



LET'S MOVE YK!

YELLOWKNIFE TRANSPORTATION PLAN



What is Yellowknife's Transportation Plan?

Yellowknife is always moving — through our seasons, across our neighbourhoods, and toward our future. How we get around shapes how we live, work, and connect. Whether you walk, bike, take transit, or drive, we want to make sure that everyone can get to where they need to go. Let's Move YK is about creating a plan that brings together past studies, strategies, and policies with new ideas and standards, creating a single, unified roadmap for Yellowknife's transportation network.

WIN A PRIZE!

Win a \$100 gift card, or one of three \$25 gift cards by taking the community survey before October 31!

Win a \$500 gift card or \$25 gift card by completing the household travel survey by October 31!

What will be included in the transportation plan?

Let's Move YK will be a comprehensive guide to improving transportation across the City. The plan will provide a clear roadmap for how we want to improve our roads, sidewalks, bike routes, trails, transit, parking access and more.

The plan will:

- Prioritize infrastructure projects for the short, medium, and long term
- Include a long-term vision to guide the City's decision-making
- Identify supporting programs and policies
- Align and coordinate the City's many transportation-related plans and policies to make sure they are consistent and integrated in a single document

ROUND ONE ENGAGEMENT

What We Heard Report

December 2025



The City of Yellowknife acknowledges that we are located in Chief Drygeese territory. From time immemorial, it has been the traditional land of the Yellowknives Dene First Nation. We respect the histories, languages, and cultures of all other Indigenous Peoples including the North Slave Métis, and all First Nations, Métis, and Inuit whose presence continues to enrich our vibrant community.

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December 2025

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1.0 INTRODUCTION



1.1 PROJECT BACKGROUND

Yellowknife is always moving — through our seasons, across our neighbourhoods, and toward our future. How we get around shapes how we live, work, and connect. Whether you walk, bike, take transit, or drive, we want to make sure that everyone can easily get to where they need to go. To help make this happen, the City is developing a new Transportation Plan (Let's Move YK). The name reflects exactly what this plan is meant to do:

Let's is an invitation. This is a project for everyone, built together by residents, Indigenous governments, community partners, and the City.

Move captures both the literal ways we travel and the progress we want to make as a community. It is action-oriented, a rallying call for change. It sets the standards and guidance that will shape safer, more inclusive, and connected transportation for everyone.

YK grounds the plan in our northern reality: our geography, climate, and way of life.

LET'S MOVE!



Let's Move YK will bring together past studies, strategies, and policies with new ideas and standards, creating a single, unified roadmap for Yellowknife's transportation network. This plan will help the City move forward with investments in transportation projects for all modes of travel over the next 25 years.

Its purpose is to make travel safer, more welcoming, and inclusive for all residents, whether they walk, cycle, drive, or take transit. The plan will help guide the City towards its vision of being a welcoming, inclusive, and prosperous community and is a crucial step towards creating a transportation network that serves community members of all ages and abilities and will align with the Community Plan update.

The Transportation Plan is being developed through four phases over a year-long process, as shown in **Figure 1**.

FIGURE 1: PROJECT TIMELINE



1.2 PROJECT PROCESS

There are four phases of the project, with two rounds of community engagement.

Phase 1 (launching) included:

- Collecting and reviewing background data
- Conducting a gap assessment

Phase 2 (discovering) included:

- Engagement Round 1 (community and household travel survey, pop-ups, roundtable meetings)
- Policy review and equity analysis
- Reporting on existing conditions
- Conducting a jurisdictional scan and best practices review
- Traffic operational analysis

Phase 3 (planning) includes:

- Transportation network mapping
- Creating design standards, micromobility, speed limit, and parking reviews
- Engagement Round 2 (community survey, pop-ups, roundtable meetings)

Phase 4 (prioritizing) includes:

- Developing a transportation infrastructure projects list
- Drafting and finalizing a Transportation Plan



Engagement Round One Purpose

The first round of community engagement took place between September and October, 2025. The purpose of Round One Engagement was to introduce the Let's Move YK: Transportation Plan and gather input on transportation needs, challenges, and opportunities across Yellowknife. Through surveys, interactive maps, pop-up events, and meetings with community organizations, residents shared their experiences and ideas for improving how people move around the city.

This feedback will be used to guide the next phase of the project, helping the team develop draft strategies, actions, and network maps that respond to local priorities. The goal is to ensure the draft plan reflects the lived experiences of Yellowknifers and lays the foundation for a safer, more connected, and all-season transportation network.

This report summarizes what was heard.

Engagement Framework

The community engagement for Let's Move YK: Yellowknife's Transportation Plan was guided by the International Association for Public Participation (IAP2) Spectrum of Public Participation. This framework outlines different levels of public participation based on the degree of influence the public can have in a decision-making process.

For this phase of the project, engagement took place primarily at the Inform and Consult levels of the spectrum:

- Inform:** To provide accessible, consistent information about the project—what it is, why it matters, and how residents could get involved. This included sharing updates on the Transportation Plan's purpose, process, and timelines through open houses, pop-up events, print materials, and the project website. The goal was to ensure that community members clearly understood how transportation planning affects their daily lives and the future of Yellowknife.

- Consult:** To seek feedback and listen to community perspectives on transportation needs, challenges, and priorities. Residents were invited to complete surveys, participate in mapping activities, and share their views at in-person engagement events. The project team committed to listening carefully to this feedback and using it to help shape draft strategies, actions, and network maps.

There will be another round of engagement where residents will have an opportunity to review and comment on the draft Transportation Plan before it is finalized.

IAP2 Spectrum of Public Participation



IAP2's Spectrum of Public Participation was designed to assist with the selection of the level of participation that defines the public's role in any public participation process. The Spectrum is used internationally, and it is found in public participation plans around the world.

INCREASING IMPACT ON THE DECISION					
	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

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1.3 FIRST NATIONS ENGAGEMENT

The City sent letters to the Yellowknives Dene First Nation and the North Slave Métis Alliance, inviting their participation in the planning process and the opportunity to meet with the project team. An initial meeting with the Yellowknives Dene First Nation was held on October 29, 2025. Engagement with both the Yellowknives Dene First Nation and the North Slave Métis Alliance will continue throughout the project to better understand current transportation barriers in Yellowknife and identify opportunities for the future.

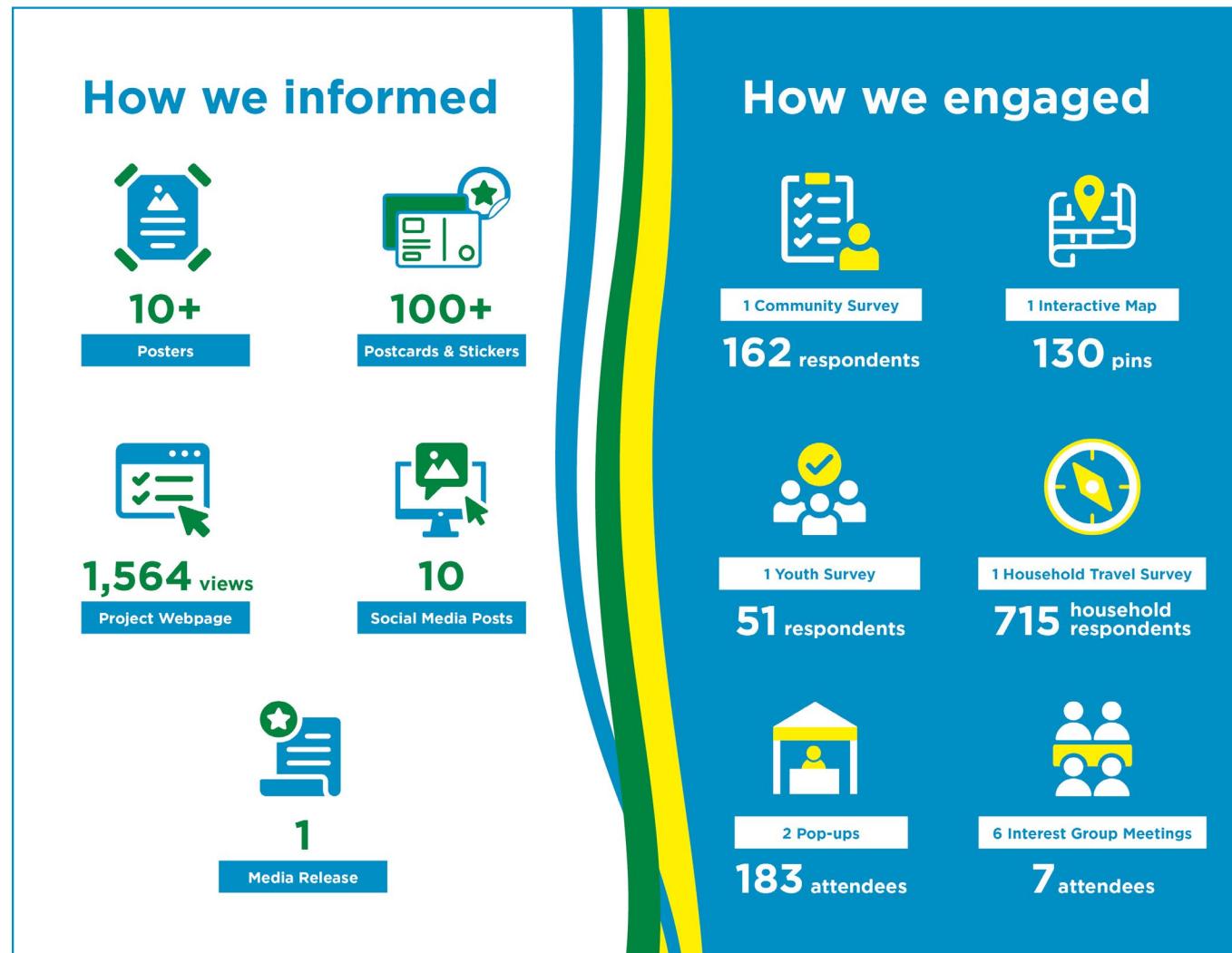


2.0 OUR APPROACH



Round One of community engagement was launched on September 4, 2025.
Figure 2 below provides a snapshot of engagement activities

FIGURE 2: ENGAGEMENT BY THE NUMBERS



2.1 COMMUNICATIONS

The project was advertised through multiple communications channels including:

- Posters displayed at high traffic locations
- Postcard handouts
- A project webpage on the City's PlaceSpeak account
- Social media posts on Facebook, Instagram, and X
- Media release
- Letters to First Nations
- Emails to interest groups



2.2 COMMUNITY SURVEY

The community survey was open from September 4 until October 3, 2025.

The survey asked respondents to provide their opinions on key opportunities, challenges, and priorities for the future of transportation in Yellowknife. The online survey was hosted on the City's PlaceSpeak platform. To ensure the survey was accessible to all community members, surveys were also available by hard copy and using SurveyMonkey, which did not require completing a registration to participate. In total, 162 responses were received.

2.3 HOUSEHOLD TRAVEL SURVEY

A random sample household travel survey was distributed to selected residents to gather representative, statistically significant information on travel patterns. The survey was open from September 4 until October 31, 2025. Residents were asked to record all trips made over a 24-hour period, providing a comprehensive snapshot of daily travel behaviour across the community. Approximately 715 households responded to the survey. The results of the Household Travel Survey are currently being analyzed and will be made available in a separate report during the next phase of the process.

2.4 INTERACTIVE MAP

To accompany the community survey, the City launched an interactive mapping tool to collect location-specific comments. Similar to the survey, the map was open from September 4 until October 3, 2025. There were 130 pins left on the interactive map.

2.5 YOUTH SURVEY

The project team launched a youth-specific survey for local high school and college students. The survey was advertised on social media and posters in schools. The survey was open from September 24 until October 31, 2025. In total, there were 51 responses. The findings of this survey have been summarized in **Appendix B**.

2.6 POP-UPS

The project team hosted two pop-up engagement events. Staff members were onsite to discuss the project and answer questions. Display boards were set up to share information on the Transportation Plan and collect input on opportunities and challenges for the different modes. Attendees were also invited to complete a hardcopy survey. The locations included:

Farmer's Market	Aquatic Centre
113 attendees	70 attendees
September 15, 2025	September 16, 2025

2.7 INTEREST GROUP MEETINGS

To ensure diverse voices were heard, the project team held five meetings with community interest groups in Yellowknife. Invitations and project details were shared with 20 organizations across the city, encouraging their participation and input.

Meetings were held with the following organizations:

Shift NWT	September 15, 2025
Spectacular NWT	September 16, 2025
The National Association of Friendship Centres	October 22, 2025
Canadian National Institute of the Blind	October 22, 2025
Ecology North	October 27, 2025
YK CarShare	November 6, 2025



3.0 WHAT WE HEARD

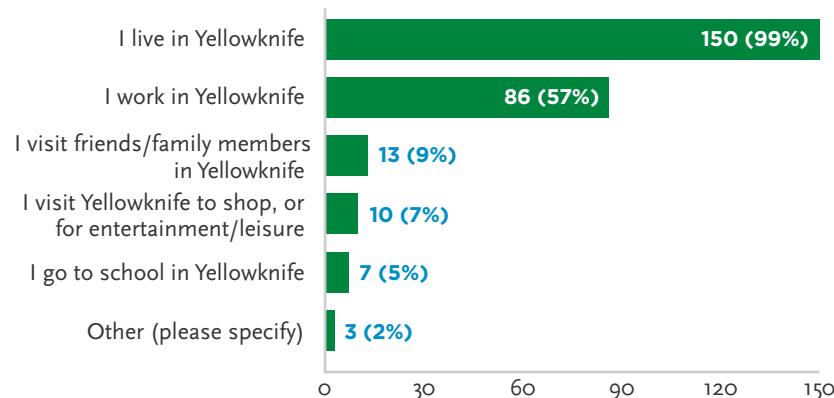


3.1 COMMUNITY SURVEY

The community survey ran from September 4 to October 3, 2025. During this period, residents were invited to share their views on transportation in Yellowknife, highlighting opportunities, identifying challenges, and noting their priorities for the future. A total of 162 people participated. All questions were optional; not every respondent chose to answer all questions. This feedback reflects only the perspectives of those who chose to take part and is not statistically representative of the entire community.

Connection to Yellowknife

Question 1: What is your connection to the City of Yellowknife? Select all that apply. (n=151)



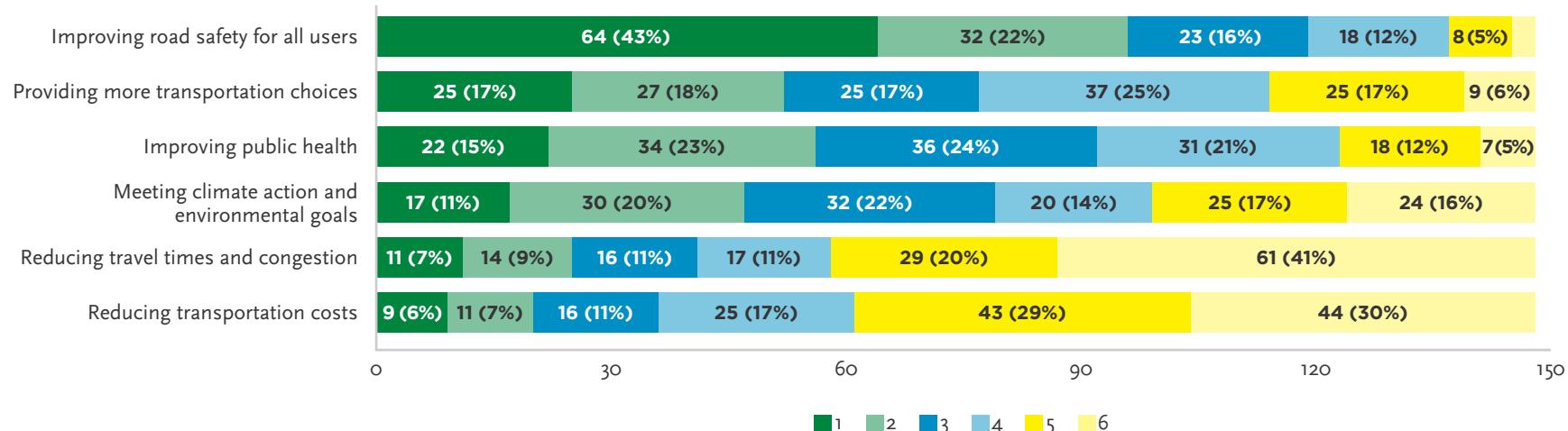
Out of 151 respondents to this question, nearly all (99%) were residents of Yellowknife, and over half of respondents (57%) work in Yellowknife. The remaining respondents visit family or friends in the city (9%), visit for shopping or leisure (7%), study in Yellowknife (5%), or other connections (2%) such as volunteering in the city.



Transportation Priorities

Question 2: Which of the following transportation outcomes are most important to you? (n=148)

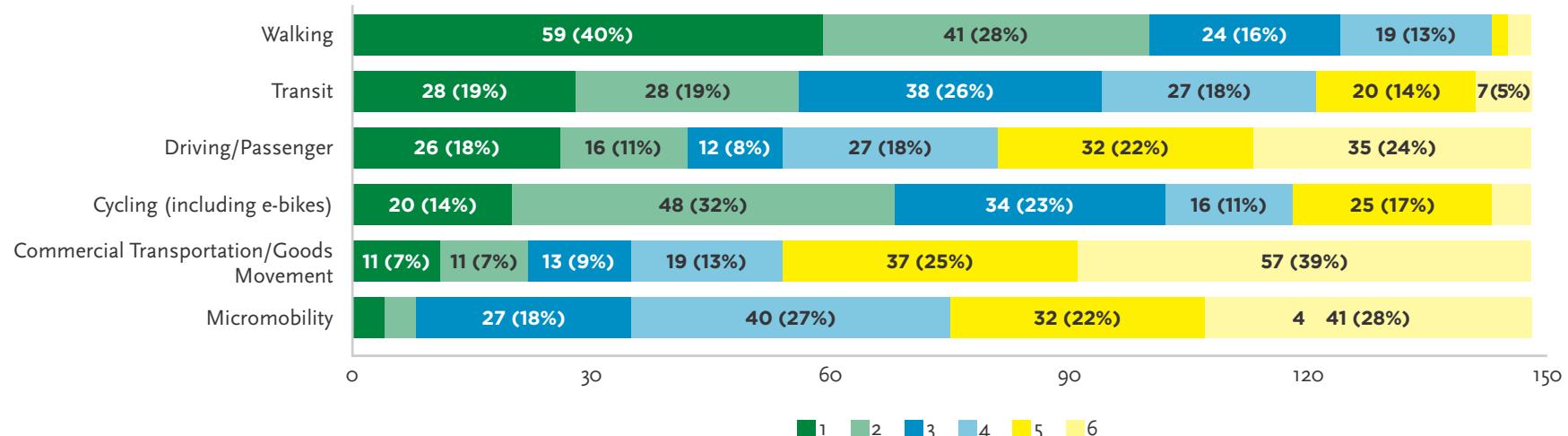
Rank these in order of priority from 1 (most important) to 6 (least important)



When asked to rank six different transportation outcomes, respondents ranked “**Improving road safety for all users**” as their most important outcome, with almost two-thirds of respondents (65%) ranking it as their first or second choice. “**Improving public health**” was the second-highest ranked outcome, followed by “**Providing more transportation choices**.”

Question 3: What aspects of Yellowknife's transportation system should be considered the highest priority? (n=148)

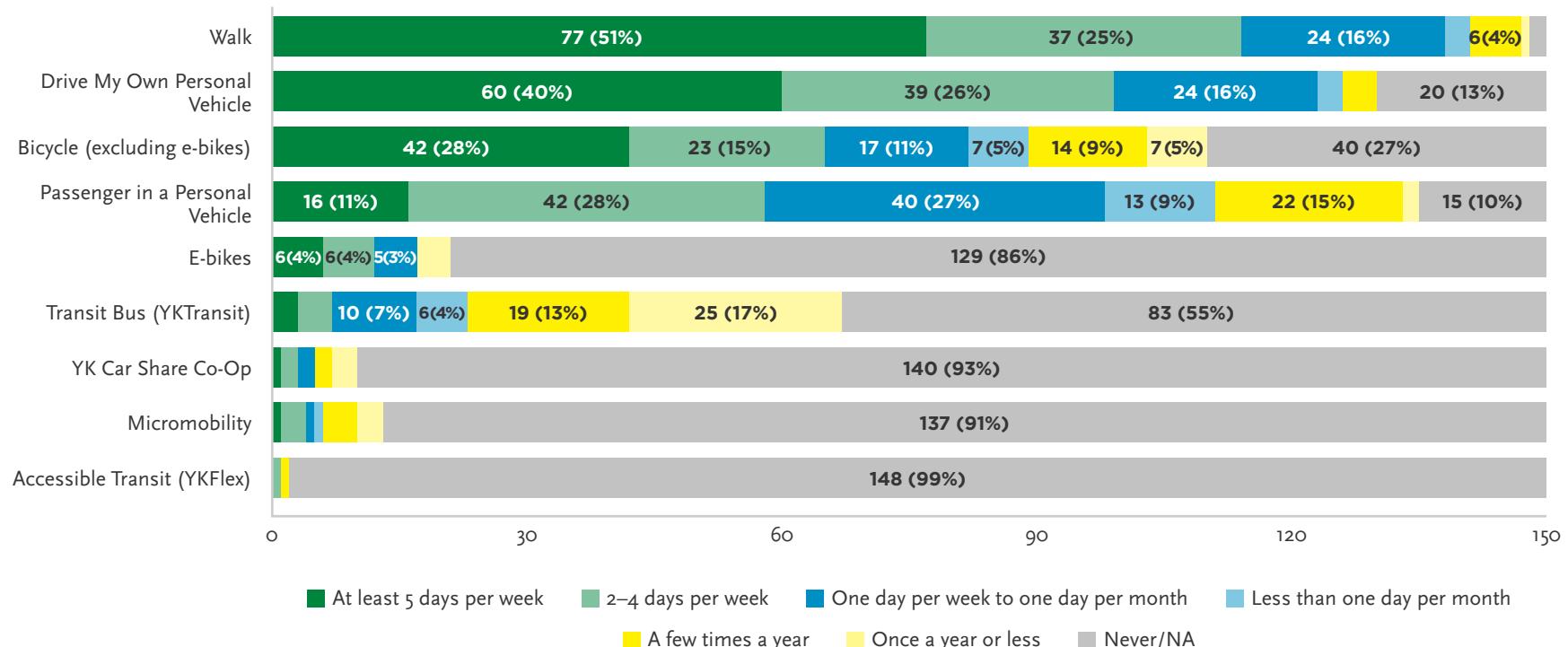
Rank these in order of priority from 1 (most important) to 6 (least important)



On average, survey respondents indicated that walking (including traveling by wheelchair, motorized scooter, or assistive device) should be considered the highest priority for Yellowknife's transportation system. Over two-thirds of respondents (68%) ranked "Walking" as their first or second option. The next-highest ranked option was "Cycling" followed by "Transit."

Frequency

Question 4: In the spring/summer/fall, how often do you currently travel in the City using each of the following travel methods? (n=150)



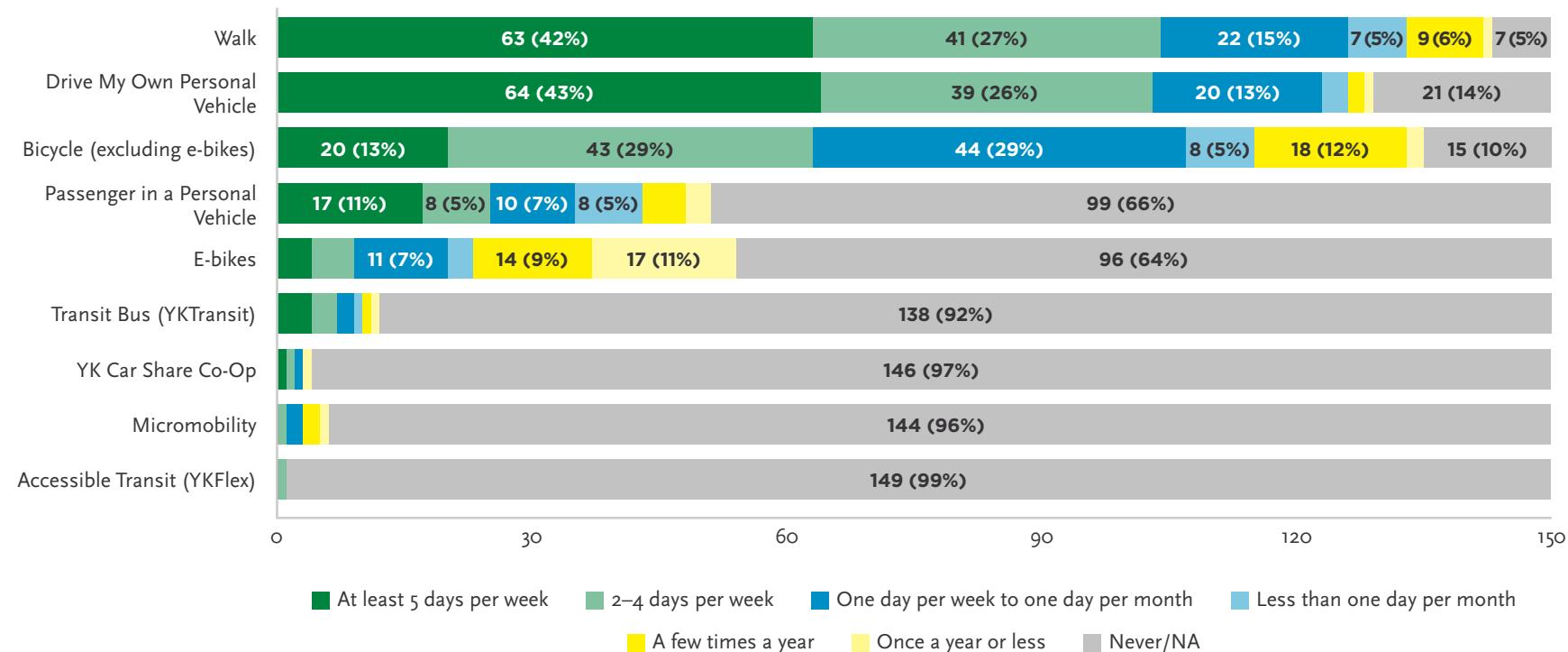
From 150 responses to this question, walking and driving were the most common ways to travel in Yellowknife during non-winter months. Over half of respondents (51%) travel by walking at least 5 days per week, and a large majority of respondents (92%) walk at least one day per month. Respondents who drive a personal vehicle most commonly drove at least 5 days per week (40%), and approximately two-thirds of respondents (66%) drove at least 2 days per week.

Other insights included:

- **Cycling:** 43% of respondents cycle regularly (5+ days or 2-4 days per week)

- **Passenger in a personal vehicle:** 39% of respondents travel as a passenger 2-5+ days per week
- **E-bikes:** Out of 14% of respondents who use e-bikes, 12% use e-bikes 2-5+ days per week
- **Transit:** Out of 45% of respondents use transit, 17% use transit once a year or less
- **Micromobility (e-scooter, skateboard, rollerblades):** 9% of respondents use micromobility devices
- **Car share:** 7% of respondents use a car share co-op

Question 5: In the winter, how often do you currently travel in the City using each of the following travel methods? (n=150)



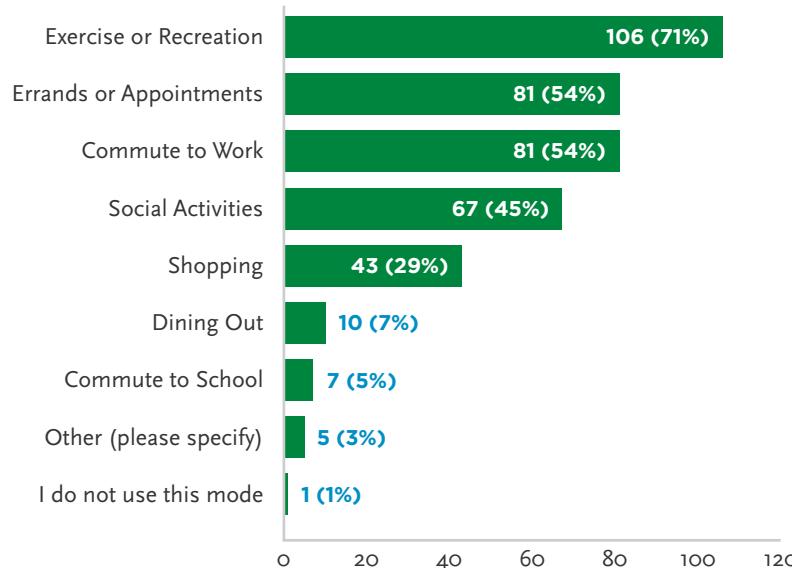
During winter months, respondents indicated similar travel habits as Question 4 with a slight increase in personal vehicle use. Walking remained a common way to travel, but there was nine percent decrease (42%) in respondents who walk five or more days per week, when compared to non-winter months. Similarly, daily vehicle use (43%) increased by three percent, and daily bicycle use (11%) decreased by 17%.

Other insights included:

- **Passenger in a personal vehicle:** 3% increase in regular use (5+ days or 2-4 days per week) from non-winter months
- **E-bikes:** 6% decrease in overall use
- **Transit:** 9% decrease in overall use from non-winter months, but slightly more regular users
- **Micromobility (e-scooter, skateboard, rollerblades):** 6% decrease in overall use
- **Car share:** 3% decrease in overall use

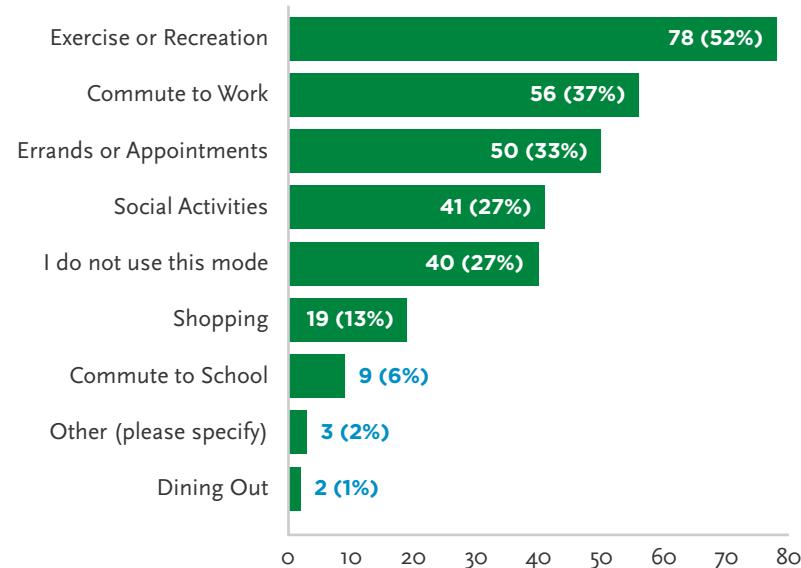
Trip Purpose

Question 6: When you travel by walking, what are your top three purposes? (Select up to three) (n=150)



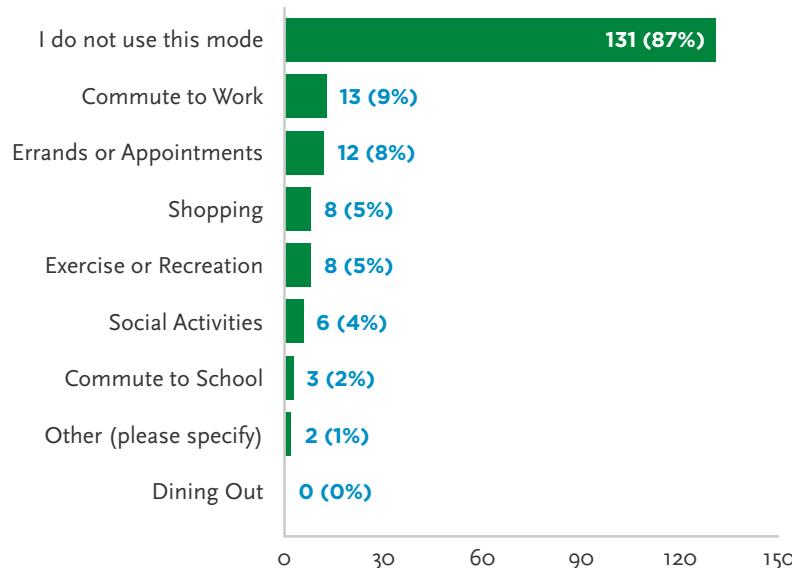
Overall, the most common purposes for walking were for exercise or recreation (71%), for errands or appointments (54%), and for commuting to work (54%).

Question 7: When you travel by bicycle (non e-bike), what are your top three purposes? (Select up to three) (n=150)



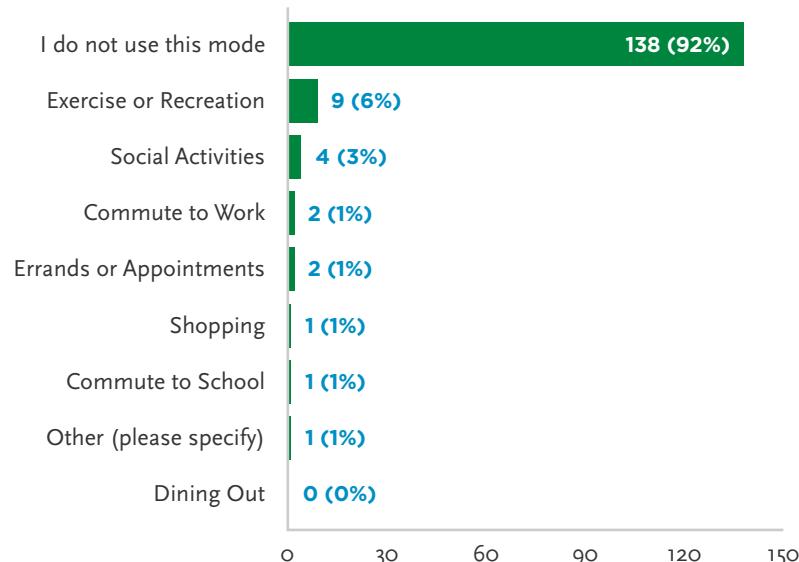
Similar to Question 6, respondents most commonly cycled for exercise or recreation (52%), for commuting to work (37%), and for errands or appointments (33%). Forty respondents (27%) indicated they do not use a bicycle.

Question 8: When you travel by e-bike, what are your top three purposes?
 (Select up to three) (n=150)



The most common purposes for using an e-bike included for commuting to work (9%), errands or appointments (8%), shopping (5%), and for exercise or recreation (5%). Most respondents (87%) indicated they do not use this mode.

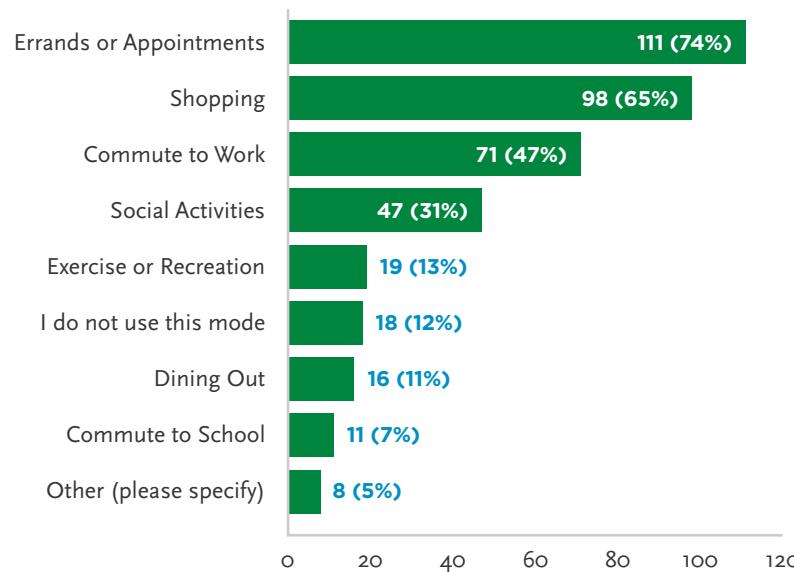
Question 9: When you travel by micromobility (e-scooter, skateboard, rollerblade), what are your top three purposes?
 (Select up to three) (n=150)



The most common purposes for using micromobility – such as electric scooters, skateboards or rollerblades – included for exercise or recreation (6%) and for social activities (3%). Most respondents (92%) indicated they do not use this mode.

Question 10: When you travel by driving your own personal vehicle, what are your top three purposes?

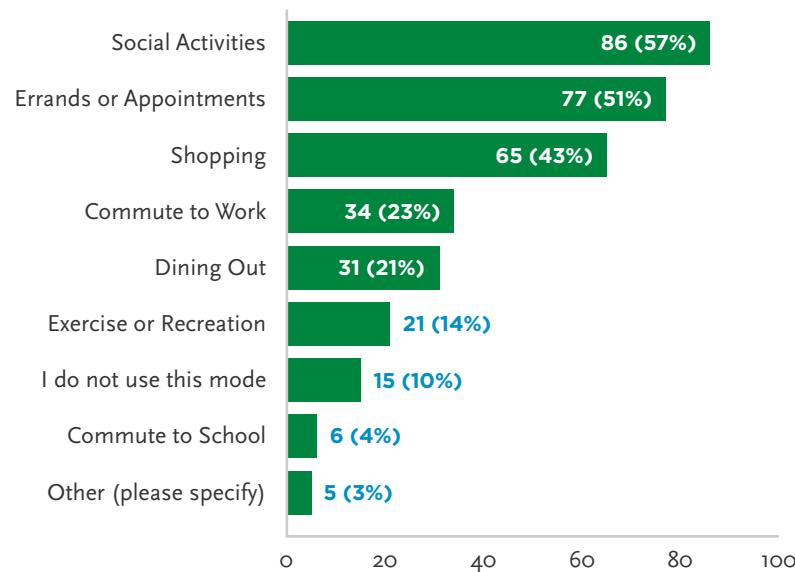
(Select up to three) (n=150)



The top purposes for driving a personal vehicle were for completing errands or appointments (74%), shopping (65%), commuting to work (47%), and for social activities (31%). Those who selected “Other” mentioned picking up/dropping off their children, or driving outside of the City to access nature.

Question 11: When you travel by passenger in a personal vehicle, what are your top three purposes?

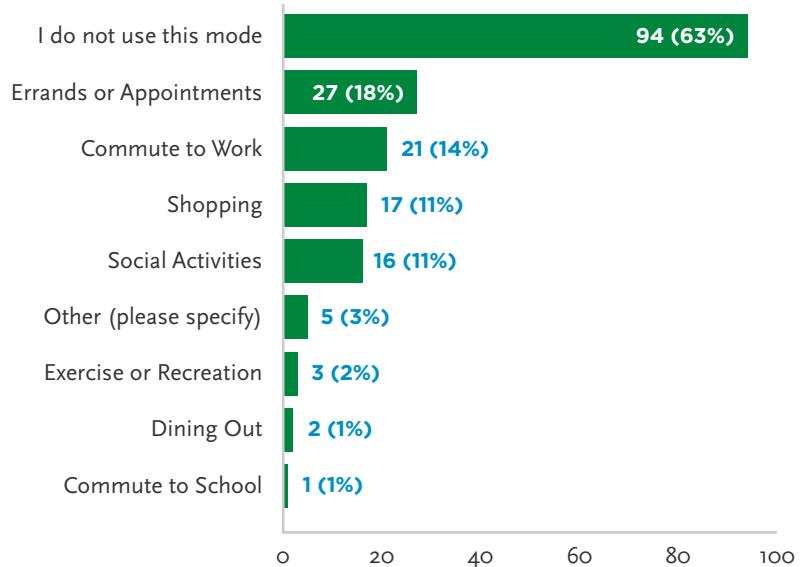
(Select up to three) (n=150)



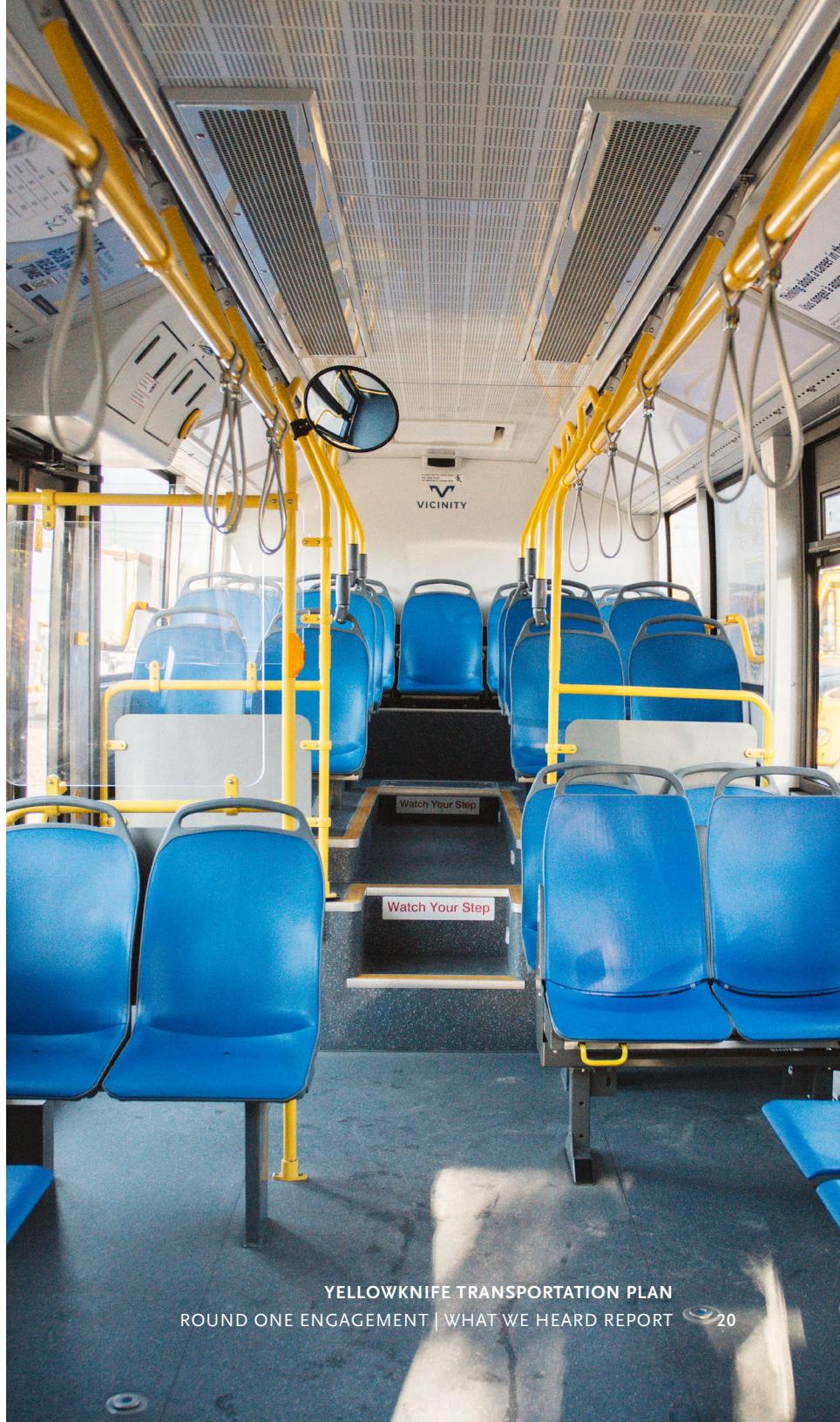
When traveling as a vehicle passenger, survey respondents indicated it was for social activities (57%), for errands or appointments (51%), and for shopping (43%).

Question 12: When you travel by transit bus (YKTransit or YKFlex), what are your top three purposes?

(Select up to three) (n=150)

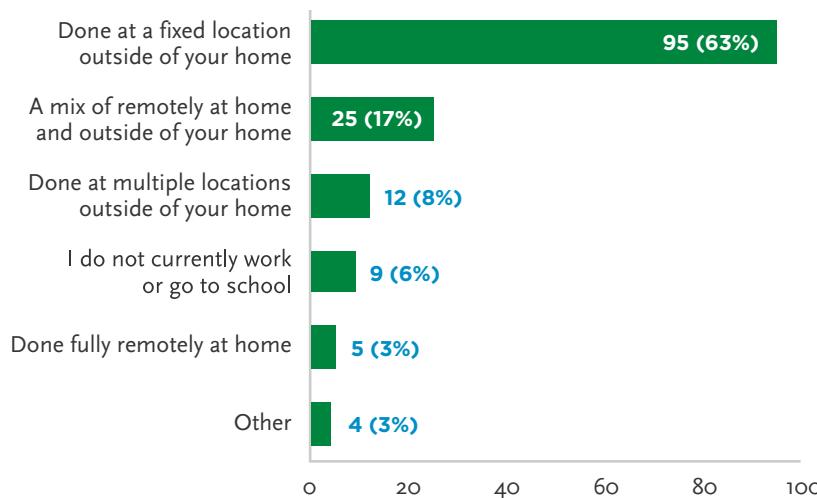


The top purposes for using transit were for completing errands or appointments (18%), commuting to work (14%), shopping (11%), and social activities (11%). A majority of respondents (63%) indicated that they do not use transit.



Commuting

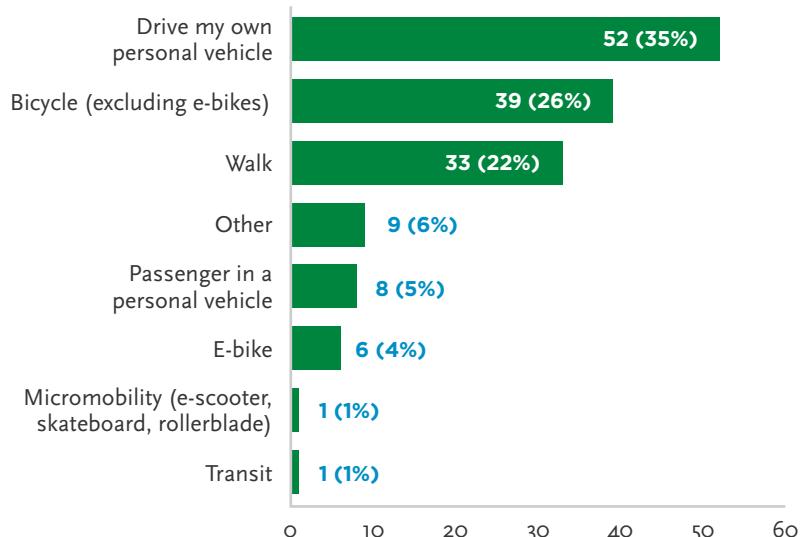
Question 13: Which of the following best describes your current working or learning arrangement in a typical week? (n=150)



Over half of survey respondents (63%) travel to a fixed location outside of their home for work or learning. The remaining respondents work partly at home (17%), work at multiple locations outside their home (8%), do not work or go to school (6%), or work fully remotely at home (3%).

Question 14: What is your usual mode of transportation at this time of year for trips to or from work?

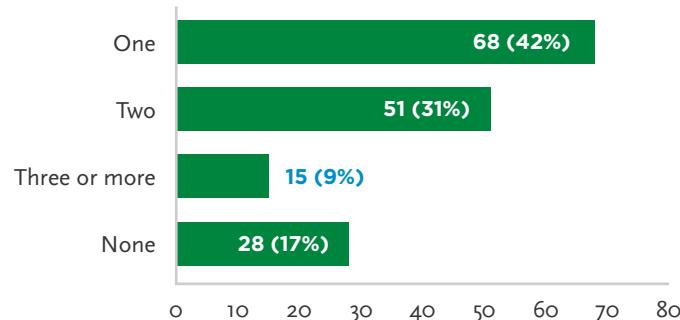
Select one only. (n=149)



Respondents largely commute to and from work by driving (35%), cycling (26%), or walking (22%). Those who selected “Other” noted that they work from home, are retired, or currently not working.

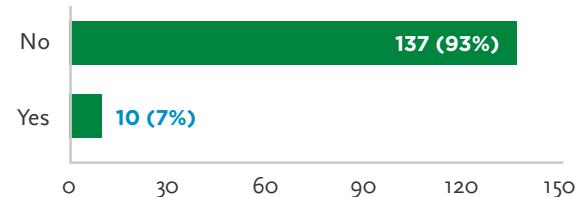
Driving

Question 15: How many vehicles do you have in your home? (n=162)



The highest number of respondents (42%) own one vehicle at home, followed 31% of respondents who own two vehicles at home. Approximately 17% of respondents indicated they do not have a vehicle at their home.

Question 16: Is any member of your household a member of the YK Car Share Co-op? (n=147)



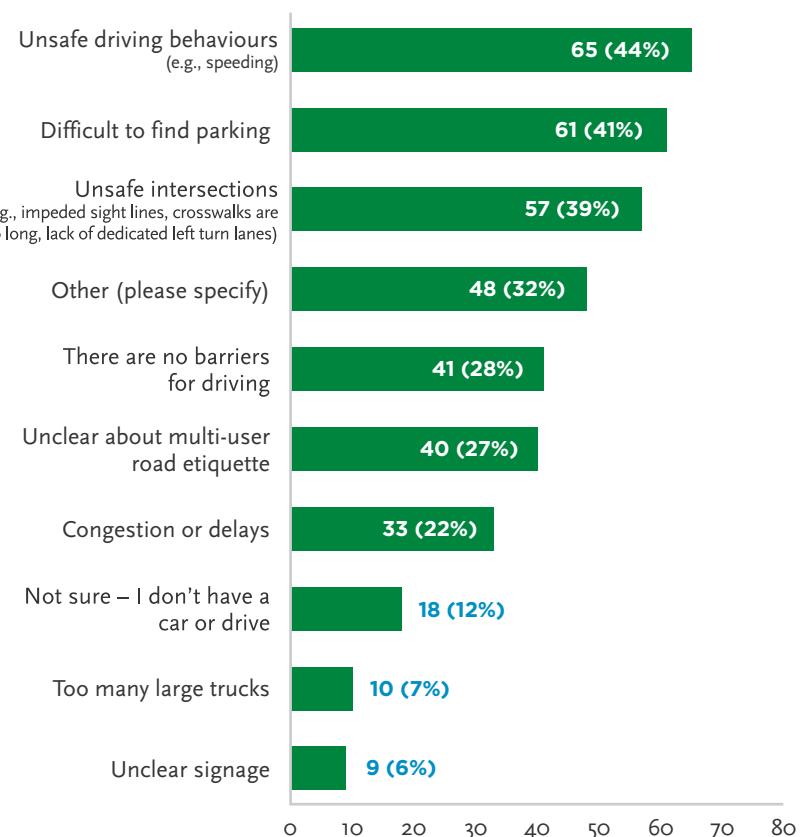
Ten survey respondents (7%) indicated their household participates in the YK Car Share Co-op.

Question 17: What are the main barriers for driving in Yellowknife?

(Select your top three) (n=148)

When asked about barriers for driving in Yellowknife, respondents indicated unsafe driving (44%), parking availability (41%), and unsafe intersections (39%) as their top answers. Those who selected “Other” noted:

- Poor snow clearing and icy roads
- Expensive parking/expensive co-op fees
- Environmental impacts
- Concerns with jaywalking

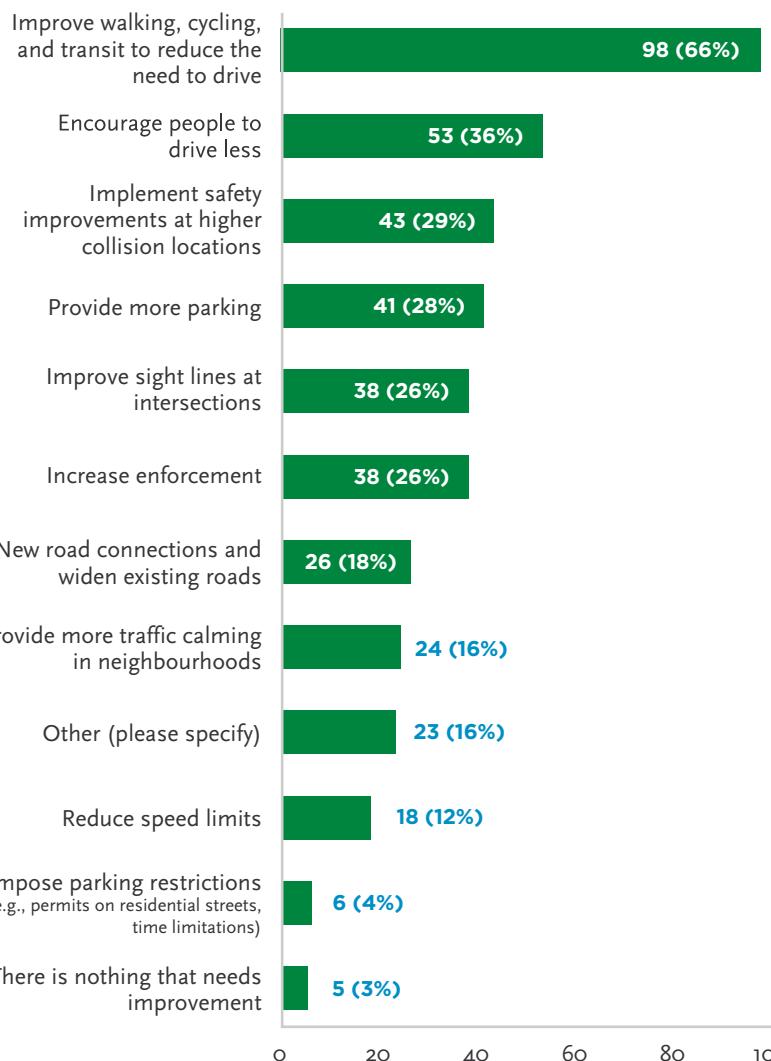


Question 18: What could Yellowknife do to improve driving?

(Select your top three) (n=148)

Two-thirds of respondents (66%) indicated that to improve driving, Yellowknife could improve other modes (walking, cycling, and transit) to reduce the overall need to drive. Those who selected “Other” noted:

- Reduce parking fees
- Enhance snow clearing and ice maintenance
- Eliminate the 24/7 school zones
- Build separated active transportation facilities to separate users from drivers
- Increase enforcement
- Add more turning lanes



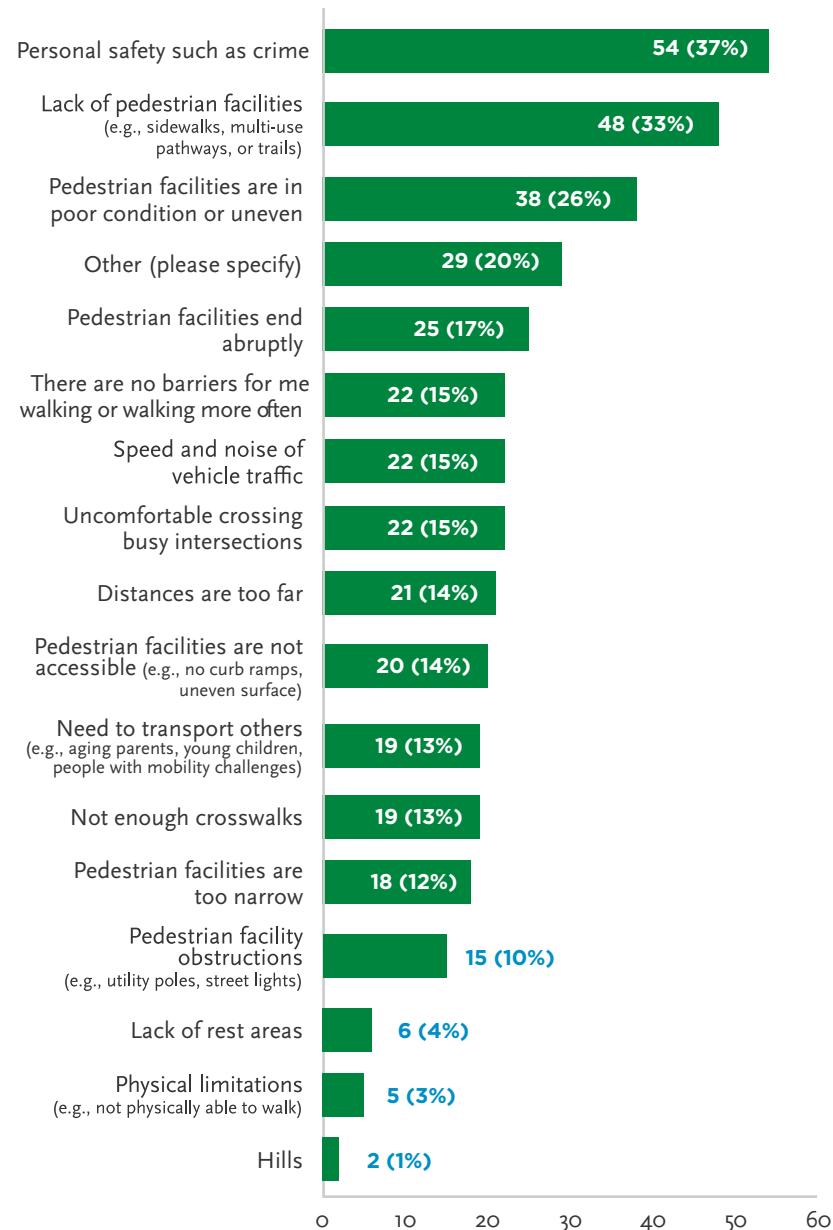
Walking

Question 19: What are the main barriers to walking in Yellowknife?

(Select your top three) (n=147)

When asked about barriers to walking more in Yellowknife, respondents indicated personal safety (37%), lack of pedestrian facilities (33%), and poor condition of pedestrian facilities (26%) as their top answers. Those who selected “Other” noted:

- Poor snow clearing and icy sidewalks
- Unsafe driving behaviours
- Dust in the springtime
- The temperature in winter months

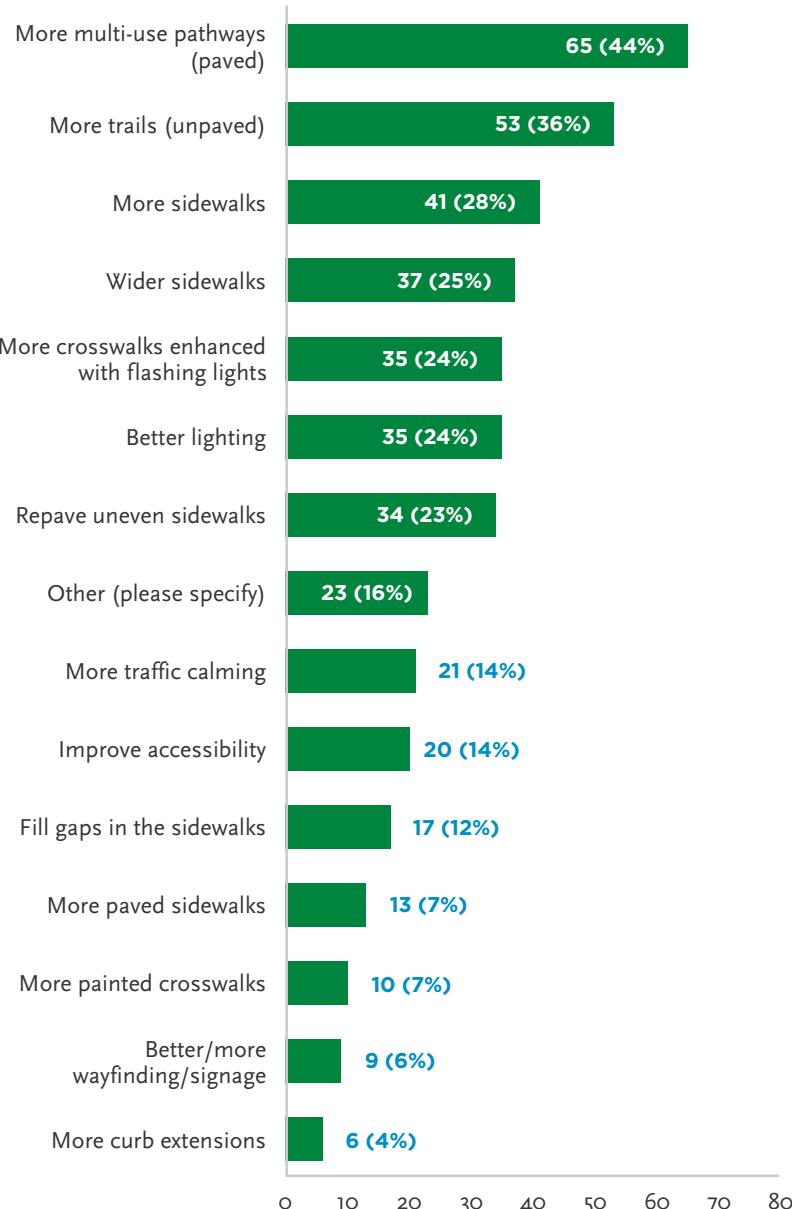


Question 20: What types of walking infrastructure would you like to see more of in Yellowknife?

(Select your top three) (n=147)

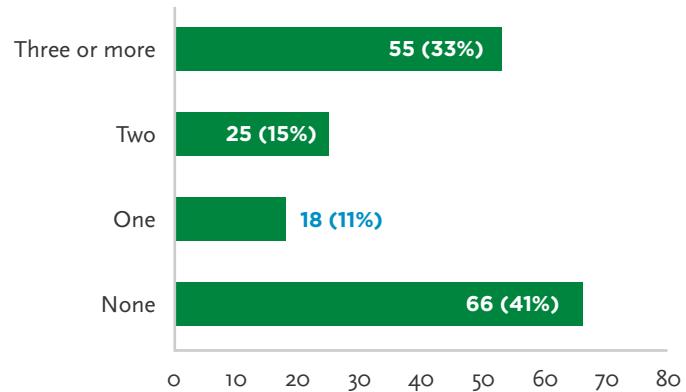
To improve walking infrastructure in Yellowknife, respondents indicated they would like to see more paved multiuse pathways (44%), more unpaved trails (36%), and more (28%) and wider (25%) sidewalks. Those who selected “Other” noted:

- Separated bike lanes to separate cyclists
- Flashing lights at sidewalks
- Better lighting on the trails
- Better winter maintenance
- More rest areas

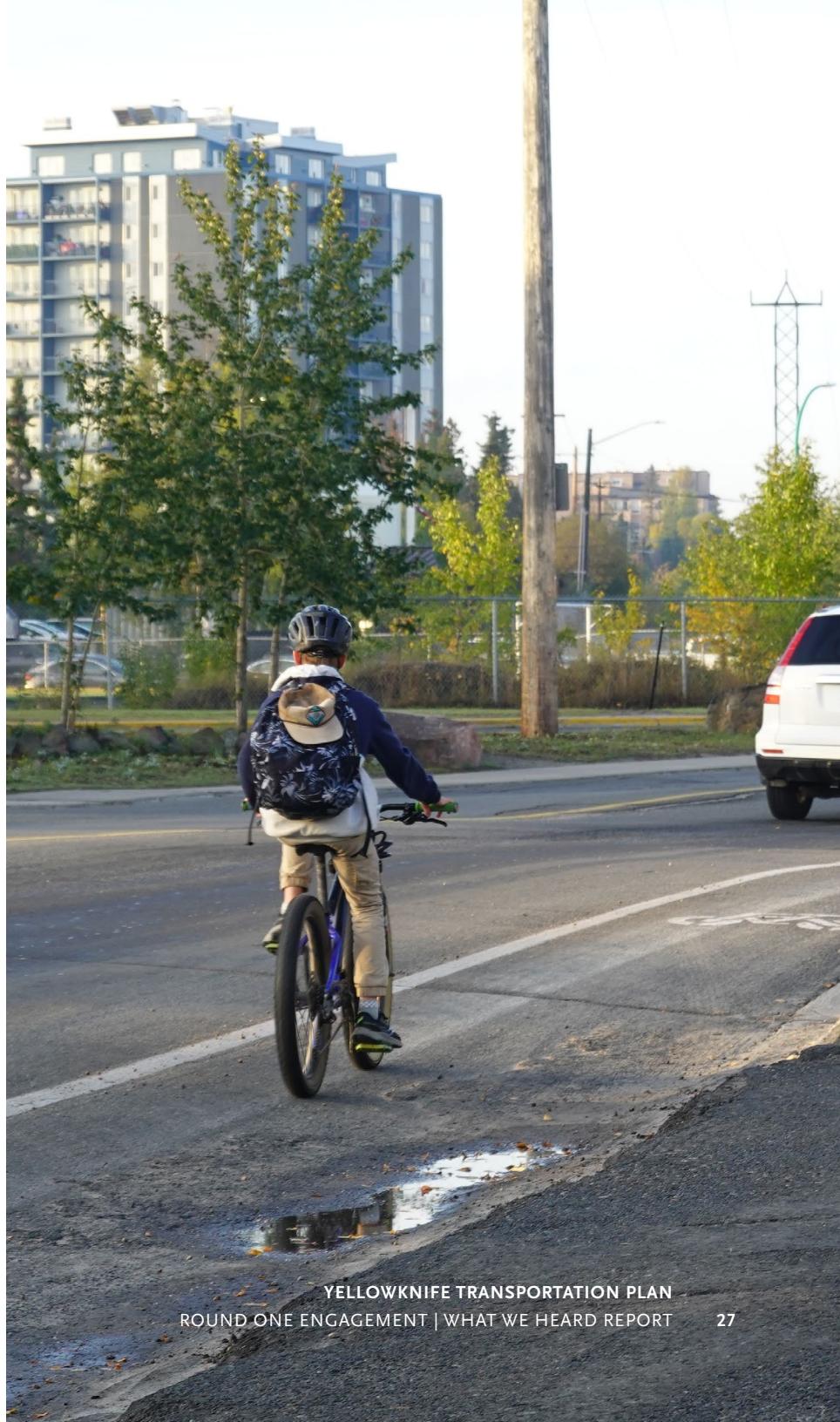


Cycling

Question 21: How many bicycles do you have in your home? (n=162)



The majority of respondents (59%) indicated they have one or more bicycles in their home, with nearly a third (33%) owning three or more. Approximately 41% of respondents indicated they do not have a bicycle in their home.



Question 22: What are the main barriers to cycling in Yellowknife?

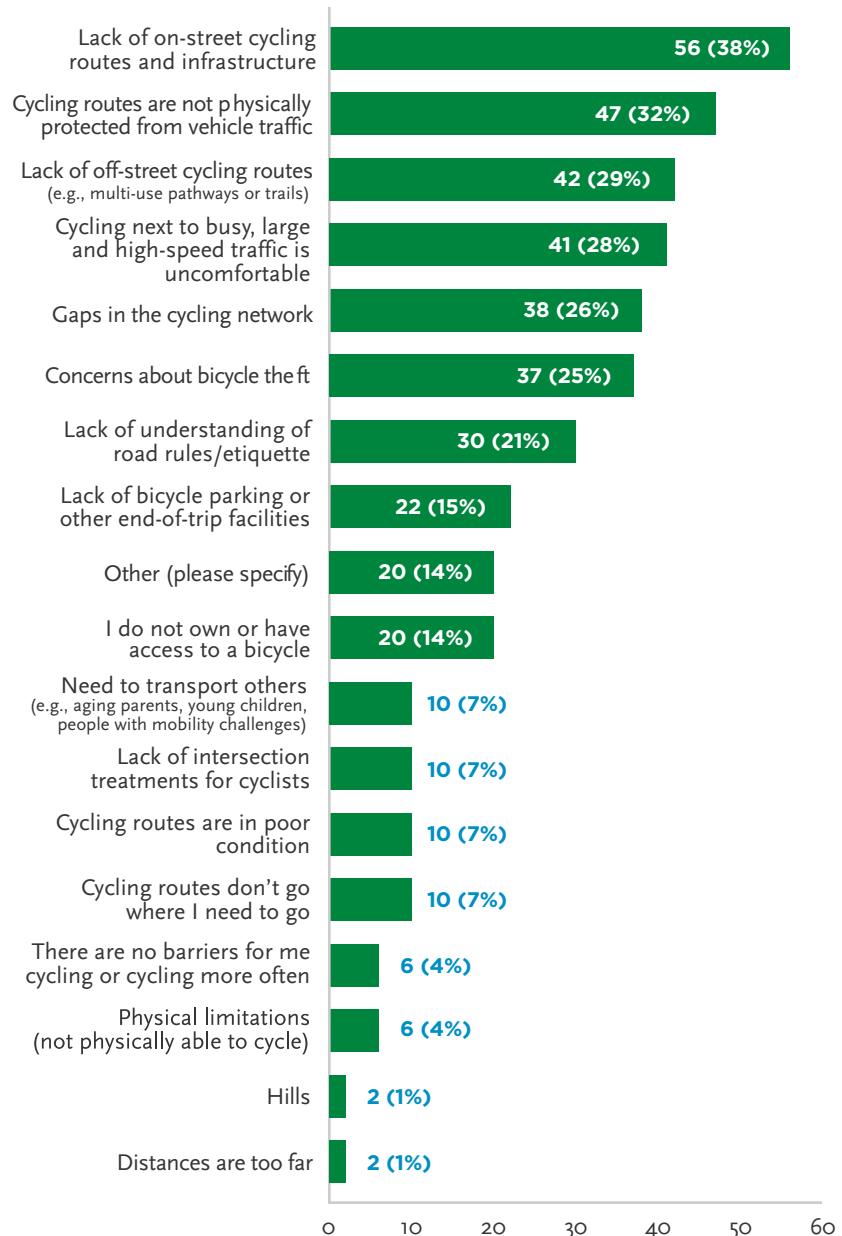
(Select your top three) (n=146)

The most common barriers to cycling included lack of on-street cycling infrastructure (38%), unprotected cycling routes (32%), lack of off-street pathways or trails (29%), and discomfort when cycling next to high-speed vehicle traffic (28%).

Other barriers included gaps in the existing cycling network (26%), concerns about bicycle theft (25%) and lack of understanding about road rules and cycling etiquette (21%).

Those who selected “Other” noted:

- Lack of snow clearing
- Concerns about personal safety (crime, substance use)
- Unsafe driving behaviours

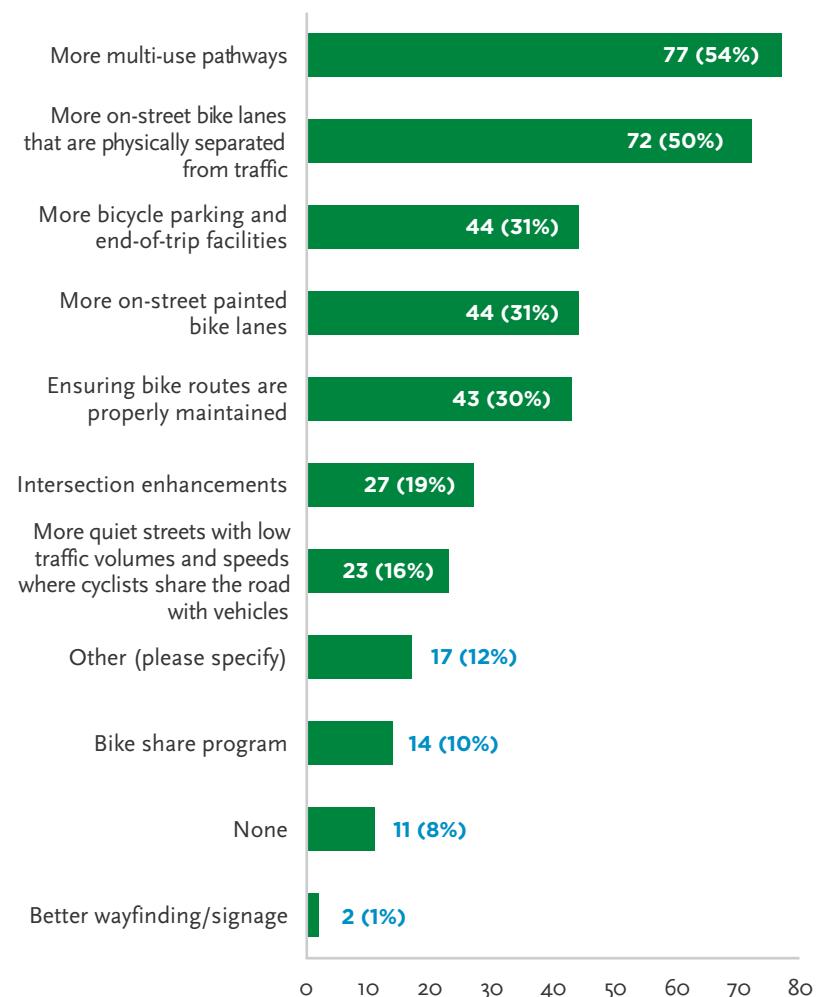


Question 23: What types of cycling infrastructure would you like to see more of in Yellowknife?

(Select your top three) (n=143)

To improve cycling infrastructure in Yellowknife, respondents indicated they would like to see more multiuse pathways (54%), more separated bike lanes (50%), and more bicycle parking with end-of-trip facilities (31%). Respondents also wanted to see more on-street painted bike lanes (31%) and proper maintenance for bike routes (30%) in Yellowknife. Those who selected “Other” noted:

- More enforcement
- Driver education/cyclist education
- Winter maintenance
- Connected trails



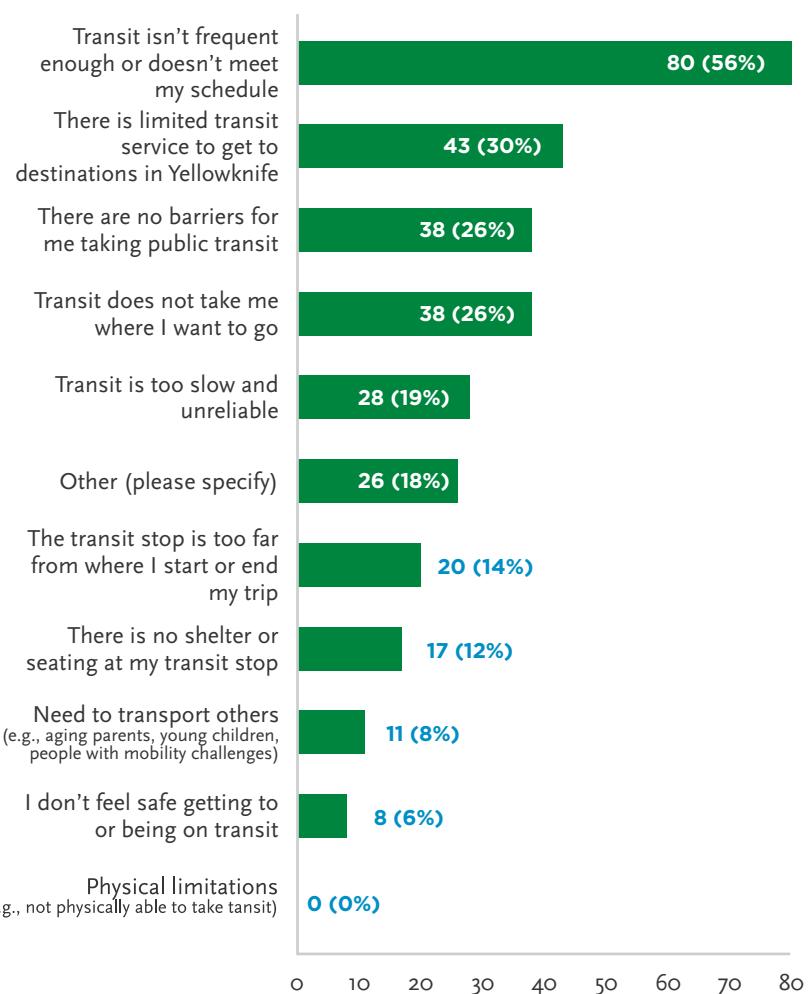
Transit

Question 24: What are the barriers to you taking transit in Yellowknife?

(Select your top three) (n=144)

The most common barriers for taking transit in Yellowknife included gaps in frequency (56%), limitations in transit service (30%), and transit not servicing the right destinations (26%). Approximately one-fourth of respondents (26%) indicated they have no barriers to taking public transit. Those who selected “Other” noted:

- Cold weather
- Lack of information about the routes/app does not work well
- Confusing transit routes
- Takes longer than walking or biking
- Lack of access to the airport
- Inefficient payment options

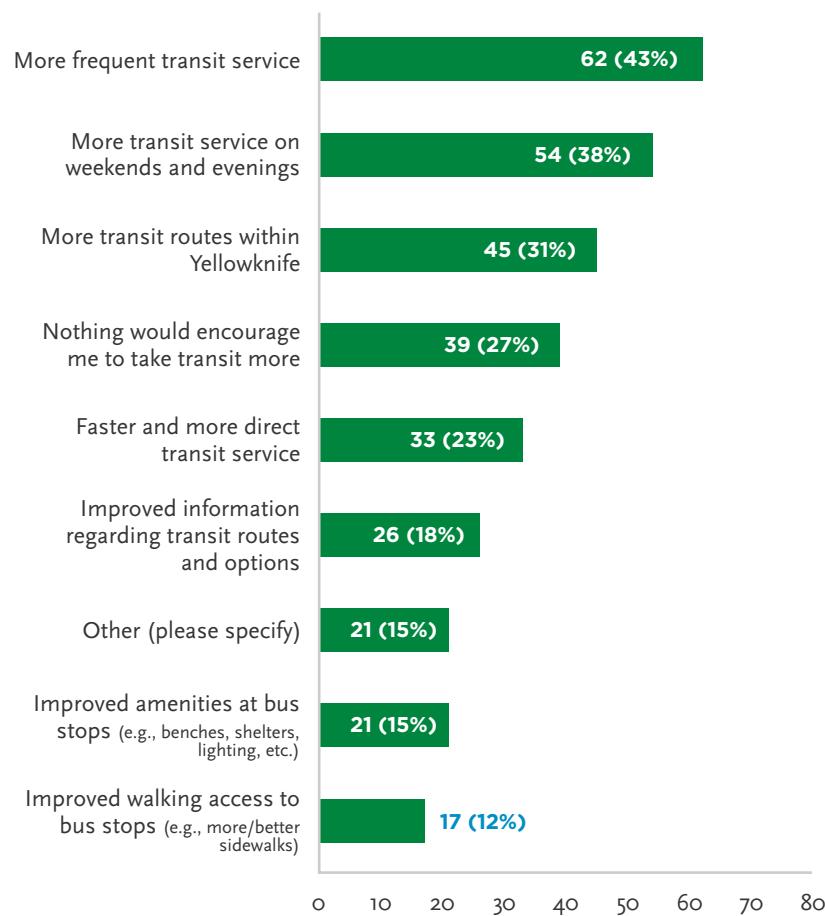


Question 25: What would encourage you to use transit in Yellowknife more often (if desired)?

(Select your top three) (n=143)

To use transit more often in Yellowknife, respondents indicated they would like more frequent transit service (43%), more evening and weekend transit service (38%), and more transit routes within Yellowknife (31%). Over a fourth of respondents (27%) indicated that nothing would encourage them to take transit more. Those who selected “Other” noted:

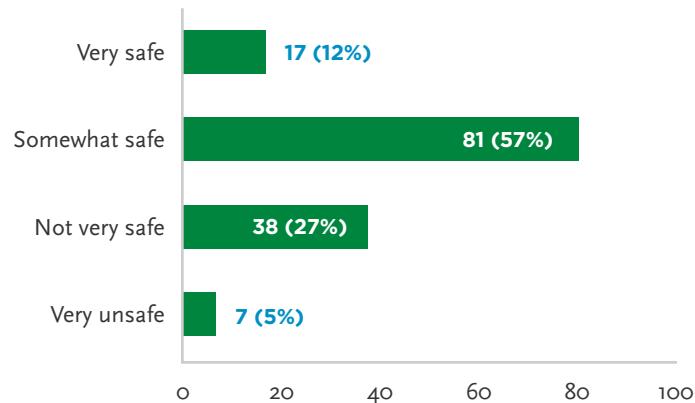
- Better app/live tracking
- More frequent service
- Access to the airport
- Updated payment systems
- Making the transit stops feel safer



Road Safety

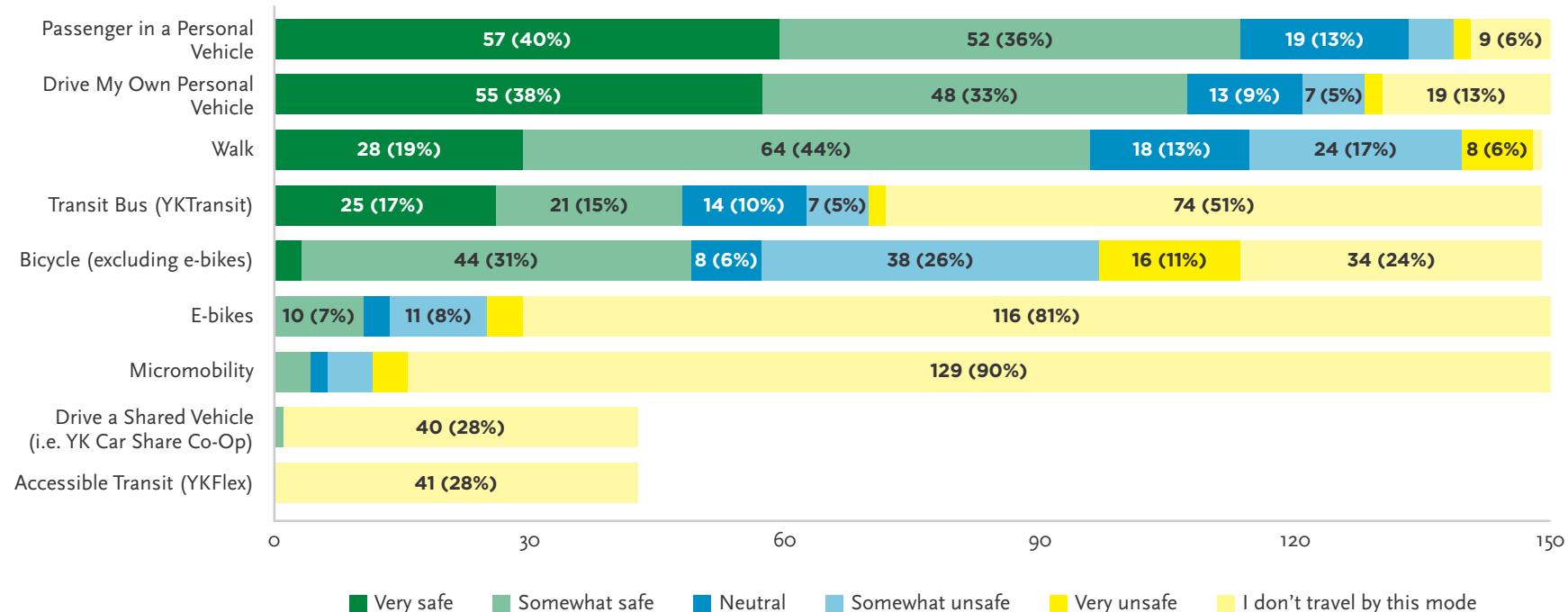
Question 26: How safe do you feel from collisions when travelling on Yellowknife's streets? (n=143)

The majority of respondents (69%) indicated they feel somewhat or very safe from collisions on Yellowknife's streets. The remaining respondents indicated they feel somewhat unsafe (27%) or very unsafe (12%).



Question 27: How safe do you feel when traveling by the following modes in Yellowknife? (n=144)

Overall, survey respondents indicated high levels of safety across most travel modes. However, bicycle users indicated they feel the least safe; 37% indicated they feel somewhat or very unsafe when traveling.



Question 28: If there was one thing that would make you feel more safe from collisions when travelling around, what would it be? Please specify the mode(s) of travel this applies most to.

In this open-ended question, comments fell into the following major themes:

- **Bike lanes and separation from cars (44 comments)**
 - » Desire for separated bike lanes and better connection of the bike lane network
- **Traffic safety and enforcement (35 comments)**
 - » Increase enforcement and clarify rules for how cyclists and drivers share roads
- **Infrastructure (24 comments)**
 - » Clear snow promptly, install more crosswalks, improve street lighting, maintain sidewalks
- **Road design & intersection safety (15 comments)**
 - » Desire for safer roads and intersections
- **Trails & multi-use paths (11 comments)**
 - » Safer off-road bike/walking routes and clear signage for how to share multi-use trails

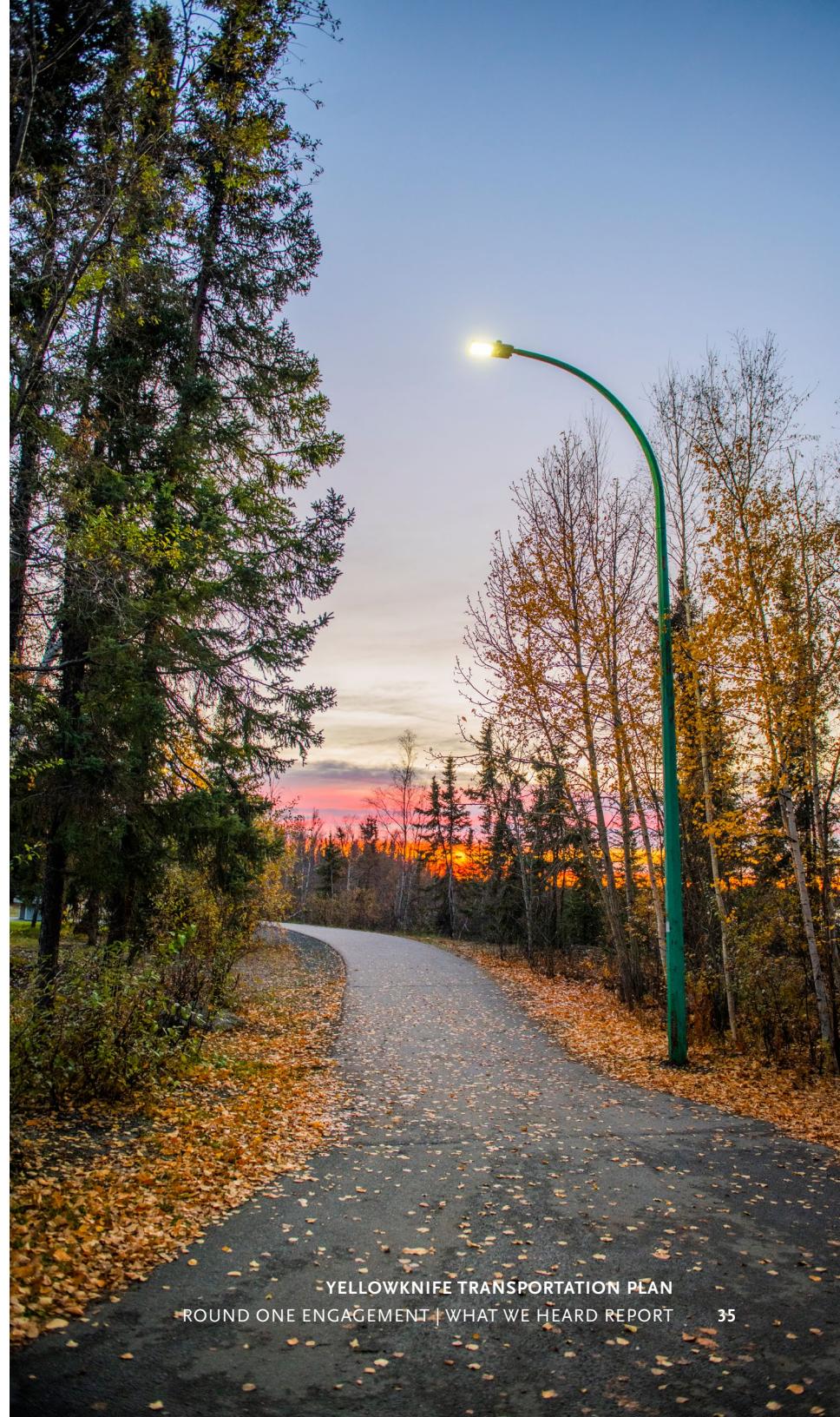


Conclusion

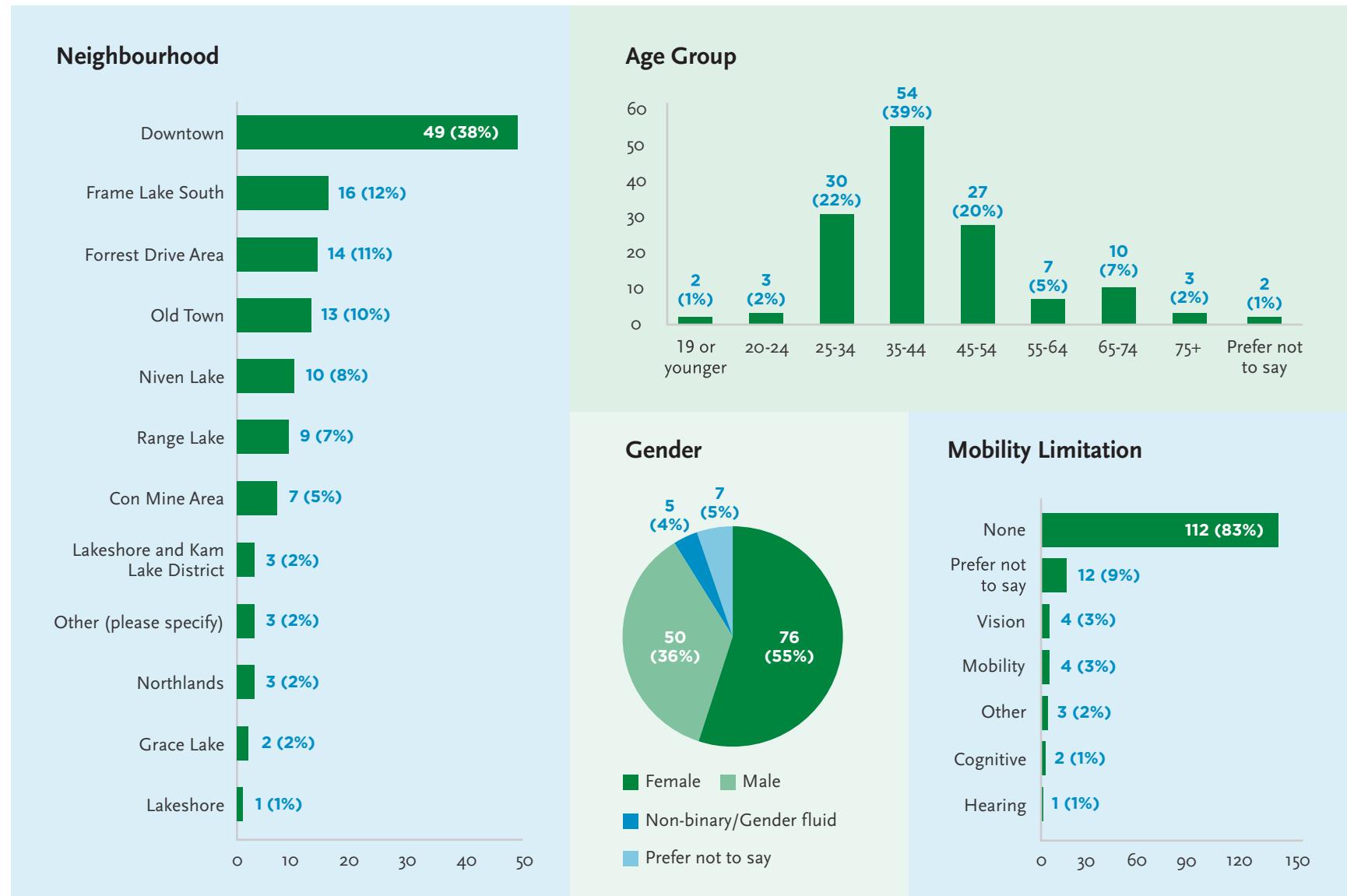
Question 29: Is there anything else you would like us to know as we compile information to develop the Transportation Plan?

For the survey's final question, respondents provided written comments that fell into the following major themes:

- **Improve pedestrian infrastructure (56 comments)**
 - » Clear snow promptly, fix cracks, widen sidewalks, add bins on trails, connect trails, expand walking trails, add crosswalks, improve pedestrian lighting
- **Improve cyclist infrastructure (34 comments)**
 - » Invest in separated bike lanes and better biking infrastructure
- **Expand transit service (25 comments)**
 - » Add more bus times, add more bus shelters, run buses in both directions
- **Enforce road rules & address safety (21 comments)**
 - » Increase enforcement, clarify rules for how cyclists and drivers share roads, address bike theft



Demographics of Survey Respondents



3.2 INTERACTIVE MAPS

Over 130 pins were placed on the interactive maps during the engagement period, providing valuable location-specific insights into how residents experience transportation across Yellowknife. **Appendix A** summarizes all location-based feedback.

At a high level, the main themes emerging from the map feedback include:

Walking and rolling	Cycling and micromobility	Driving	Transit
<ul style="list-style-type: none">Icy, sloped, or poorly maintained sidewalksMore lighting and better visibility at night or in winter is neededConcerns about unsafe crossings, poor accessibility from bus stops, and the need for enhanced crosswalksConnecting trails and streets (e.g., Taylor Road to Woolgar Avenue, Frame Lake Trail, and Old Town)	<ul style="list-style-type: none">Desire for safer separated bike lanes and multi use pathsConcerns with poorly maintained paths, bumpy concrete, bike lane snow clearingDesire to link Taylor Road, Frame Lake Trail, Old Airport Road, and schoolsLack of bike parking/desire for more bike racks, especially near businessesConcerns about shared-path behavior and conflict on trails, plus requests for education and signage	<ul style="list-style-type: none">Lack of adequate parkingNarrow streets and visibility concerns (51a/50a)Long wait times to turn left due to pedestriansLack of road safety and unsafe driving behaviours	<ul style="list-style-type: none">Desire for bus to access Taylor Road to Woolgar AvenueConcern about lack of seating and unsafe crossings to access bus stopsCalls for better linkages between bus routes and multi-use trailsOverall desire for better bus coverage and reliability

3.3 YOUTH SURVEY

Overall, youth emphasized that safety (both downtown and in the broader community) reliable transit options, and stronger active transportation infrastructure are top priorities. Additionally, youth identified walking, cycling, and transit as the most important focus areas for the Transportation Plan. Across the survey, they highlighted poor sidewalk, path, and trail conditions, uncomfortable crossings at busy intersections, and gaps in the sidewalk and trail network as the main barriers to walking or using a wheelchair. Cycling improvements—especially more bike lanes, safer intersections, and reducing the risk of bike theft or damage—were strongly supported. For transit, youth pointed to slow or unreliable service, limited route coverage, and safety concerns on the bus. Overall, youth expressed a desire for a transportation system that is safe, connected, and dependable throughout the year.

Full results are available in **Appendix B**.

3.4 POP-UP EVENT

To reach residents in person, the project team hosted two community pop-ups on September 16 at the Yellowknife Farmers Market and September 17 at the Aquatic Centre. Together, these events engaged 183 community members. At each location, the team set up informational display boards introducing the Transportation Plan and inviting people to share feedback.

Using the interactive display boards, attendees were asked what would make it easier to walk, bike, bus, and drive around Yellowknife (in both warm and cold months). They were also asked to identify key destinations that they access in the community using each mode. Families and attendees took part in a hands-on marble activity, casting their votes by placing marbles in jars representing the transportation goals they felt were most important.

Key engagement materials, including postcards, branded stickers, project handouts, and the community survey, were available to help participants learn about the project and provide their input in multiple ways. Key engagement materials can be found in **Appendix C**.

The pop-ups created a casual and accessible setting for conversation, allowing residents to speak directly with project team members about transportation priorities, challenges, and ideas for improvement across Yellowknife. The top themes for each mode have been summarized on the right.

Transit

Transit service & frequency (6 comments)

- Bus service is not frequent or reliable enough for daily use
- Riders experience long waits and inconsistent schedules (e.g., 20-minute transfer times)
- Appreciation for new connections (e.g., Kam Lake)
- Downtown trips can take much longer on the return route

Infrastructure (6 comments)

- Bus stops are often far from key destinations like the multiplex and fieldhouses
- Navigation can be confusing (e.g., Google Maps shows the wrong side to board)
- Desire for heated or enclosed shelters in the colder months
- Desire for bus pull-out areas for safety and traffic flow

Transit technology & communication (4 comments)

- The current bus app is inaccurate or unreliable
- Desire for real-time information about bus delays and arrivals
- Requests for digital or alternative fare payment options, including flexible pass options such as memberships

Equity & inclusion (4 comments)

- Transit planning should consider low-income residents and others with mobility or health needs face greater barriers
- Travelling to and from the hospital can be challenging
- Cultural awareness training is needed for bus drivers

Driving

Road safety (9 comments)

- Concerns about unsafe driving behaviour, including red-light running and speeding
- More driver and public education on sharing the road is needed
- Roads around schools can be too wide, encouraging speeding rather than slowing down
- Taylor Road and other wide corridors feel designed for higher speeds (60 km/h)
- Steep grades and missing sidewalks near schools create unsafe conditions
- Concerns with irregular snow plowing and maintenance

Key corridors (6 comments)

- Franklin Avenue and Old Airport Road are perceived to be unsafe
- Range Lake Road, Taylor Road and Kam Lake Road experience heavy congestion
- Long waits at intersections (e.g., Old Airport Road near the cemetery, Borden Drive, and Range Lake intersections)

Parking & bylaw enforcement (5 comments)

- Enforceable parking bylaw needed to prevent long-term storage of vehicles and trailers- current 72-hour rule is not effectively enforced and can be circumvented
- Issues with on-street parking and snow clearing, especially on 50th Avenue near Aurora College
- Appreciation for senior parking passes and accessible parking downtown
- Suggestions for First Nation (Dettah and N'dilo) parking passes
- Desire for more parking and trail access points

Education & Awareness (3 comments)

- Desire for public information campaigns when new infrastructure is built
- Emphasis on ongoing education for drivers and pedestrians about rules, new designs, and safe sharing of roads

Walking

Connectivity (9 comments)

- Gaps and missing connections make it difficult to walk or roll continuously between neighbourhoods, to schools, and to recreation areas
 - » Key missing links include Frame Lake (north side gap), Grace Lake to Kam Lake, Kam Lake Road, and Old Airport/Kam Lake intersection
- Trails often end abruptly/are not continuous
- Desire to formalize informal trails, including around Kam Lake and Rat Lake
- Safer access to Dettah is needed
- Strong support for opening the waterfront to pedestrians and cyclists, such as a boardwalk connection through Old Town

Safety (8 comments)

- Insufficient lighting along key routes (Taylor Road, Frame Lake, school paths) makes walking unsafe at night
- Frame Lake Trail feels unsafe due to cyclists, e-scooters, and lack of audible signals
- Requests for modern construction standards (3–4 m wide MUPs, separated spaces)
- Wider trails and separated paths would reduce conflicts and improve comfort
- Sloped or narrow roads (e.g., Franklin Avenue, Aquatic Centre to Frame Lake path) are dangerous; fencing or barriers suggested
- Crossing Old Airport Road can be challenging

Winter maintenance & surface conditions (7 comments)

- Better sidewalk and trail snow clearing needed; poor winter conditions discourage walking, especially for seniors and families
- Trail surfaces vary, confusing users and creating accessibility issues

Wayfinding and signage (7 comments)

- Multi-use paths (MUPs) lack clear signage and pavement markings
- Confusion about whether routes are “sidewalks” or “MUPs”, especially on Taylor Road and North Old Airport Road
- Frame Lake Trail signage is unclear and inconsistent
- Tourists and new residents find it difficult to navigate without better wayfinding
- Requests for signage and pavement repairs along Franklin Avenue and Old Airport Road

Cycling

Infrastructure (7 comments)

- Appreciation for Range Lake Road lanes; opportunities to improve the design and public awareness
- 52nd Avenue bike lanes are perceived as confusing and unsafe, with poor visibility near parked cars
- Calls for protected, continuous lanes along major routes such as Franklin Avenue and Old Airport Road
- Gaps between Frame Lake Trail and downtown
- Better lighting needed
- Safer intersections and more separation from drivers is needed

Maintenance & winter conditions (5 comments)

- Snow and gravel buildup make winter cycling challenging
- Better winter design standards and lighting would support year-round cycling

Bike security (4 comments)

- Desire for secure parking options like bike lockers, rooms, and covered racks
- Bike theft is a major concern; cameras and registration programs are needed

Education (4 comments)

- Requests for cycling safety and skills programs, especially for children
- Public education needed on how to use new lanes and share the road
- Explore community events like bike rodeos and maintenance workshops

Micromobility (3 comments)

- Support for regulating e-bikes, e-scooters, and low-speed vehicles for safety and clarity
- Micromobility subsidies could make cycling more accessible for youth and low-income residents



3.5 INTEREST GROUP MEETINGS

Active Transportation Meeting

On September 15, 2025, the project team met with Shift NWT to discuss current transportation challenges and opportunities for Yellowknife. Key themes from the discussion have been summarized below.

Healthy urban policy

Participants discussed the Yellowknife Healthy Urban Policy Project, an initiative funded through a Canadian Health Research grant. The project brings together multiple partners who recently participated in a Helsinki workshop to learn how that city integrates health, mobility, and urban design. A report summarizing learnings from this exchange is being prepared and will be used to inform the Transportation Plan.

Accessibility

Snow and gravel accumulation, poor curb cuts, and unreliable push-button access were raised as barriers, especially for those with mobility challenges. Priority routes, such as those connecting the Seniors Centre to downtown should be areas of focus. Other northern cities treat multi-use paths (MUPs) as part of their snow-clearing priority network, turning snow into an advantage for traction and grooming. Sidewalk clearing is only enforced downtown, leaving many routes unsafe or inaccessible in the winter. Climate change is bringing wetter snow, which further increases maintenance challenges.

School travel

Creating a culture of walking and biking to school should be prioritized. Attendees highlighted the importance of safe routes, community messaging, and infrastructure that supports children's independence. Concepts like "bike buses" and pick-up/drop-off (PUDO) community planning were discussed as ways to model safe, active travel. Key safety concerns include intersections near Mildred Hall School and along Taylor Road, which were seen as narrow or unsafe for students.

Downtown design

Downtown Yellowknife was identified as both a challenge and an opportunity. Franklin Avenue functions as a major through-route but also divides the downtown, limiting pedestrian comfort. Participants discussed the potential to narrow lanes, add parklets and raised crosswalks, and beautify streetscapes to support revitalization and active use. Ideas included temporary street closures, on-street programming, and traffic calming to slow vehicles and activate public space.

Cycling infrastructure

Cycling infrastructure can be inconsistent. The 52nd Avenue bike lane can be challenging to use due to its design and lack of winter maintenance. There is a need for separate, all-season MUPs and bike lanes with consistent signage. The City should prioritize cycling infrastructure for all ages and abilities along with micromobility options (e.g., e-bikes, scooters) should be accommodated if pathways are wide enough.

Transit

Transit service was viewed as generally functional but limited in flexibility. Riders find transfers inconvenient, there is no Sunday or holiday service, and route maps can be confusing. The City could consider on-demand or flexible options such as YKFlex expansion beyond accessibility users or short-term airport service for shift workers. Shelter placement and prioritization should be revisited, as amenities are limited and YK Centre is often used informally as a shelter space.

Resources

There is an opportunity for a dedicated City liaison and consistent point of contact to coordinate with NGOs, schools, and community partners on active transportation. Funding and City capacity remain barriers, but there is interest in continued collaboration.

Location-specific feedback

In addition to the key themes, location specific feedback was provided through two web maps. These comments have been recorded and will be used to inform the report.

Tourism Meeting

On September 16, 2025, the project team met with staff from Spectacular NWT to discuss how transportation impacts the tourism sector in Yellowknife. Key themes from the discussion have been summarized below.

Transit service

Aurora tourism continues to grow, but current transit options and attraction schedules do not match visitor demand. Bus service can be limited, especially on Sundays. These gaps make it difficult for residents and visitors without cars to travel- especially since most of the tourism facilities are open on the weekends, but not on Mondays or Tuesdays. The City could consider adding a weekend or seasonal bus loop to connect key destinations such as Old Town, the Prince of Wales Museum, Fred Henne Park, Dog Sledding, and the Legislative Assembly. Improved service would also benefit people living in public housing and others who rely on accessible transportation.

Cycling

Cycling can feel unsafe and uncomfortable due to uneven roads and narrow highway shoulders. E-bikes in particular do not perform well on icy or rough surfaces. The City could consider creating off-road and recreational cycling routes, including along the Ingraham Trail and toward Dettah. Bike rentals could work well for tourists if better infrastructure and maintenance were in place.

Environmental and seasonal conditions

Waterways serve as seasonal highways in Yellowknife, allowing boat travel in summer and ice-road access in winter. However, during freeze-up and thaw periods in October–November and April–May, travel becomes difficult. Activities like dog sledding and cross-country skiing depend heavily on weather conditions, daylight, and safe access routes.

Other considerations

Lighting design downtown should balance pedestrian safety with reduced glare to protect dark-sky visibility for aurora viewing.

Accessibility Meeting

On October 22, 2025, the project team met with representatives from the Canadian National Institute for the Blind (CNIB) to discuss accessibility of the transportation system for those with vision loss. Key themes from the discussion have been summarized below.

Lessons learned

Earlier this year, members from CNIB participated in a ride-along event for the transit system in Yellowknife. This allowed city officials and transit staff to experience public transit as someone with sight loss.

Key takeaways included:

Transit-specific

- Ensuring digital accessibility, such as screen-reader-compatible transit apps and websites
- Installing high-contrast, large-print, and braille signage consistently across stops (in proper locations)
- Training transit staff to interact respectfully with people with sight loss

Overall

- Curb cuts are often wide and gradual, which removes tactile orientation cues for those relying on canes
 - » Adding truncated domes and tactile markers at key intersections would help those with vision loss navigate intersections more safely
- Maintaining clear, obstacle-free paths and proper snow and ice removal, as winter buildup and gravel severely limit mobility and cane navigation
- Standardizing audible pedestrian signals and ensuring they are correctly oriented and functional

Indigenous and Urban Indigenous Populations Meeting

On October 22, 2025, the project team met with the National Association of Friendship Centres to discuss barriers and opportunities of Yellowknife's transportation system for local Indigenous and urban Indigenous populations. Key themes from the discussion have been summarized below.

Connectivity

Yellowknife serves as the regional hub, with the only major hospital and many government offices, but most surrounding communities lack public transit connections. Non-profits and friendship centres often provide limited transportation services for youth, Elders, and medical travel, but these are inconsistent and not publicly available. Participants noted that taxi costs are high, especially for people traveling from smaller communities. Many residents must rely on family or walk long distances for appointments and services in Yellowknife.

Environment and Sustainability Meeting

On October 27, 2025, the project team met with Ecology North to discuss the relationship between Yellowknife's transportation system and the environment. Key themes from the discussion have been summarized below.

Walking and accessibility

There is a need to make walking and wheeling safer and more accessible. Raised crosswalks and improved curb design were highlighted as ways to make crossings easier for people using wheelchairs or with limited mobility. Crossing buttons can also be difficult to reach or operate, and some curbs remain uneven or steep. Trail connectivity and maintenance are also essential to ensuring accessible, year-round pedestrian routes.

Cycling infrastructure

Cycling safety and connectivity are high priorities. Participants raised ongoing safety concerns along the Frame Lake Trail (especially in darkness) and along sections of 52nd Avenue and Range Lake Road. The 52nd Avenue cycling project could benefit from evaluation and follow-up, to ensure that lessons learned are carried forward into future projects. There is also a need for education and signage on multi-use paths, such as the stretch near the pool, where users are unsure where to walk or bike.

Car share and electrification

There is potential for car share programs and electric fleet vehicles to reduce parking demand and emissions. Yellowknife was an early supporter of the electric car share co-op, and it could continue to benefit the City. Electrification of transit and school buses would also contribute to a long-term climate strategy.

Climate action and long-term planning

There is a need to align the Transportation Master Plan with other City policies focused on sustainability and the 25-year Climate Action Plan. Additionally, climate change will bring more precipitation, wetter snow, and frequent freeze-thaw cycles, which will directly impact road safety, maintenance, and infrastructure durability.

Car Share Meeting

On November 6, 2025, the project team met with YK Car Share to discuss the current status, challenges, and future opportunities for car share in Yellowknife. Key themes from the discussion have been summarized below.

Prioritizing Yellowknife residents

While tourists can access YK Car Share, the main goal for the car share is to support and enhance greater community mobility. This includes making it easier for Yellowknife residents to move around the city to access their daily needs and reduce reliance on private car ownership. By focusing on the local community, there is an opportunity for car share to be a reliable sustainable transportation option.

Expanding Car Share through development

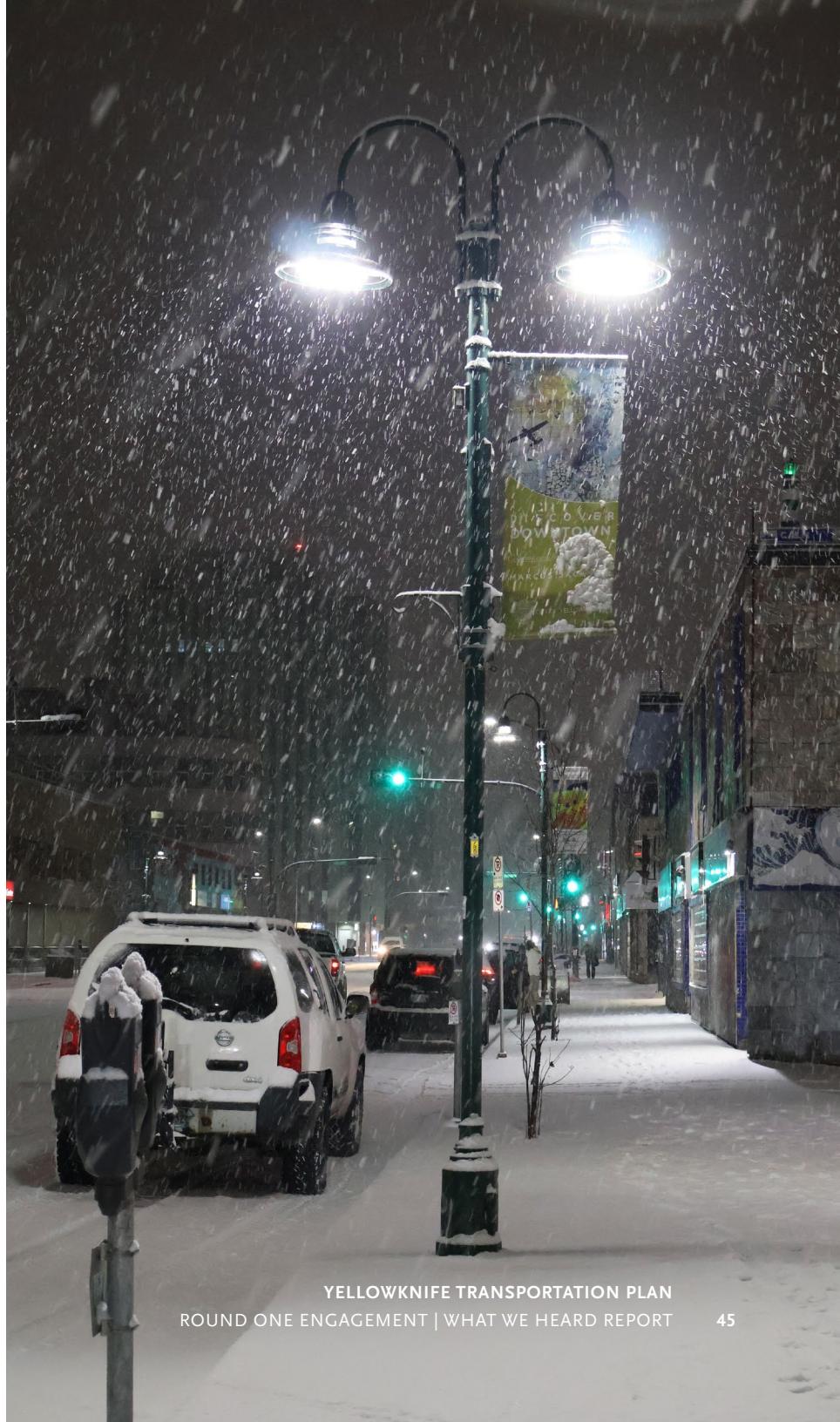
There is an opportunity to work with developers to provide dedicated car share vehicles within new developments, especially those in areas with reduced parking requirements. By providing car share vehicles as an amenity, new buildings can support sustainable transportation and reduce the need for private parking.

Partnerships

There is an opportunity with building strategic partnerships with developers, apartment buildings, and the City to expand car share locations, share infrastructure, and subsidize electrified parking. There may be an opportunity to provide car share at electric vehicle parking spots that are underutilized. Car share could also be expanded to serve City and business fleets for daytime corporate use.

Strategic placement of car share vehicles

There is a need to strategically place car share vehicles in targeted locations across Yellowknife, such as the downtown, apartment buildings, and near transit connections. By focusing on spots with high demand and visibility, the program can maximize accessibility and better meet the transportation needs of residents.



4.0 NEXT STEPS



Feedback gathered through this phase of engagement will directly inform the development of the transportation network map, as well as the strategies and actions that guide the City's long-term transportation priorities.

A second round of engagement will take place in 2026, where the Yellowknife community will be invited to review and provide feedback on the draft Transportation Plan before it is finalized.



APPENDIX A:

Location Specific Feedback



Streets and roads

- 52nd Street (between 54th Street and 52nd Avenue) – Poor condition, too narrow, unsafe for walking/biking
- 50A Avenue & 51A Street – Too narrow for two-way traffic and parking on both sides
- 56th Street (south side) – Needs a sidewalk near the playschool
- Forrest Drive – Very wide, unsafe for walking/biking; could support bike lanes
- Taylor Road – Needs wider multi-use pathway; key route for school children
- Range Lake Road – Needs multi-use trail; narrow and unsafe, particularly near Woolgar
- Woolgar Avenue – Needs improved connection to Range Lake Road; difficult for cyclists and vehicles
- Old Airport Road – Inconsistent or missing multi-use paths, poor maintenance, steep accessibility ramp issues
- School Draw Avenue – Multi-use path too narrow; ends abruptly at a dangerous corner
- Franklin Avenue – Dangerous crossings and long wait times for pedestrians; too narrow bike lanes
- Byrne Road and Hospital Driveway – Missing link for multi-use trail connection to Old Airport Road and Woolgar
- Latham Island Road – Poor sidewalks in some areas; needs improved pedestrian infrastructure

Trails and pathways

- Frame Lake Trail – Needs to be completed toward Canadian Tire and the Co-op; also needs widening, better lighting, and accessible connections
- Range Lake Trail – Needs safer crossings, signage, and better connections to Borden, Bourque, and Kam Lake Road
- Bristol Trail Network (toward Niven) – Needs improvements for accessibility and better signage
- Trail from Bristol area to Fred Henne Park – Should be connected via tunnel or safe crossing
- Trail near Parker Park / Rat Lake connector – Needs better signage and surface improvements
- Trail to Ski Club and Giant Mine – Dangerous highway shoulders; needs separated path
- Natural trail from Kam Lake to Range Lake School – Could be developed for children's independent school routes
- Trail from Hillview Apartments to 54th Avenue – Needs to be developed into a proper walking path or ramp

Cycling infrastructure

- 52nd Street – Inconsistent bike lane; needs safer design
- Old Airport Road – Substandard multi-use path width and winter maintenance issues
- Range Lake Road & Taylor Road corridors – Need separated, continuous bike lanes
- Franklin Avenue – Lack of safe, continuous bike lanes; insufficient parking for bikes
- Downtown (Adam Dental / Farmer's Market area) – Not enough or poorly maintained bike racks
- Fieldhouse and Canadian Tire – More bike parking needed, ensure winter clearing

Crossings and intersections

- Old Airport Road & Borden intersection – Crosswalk timing issues; unsafe for pedestrians
- Range Lake Trail access near bus stop / Banke Crescent – Needs raised or enhanced crosswalk
- Bourque Drive to Hall Crescent – Needs enhanced crosswalk connection
- Various intersections – Crosswalk buttons time out too quickly; long wait times for pedestrians
- Woolgar and Range Lake Road intersection – Consider roundabout or other safety solution
- Intersection near hospital / Frame Lake Trail exit – Poor sight lines due to large screen barrier

Lighting, signage, and accessibility

- General trail network – Needs better lighting, especially near Frame Lake and the Ski Club trail
- Various trails and crossings – Require improved signage, wayfinding, and lighting

APPENDIX B:

Youth Survey



INTRODUCTION

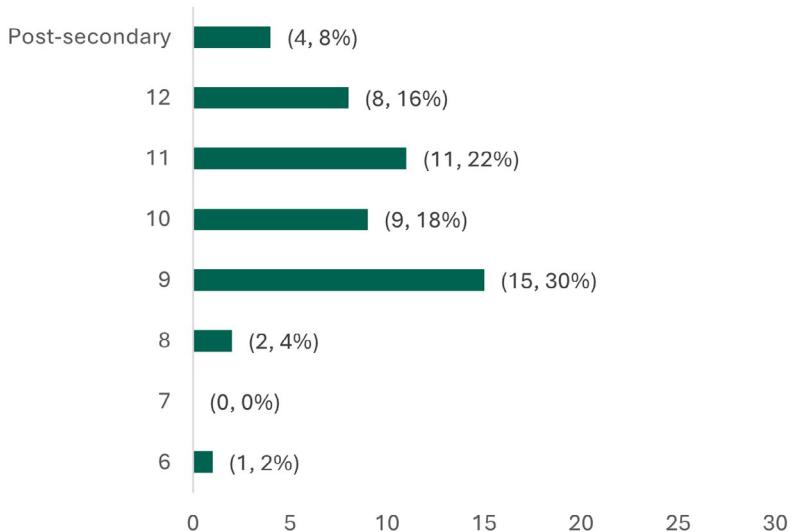
As part of Let's Move YK: Yellowknife's Transportation Plan, youth were invited to share their experiences, priorities, and ideas about moving around the community.

Between October 28 and October 31, 2025, a total of 51 youth and student respondents participated in the survey. Respondents represented a mix of middle-school, high-school, and post-secondary students from across Yellowknife. The survey explored how young people currently travel, what challenges they face, and what improvements they would most like to see in the future, covering topics such as safety, winter mobility, sidewalks and trails, cycling barriers, and transit service.

The survey was promoted through a series of social media posts and posters in schools.

This report summarizes the key findings from the survey. All questions were optional.

Question 1: What grade are you in? (n=50)



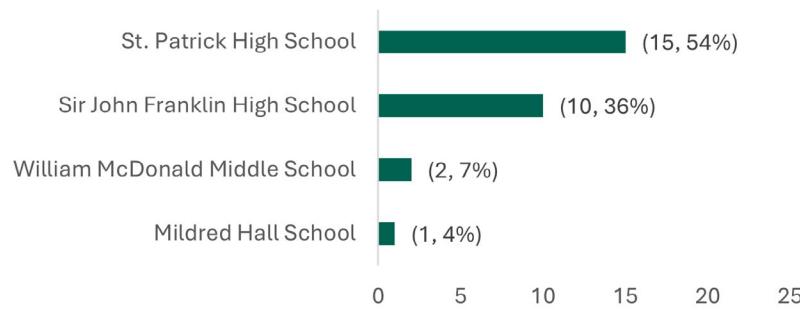
Out of 50 survey respondents, majority were high school students in grades 9-12 (86%). Of that portion, most of the respondents were in grade 9 (30%). Remaining respondents were in post-secondary (8%) or in middle school grades 8 (4%), or 6 (2%).

Question 2: If the City could make transportation improvements for college students, what would you want to be addressed first?

If students identified as a post-secondary student, they were invited to leave a comment for this question. Two respondents provided the following answers:

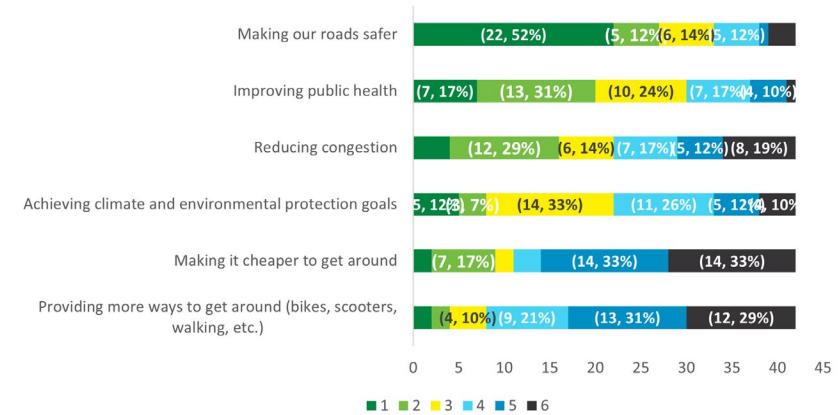
- Make it safer for those taking the public bus and make it safer for those walking or biking to college or school
- Improving the frequency and reliability of shuttle buses between main campus, satellite campuses, and student housing areas.

Question 3: What school do you go to? (n=40)



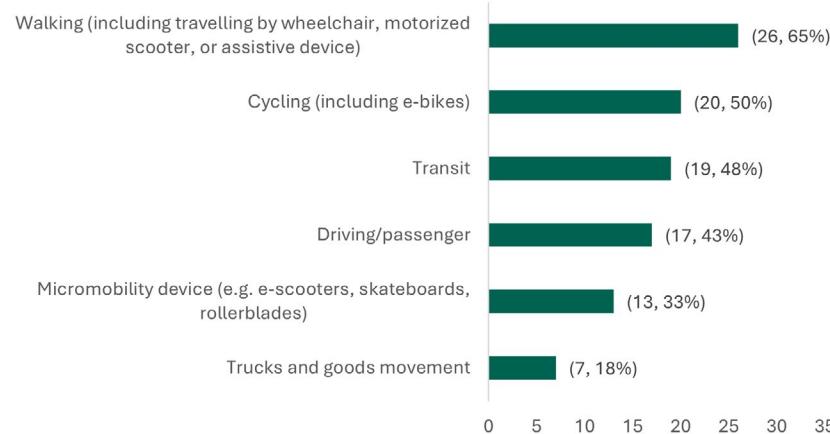
From a total of 28 responses, majority of respondents were from **St. Patrick High School** (54%), while 36% of respondents were from **Sir John Franklin High School**. Remaining respondents were from **William McDonald Middle School** (7%), and **Mildred Hall School** (4%).

Question 4: What do you think should be the most important focus areas for the Transportation Plan? Rank these in order of priority from 1 (most important) to 6 (least important). (n=42)



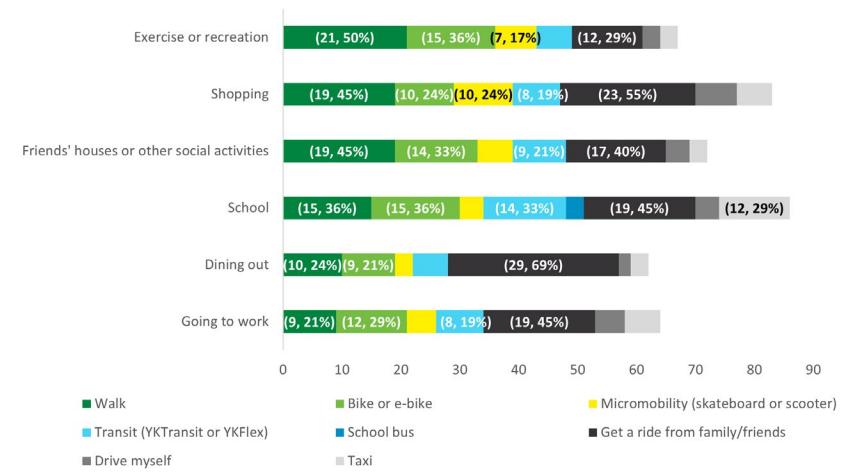
When asked to rank six different focus areas for the transportation plan, respondents ranked "**Making our roads safer**" as their most important focus area, with nearly two thirds of respondents (64%) ranking it as their first or second choice. "**Improving public health**" was the second-highest ranked focus area, followed by "**Reducing congestion**" and "**Achieving climate and environmental protection goals**".

Question 5: Which parts of our transportation network are most important to focus on? Choose your top 3. (n=40)



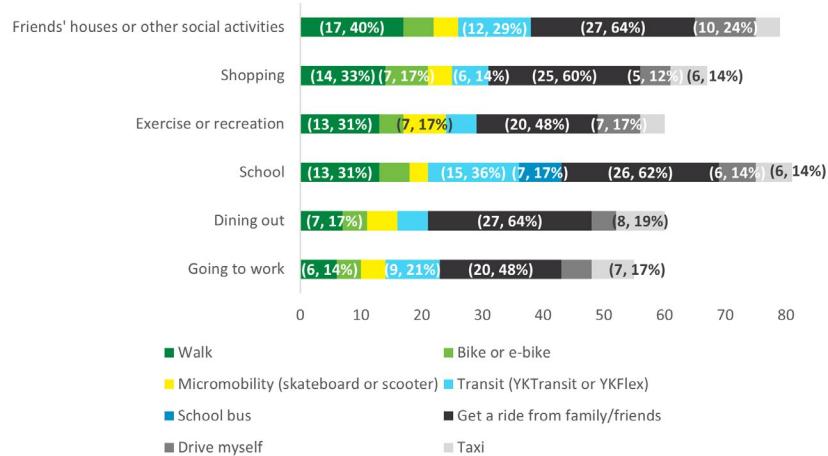
Based on responses to this question, the three most important parts to focus on are walking (including travelling by wheelchair, motorized scooter, or assistive device) (65%), cycling (including e-bikes) (50%), and transit (48%). This was followed by driving/passenger (43%) and micromobility devices (e.g. e-scooters, skateboards, rollerblades) (33%).

Question 6: How do you usually get around town in the spring, summer, and fall? (Check all that apply). (n=42)



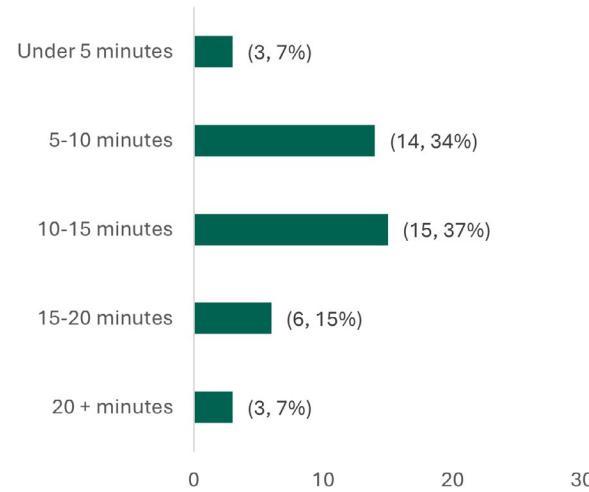
Generally, the most frequently used mode of transportation in the spring, summer, and fall is getting a ride from family/friends or walking. Micromobility (skateboard or scooter), Taxi, and school bus were the least popular modes of transportation.

Question 7: How do you usually get around town in the winter? (Check all that apply). (n=42)



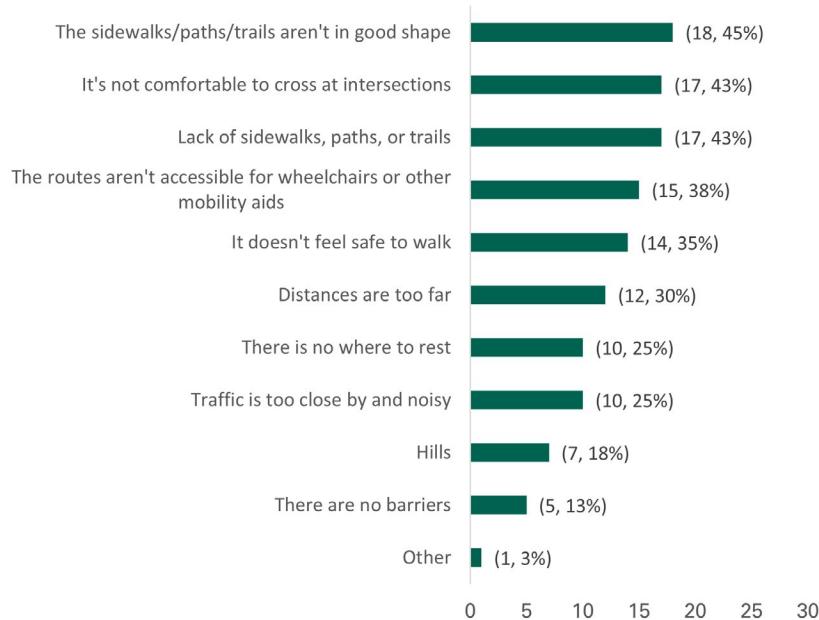
In the winter, respondents to the survey were more likely to get a ride from family and friends. While they were less likely to use a bike or e-bike as they were during warmer months, walking was still a popular mode of transportation to friends' houses or other social activities, shopping, or exercise or recreation.

Question 8: How long does it normally take you to get to school? (n=41)



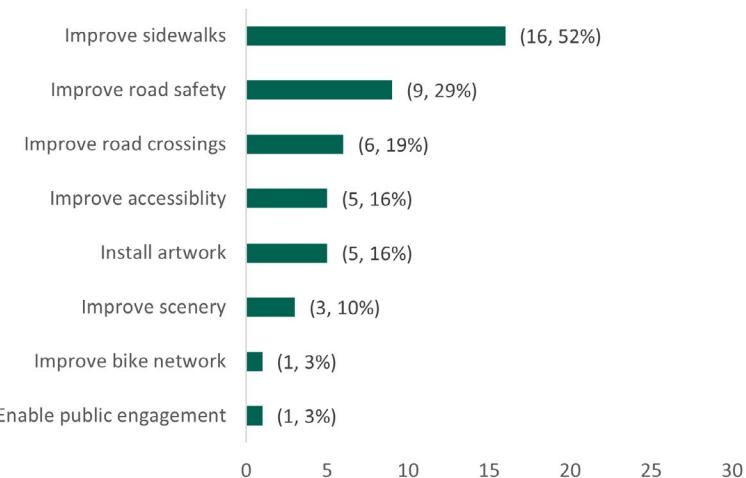
The highest number of respondents (37%) stated that it took them in between 10-15 minutes to get to school. About a third of respondents (34%) stated it took them between 5-10 minutes. The remaining respondents indicated it took them 15-20 minutes (15%), 20+ minutes (7%) or under 5 minutes (7%).

Question 9: What do you think are the top barriers to walking or using a wheelchair in Yellowknife? (n=40)



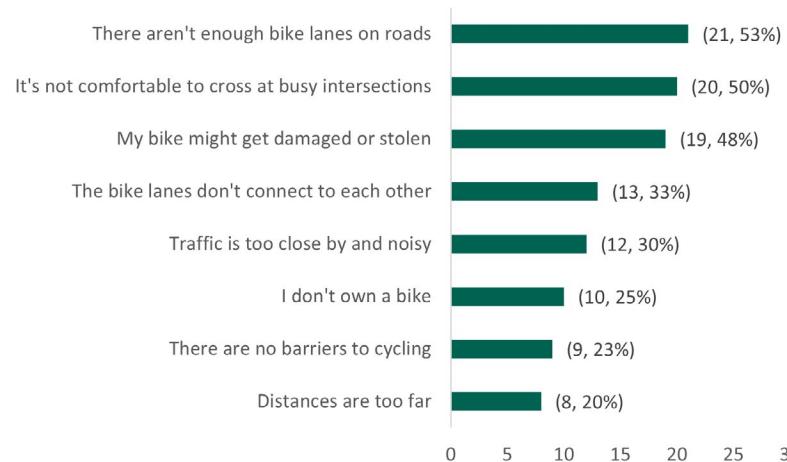
This question was divided among respondents. Most respondents stated that their top barriers to walking or using a wheelchair in Yellowknife were **“The sidewalks, paths/trails that aren’t in good shape”** (45%), **“It’s not comfortable to cross at busy intersections”** (43%), and **“Lack of sidewalks, paths, or trails”** (43%). Other important barriers included **“The routes are not accessible for wheelchairs or other mobility aids”** (38%), **“It doesn’t feel safe to walk”** (35%), and **“Distances are too far”** (35%).

Question 10: What would make it easier, safer, and more fun to walk or use a wheelchair around the community? (n=31)



When asked what would make walking or using a wheelchair around the community easier/safer, respondents stated **“Improve sidewalks”** (52%), **“Improved road safety”** (29%), and **“Improve road crossings”** (19%) as their top answers.

Question 11: What do you think are the top three barriers to cycling? (n=40)



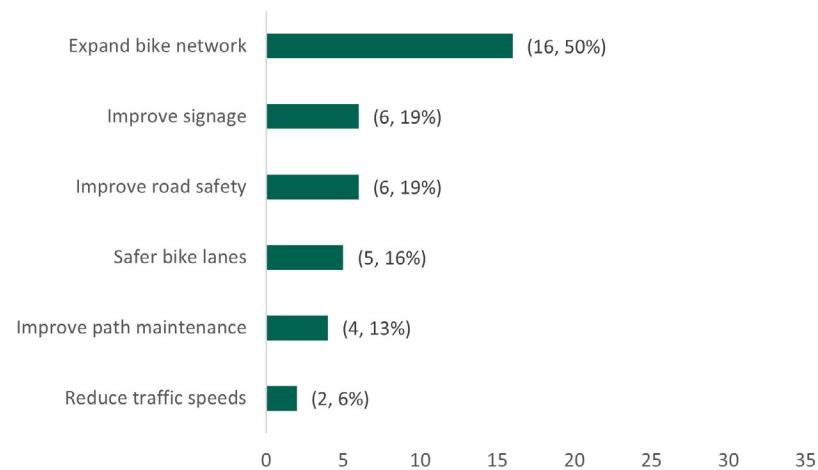
When asked about barriers for cycling in Yellowknife, respondents indicated that there were a lack of bike lanes on roads (53%), that it's not comfortable to cross at busy intersections (50%), and that their bikes might get damaged or stolen (48%).

Respondents were invited to leave a comment with additional barriers. One respondent left a comment which included:

- A lack of respect for cyclists by transit and vehicles

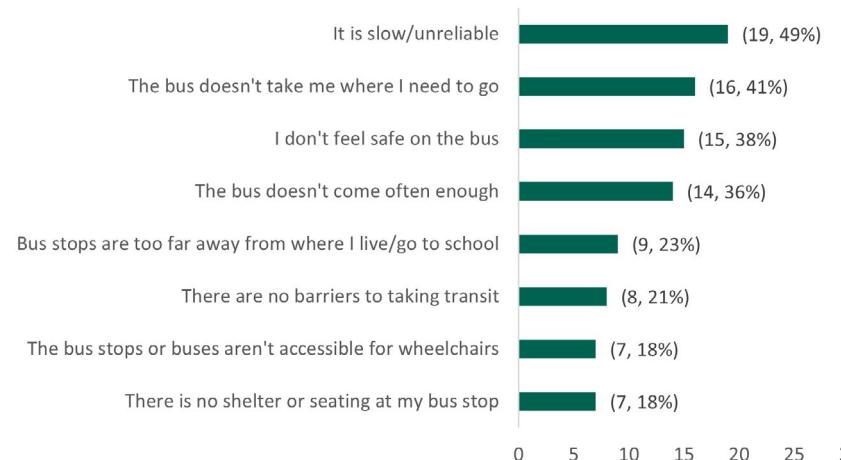
Question 12: What would make it easier, safer, and more fun to bike around the community? (n=32)

Respondents were invited to leave a comment to provide suggestions for making it easier and safer to bike around the community. Overall, there were 32 comments. The chart below shows the top comment themes.



Respondents suggested expanding the bike network (50%), improving signage (19%), and improving road safety (19%) would make biking easier and safer round the community

Question 13: What do you think are the top three barriers to taking the bus? (n=39)



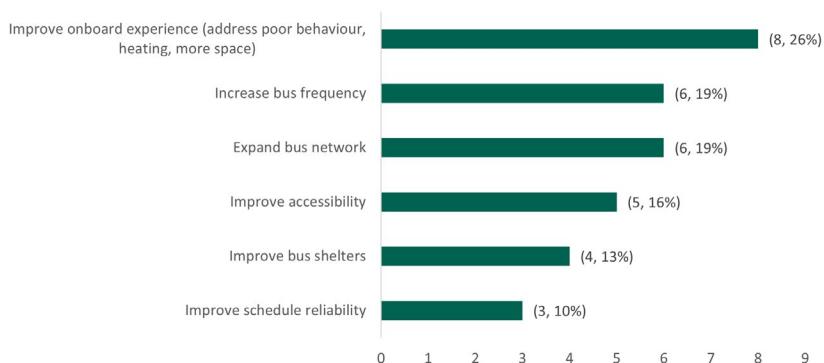
When asked about barriers for cycling in Yellowknife, respondents indicated that transit was slow and unreliable (49%), that the bus does not take them where they need to go (41%), and that they feel unsafe on the bus (38%).

Respondents were invited to leave a comment with additional barriers. One respondent left a comment which included:

- Alternative modes of transportation such as walking or getting a ride are cheaper

Question 14: What would make it easier, safer, and more fun to take transit around the community? (n=31)

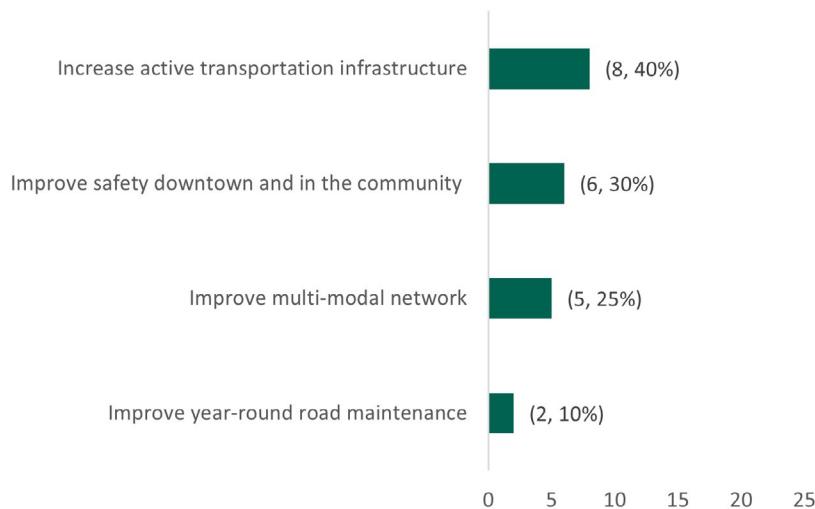
Respondents were invited to leave a comment to provide suggestions for making it easier and safer to take transit around the community. Overall, there were 31 comments. The chart below shows the top comment themes.



Respondents stated improving onboard experience (26%), improving bus frequency (19%), and an expanding the bus network (19%) would make using transit around the community easier/safer.

Question 15: Is there anything else you'd like to say about moving around Yellowknife? (n=21)

Respondents were invited to leave a comment if there was anything else they wanted to note about moving around Yellowknife. There were 21 comments. The chart below shows the top comment themes.



APPENDIX C:

Engagement Materials



Engagement Poster



LET'S MOVE YK!
YELLOWKNIFE'S TRANSPORTATION PLAN

Get involved in Round 1 of the community engagement!

Take our Survey!
Sign up for a *PlaceSpeak* account to take our community-wide survey
Open until October 3, 2025

Stop by our pop-up!
Pop-up # 1: *Farmers Market*
September 16, 2025 • 5:15 – 7:15 pm
Pop-up # 2: *Aquatic Centre*
September 17, 2025 • 4:00 - 7:00 pm

You might get a call!
Keep an eye out for a phone call or letter to see if you have been selected for a random sample survey on travel patterns.

Learn more, *win gift cards*, and help us create a Transportation Plan that works for our city at: yellowknife.ca/Transportationplan

CITY OF YELLOWKNIFE

Student Engagement Poster



CALLING ALL STUDENTS: Let's Move YK!

The City of Yellowknife is creating a new Transportation Plan, and we want **YOUR** ideas. How can we make it easier (and safer!) to get to:

- School
- Friends' houses
- Libraries or community centres
- And everywhere else!

Take the survey by **October 31**. Share what works, what doesn't, and what would make getting around better.

Survey: 

Win gift cards to stores in Yellowknife!

Learn more: 

Survey: surveymonkey.ca/r/letsmoveyk
Website: yellowknife.ca/transportationplan

LET'S MOVE!
YK

Postcard

