consider physical separation between the pathway and the street to give a greater sense of safety. This physical separation could be in the form of bollards, planters, shrubs and could also serve to protect active users from flying snow and water during inclement weather.

this option with a multi use surface that is straight & not integrated with vehicle traffic sounds better than the dysfunctional, hazardous, annoying "bike lane-sidewalk " created along 52 ave 2 years ago , 52 ave should be an embarrassment to planners & designers involved

When the bike lanes in the city are so disconnected there will be a lot of cyclists going from road to bike lane and back and forth. Because of this, the bike lane must be on both sides of the road in order for it to be used. If you try to force cyclists to cross the road to use the bike lane and then cross back once the bike lane has ended they will not use that bike lane. They will continue to use the road, which to me would mean that this whole project was a waste of money. I repeat, if you go with the second option CYCLISTS WILL NOT USE THE BIKE LANE. The only way the second option would be viable is if you planned to build this same kind of bike lane, all over the city, at the same time. But that's not going to happen, so please go with the first option. Merci!

The critical feature is the entry and exit point to the bike lane. The major fault with the 52nd ave lane, which should not be repeated, is the curb bulb out at the intersection of 52nd ave and 52nd st. This section forces cyclists into the path of motorists, and negates any safety features the bike lane might otherwise afford a cyclist. Instead, ingress and egress points to the bike lane should prioritize an orderly transition.

I like to stay as far away from vehicles as possible on my bike. Ideally I go down Frame Lake trail, but the hills get icy in the winter and are not safe on a bike. A bike path down Franklin would be nice. I strongly believe that wide multi-use paths are the best for Yellowknife.

How will you enforce this?

Yes we need to prioritize people who bike and walk

I select this option because it will be slightly cheaper but only if it connects effectively at both ends with existing or future multi-use paths. i.e. bikes need to be able to access both ends of the path or it will not be used.

Going towards old town, the right hand side should stay the width it is now. You should only be making one on the Left hand side where there is more room to make these changes.

I do not want to see bike lanes on that stretch of the city. For the number of people that bike regularly in Yellowknife, we do not need bike lanes. It is a waste of money and poses risk to bikers and other traffic on the street.

Do not follow example of 52nd Ave with bike lane going on and off sidewalk section. Pedestrians do not understand this system and bikes have to weave their way around pedestrians.

Safety is the main concern. Bike lanes need to be regularly plowed and adequately separated from traffic.

The discontinuous bike lane on 51st Avenue is the most ridiculous infrastructure project the City of Yellowknife has ever completed. Lets hope they get this one right.

Diverting the bikes to one side of the road only will only create more chaos on that side, in addition to messing up traffic flow for bikes that are using the road and then have to cross-over (or alternately leaving the path and having to cross the road to continue on the proper street side). Please just add in an appropriate portion of the sidewalk for bikes and runners and leave it at that.

I guess putting the two-way bikelane on the William Mac side isn't as feasible, but I think that's what I would prefer, if given the option. If I'm going to be travelling to the co-op or something, I'll probably take the Frame Lake Trail.

I don't currently ride my bike on this section of franklin because i don't feel it is safe. i will, however, when bike lanes are put in!

No need for a bike lane on this section of road. Cyclists can be easily accommodated on Taylor Road or the Frame Lake Trail. Would rather see improvements for cyclist made at these two alternative locations before any \$\$\$ is spent on the selected portion of Franklin Avenue.

2 bike lanes make it easier and safer for cyclists to connect from franklin and kam lake roads. Since the lane will end at forest dr cyclists will need to stop and cross (back) at that point anyway. Also the franklin old airport (OAP)Rd intersection is bad when crossing OAP Rd. The crosswalk is in the corner (which is usually very slippery much of the year) with many cars turning from franklin to OAP Rd. to contend with. That crosswalk should be moved further from the corner. 2 bike lanes makes it easier to avoid that crosswalk. Makes it easier to connect from kam Lk Rd. The median could be narrower and the road wider. I frequently cycle that way but the current configuration is not good. 2 lanes would be an excellent improvement. Much more usable than the 52 nd ave attempt, which is useless.

I am a regular cyclist who pulls a chariot a lot of the time. Having cyclists going in both directions on the path is: a) a recipe for disaster. Inevitably 2 bikes will be headed towards each other and pedestrians on the side will need to dodge out of the way while they pass. b) incredibly confusing, as bikes are USUALLY supposed to behave like vehicles and ride along on the side of the flow of traffic (unless this is not the law in Yellowknife? Most places they are supposed to ride on the road like a car and obey the same rules as cars). Making them cross the road to ride on the WRONG side of the road's path for a couple blocks is confusing, and quite frankly won't be done by the majority of serious cyclists that ride on the road with traffic for the rest of their commute. An example could be learned from the miserable bike lanes on 52 ave, which force bicycles up and down off the sidewalk, in and out of the flow of traffic, are very confusing for cyclists, and most choose just to ride on the street in the flow of traffic, like we do for the rest of our ride, for these few blocks. Mixing normal bicycle traffic laws with strange mixed use pathways for a few blocks here and few blocks there is just plain weird and confusing. If mixed use pathways are really the preferred option, then PLEASE give the bikes one on each side of the road.

The lane is ok if it is not part of the road. I am a delivery driver and I am always driving around town. The problem I have with bikes is that they don't obey the rules of the road and they ride on the wrong side. This becomes a problem because you don't look down the road before turning expecting a cyclist which move faster than pedestrians. So then you go to turn and boom one appears from the wrong direction. You don't look for cars traveling the incorrect direction so you are not trained to look for cyclists. It should be enforced because they are a vehicle. That is my only concern with the lanes because they are more apt to ride opposite to the traffic.

These bikes lanes are a waste of money to be honest. I'd rather them not be installed. The ones the city put in along 52 street are a joke. No one uses them. cars park where the ramps are, and cause a hazard to bikers. Cars also park where the white lines are, so bikers are forced out in traffic. Yellowknife does not need bike lanes. In a period where the government is under fiscal restraint, the city should spend these "bike lane" dollars fixing social issues.

In question 1, I chose "By Car", but I also do walk home a lot during the summer months and I do not believe we need a multi use pathway, what is currently there seems to work perfectly fine. I have never experienced any issues.

The bike lane proposal is not needed. This is not Copenhagen, Denmark where year round climate is conducive for encouraging and supporting the use of non-motorized equipment. Waste of money and all it does is give more excuses for Traffic Officers in your Bylaw Enforcement Division to harass and lay useless quasi-criminal charges for people who are perceived to have violated or encroached upon a bike lane.

I hope we have learned from the 52nd Ave fiasco that this is not Toronto or Vancouver and simple but functional is what we need to strive for instead of over the top high maintenance development that attempts to present Yellowknife as a community for extravagant upper class snobs.

Before investing in further infrastructure upgrades to accommodate cyclists, I would like to see an analysis of the utilization of the upgraded infrastructure for cyclists along 52nd Avenue. I live in the Con Road area and anecdotally, the utilization of the 52nd Avenue bike lanes seems very limited considering the cost to taxpayers.

Make sure the lanes are continuous and do not have to have cyclist go in and out of traffic like the 52nd ave ones.

What are the cost differences? What is the size of the current roadways now?

I have chosen the 'no preference', as I don't support either option, as both require construction on both sides of Franklin Avenue, which increases costs for both construction and a maintenance point of view. Unless the City will enforce the laws of the road as they relate to bikes, allocating one side of Airport Road for bike traffic only will not be followed, negating any benefits of having a pedestrian side and bike side along Airport Road. Why isn't the option of expanding or upgrading the current sidewalk along old Airport Road to a 3 or 4 meters multi-use path being identified as an option?

I do not want to have the road width reduced. Cycling on one side is adequate. I cycle regularly, but avoid Franklin Ave as it is dangerous for cyclists and as a motorist, I am nervous passing cyclists along this road. I am in favour of extending this multi-use path towards downtown - at least as far as 57 Street.

Please plan to extend this multi-use trail on BOTH sides of Franklin all the way to 53rd Street (Yk1 Education District office) on the NW side and to 54th St (NUP) on the SE side. Please also budget for trail maintenance in winter, ESPECIALLY at the on/off ramps at intersections. Thank you for progressing a little on this much-needed commuter route!

please pave the pathways

Flip side of road with bikelane: Cycle on Fire Dept Side

Separate Bike Lane from road. Pedestrians only lane.

option 2 is more comfortable for walking

Unfamiliar with

I use trail to bike, road by car

More room for joggers/walking. Safety

More connectivity with current trails, make longer

Use the trail

add bike lanes to all major roads, see Victoria example

Use road by bike

Separate walking and biking lane

Keep paths snow clear in winter. Research other northern bike communities that serve bikers year round. See Frostbike by Tom Babin.

Love multi-use pathways. The one that was built on 52nd Ave has made my commute SO much easier (being able to walk side-by-side with family/friends on the way to work instead of single file, being able to cycle safely without having to be right beside vehicle traffic, etc). Our family of three can go for bike rides together on a multi-use pathway and I feel much safer for myself and for my preschooler. A multi-use pathway will be a great addition onto the segment of Franklin Ave. I think the overall objective should be to have a completed network of multi-use paths and commuter trails so you can easily get from one part of the city to the other safely, and without a vehicle. My one concern with the proposed multi-use path segment on Franklin Ave is that it ends at Forrest Dr. I feel that the bend by the baseball park is a pretty dangerous spot for cyclists and that the multi-use

path should extend up to the Capital Suites Hotel.

Adjust crosswalks Nova Chateau

- The section of Franklin Ave. from Old Airport Road to downtown was noted as be currently “unfriendly” for cyclists. Separating the bike lanes from the road was well received from all participants.
- The participants preferred having less restrictions imposed upon them, hence the 3m lanes on each side was preferred.
- Participants commented that snow clearing of the multi-use is vital.
- One Participant was not satisfied with the snow clearing efforts on existing bikelanes and pathways particularly along 52nd Ave and near the Ballfield.
- Most participants wished to see the bike lanes extended further in order to connect downtown.

In general the small group was pleased with the proposed plan but wished to see it extended further toward the downtown.

Appendix A

Survey

Why consult?

Promoting active transportation to residents is one of the recommendations formulated as part of the Smart Growth Development Plan, adopted by Council in 2010. The Smart Growth Development Plan is a long-range growth and development strategy seeking the integration and application of sustainable planning and development principles, and guides the City's growth and development.

The creation of the Smart Growth Development Plan involved extensive public consultation including questionnaire surveys, focus groups, workshops, telephone surveys, open houses, and a community design charrette. More than 2,000 residents participated in the development of the Plan.

In 2011, the City of Yellowknife proposed a five year plan to include bike lanes on city roads as an active transportation initiative.

With infrastructure works scheduled to take place along Franklin Avenue in 2017, now is an opportune time to consult residents on which option of the two proposed multi-use pathways is preferred. The two proposals are based on previous consultation with the community.

More information on Active Transportation: <https://www.yellowknife.ca/en/doing-business/active-transportation.asp>

More information on the proposed five-year Bike Lane Development Schedule:
<https://www.yellowknife.ca/en/doing-business/resources/ActiveTransportation/PROPOSED-5-YEAR-BIKE-LANE-DEVELOPMENT-SCHEDULE-DECEMBER-20-2013.pdf>

More information on Smart Growth Development Plan: <https://www.yellowknife.ca/en/doing-business/smart-growth-development-plan.asp>

What is a multi-use pathway?

The multi-use pathway network connects trails, parks, and neighbourhoods within the City of Yellowknife for active road users such as pedestrians and cyclists. For the purpose of this survey, pedestrians will include skateboarders, runners, strollers, etc.

A multi-use pathway of 2m wide can accommodate pedestrians, while a pathway of 3m wide accommodates cyclists as well as pedestrians.

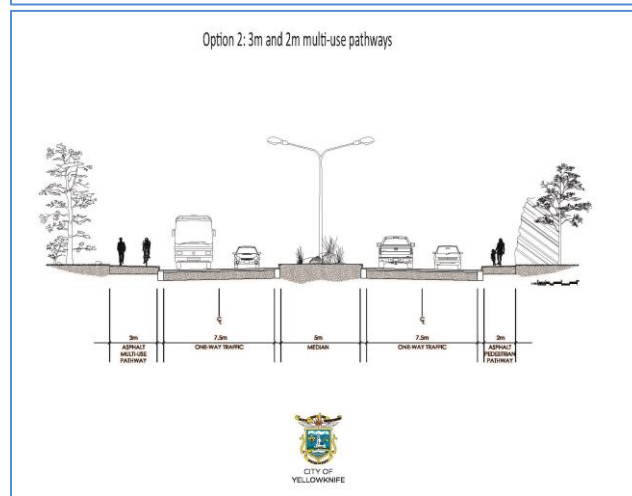
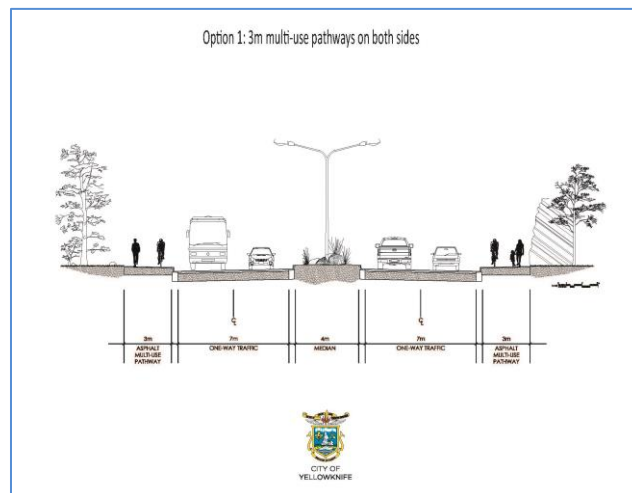
The proposed multi-use pathways on Franklin Avenue will be an extension of the Old Airport Road multi-use pathway connecting Frame Lake with the downtown area

1. Are you a regular user of the portion of Franklin Avenue between Old Airport Road and Forrest Drive?
 Yes No
2. If yes, what is your most common mode of transportation? Choose one of the following answers
 By bike On foot
 By car Other

3. Below are the two proposed options for adding multi-use pathways to Franklin Avenue between Old Airport Road and Forrest Drive.

Option 1: A 3m wide multi-use pathway on both sides of Franklin Avenue, accommodating cyclists and pedestrians in both directions. Car traffic will continue on all four lanes.

Option 2: A 3m wide multi-use pathway on the Frame Lake side of the Franklin Avenue, and a 2m multi-use pathway accommodating pedestrians in both directions. Cyclists are to use the pathway on the Frame Lake side of the Franklin Avenue. Car traffic will continue on four lanes.



Which option do you prefer? Option 1 Option 2 No preference

4. Do you have any additional comments?

Thank you!