



2025 City of Yellowknife Household Travel Survey

Final Report

February 2026



LET'S MOVE YK!
YELLOWKNIFE TRANSPORTATION PLAN



Prepared for:



CITY OF YELLOWKNIFE

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ACRONYMS

The table below explains the acronyms that are used in this report or in its appendices.

Acronym	Explanation
API	Application Programming Interface. In this report, refers to Google's Directions and Geocoding APIs used to retrieve travel distances, durations, and location information.
CATI/CAWI	Computer Assisted Telephone/Web Interview survey systems
CSD	Census Subdivision
DA	Census Dissemination Area
FT	Full-time employment or full-time student
Gender	Refers to an individual's personal and social identity as a man, woman, or non-binary person (a person who is not exclusively a man or a woman). Given that the sample of non-binary population surveyed is small, for the purpose of this report, analysis is undertaken using aggregate categories of "men+" and "women+" that group random portions of non-binary persons with men/boys and women/girls. ¹
GIS	Geographic Information System
HOV	High-occupancy vehicle
HTS	Household Travel Survey
IPF	Iterative Proportional Fitting, a method of balancing multi-variate weighting controls
K12	Kindergarten to grade 12 (grade school)
Men+	Aggregate category used for analysis in this report, consisting of men, boys and a portion of people who identify as non-binary, prefer to self-describe, or who refused to provide their gender on the survey.
O-D	Origin-destination
PT	Part-time employment or part-time student
PSE	Post Secondary Education
SOV	Single-occupancy vehicle (only the driver)
UTM	Universal Transverse Mercator (UTM) Zone
VKT	Vehicle Kilometers Travelled
Women+	Aggregate category used for analysis in this report, consisting of women, girls and a portion of people who identify as non-binary, prefer to self-describe, or who refused to provide their gender on the survey.

¹ This follows the approach used by Statistics Canada in aggregating to a two-category gender variable to protect the confidentiality of the responses provided. More information can be found here: *2021 Census gender note* (<https://www12.statcan.gc.ca/census-recensement/2021/ref/gender-genre-eng.cfm>) and *Filling the gaps: Information on gender in the 2021 Census* (<https://www12.statcan.gc.ca/census-recensement/2021/ref/98-20-0001/982000012021001-eng.cfm>).

1 PROJECT OVERVIEW

1.1 Introduction

The City of Yellowknife is developing a new Transportation Plan, Let's Move YK, to suit the needs of the community. The plan 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.

The 2025 Yellowknife Household Travel Survey (YKHTS) was conducted in support of Let's Move YK. The YKHTS was conducted to better understand how, where, and why residents move within Yellowknife and establish a baseline of key transportation indicators against which progress towards the City's targets can be compared in future years. The last travel survey was conducted in 2008 with a limited sample of residents and very limited analysis. The 2025 survey was conducted with a larger sample of residents and provides a rich dataset for analysis.

Household travel surveys are a commonly used tool that collect individual and household travel data to inform transportation policy, while also broadening the understanding of social and economic trends. The YKHTS furnishes key transportation indicators such as mode share, trip purpose, bicycle ownership, and motor vehicle ownership. These indicators can be cross referenced with household, demographic, and trip characteristic information. This information may be used to inform the City's transportation priorities, and, in the future, understand how implemented policies have impacted travel patterns (report back on performance indicators), and provide a benchmark to compare against. This will be important as new policies are implemented, and the City considers identifying new and refining existing goals, targets, and actions.

1.2 Project Background

This report presents the top-level findings from the *2025 Yellowknife Household Travel Survey*.

In Fall 2025, the City of Yellowknife conducted a comprehensive household travel survey and asked household members aged 5 years or older to share information about their travel behaviours over a recent 24-hour weekday. The survey collected information at three levels:

- **Household**, including number of members, number of vehicles and, type of dwelling and more.
- **Person**, including age, occupational status, type of occupation if employed, whether the person has a driver's licence and more.

- **Trip**, covering the trips made by each household member. For each trip made on the designated survey day, information was gathered about where the trip began (origin), the time the trip began, where it ended (destination), the mode(s) used for the trip (e.g., auto, public transit, bicycle or walk), the purpose of the trip (e.g., commuting to work) and more.

An address-based sample of households was randomly selected and invited to participate by letter. Additionally, some households whose telephone numbers were available were contacted by telephone to target selected areas with low online response rates.

The 2025 survey study area coincides with Yellowknife's municipal boundary. A total of 7,570 households were invited to participate by survey invitation letter and/or phone call. The survey was conducted with a random sample of 718 households in the study area, for a response rate of 9.5% prior to data validation.

The survey data were reviewed for data completeness and trip logic using a battery of validation tests. The data was weighted to compensate for non-response bias and expanded to the population.

The final survey dataset used for analysis comprises 694 households after the removal of surveys with failing validation tests, resulting in a valid response rate of 9.2%. The valid survey dataset exceeds the original survey target of between 500 to 550 surveys, which reflects a high level of engagement with Yellowknife residents through the survey.

The survey data were weighted and expanded to represent close to 8,500 households and 22,100 residents in Yellowknife. This representation may differ from official forecasts of total population in both private and collective dwellings.²

The survey achieved a sampling rate of 8.2% of households or 7.2% of the population living in private residences (exceeding the initial survey target of a 7% household response rate). Overall, the household-level survey results are subject to a margin of sampling error of $\pm 5.0\%$ for household-level results and $\pm 3.3\%$ for person- and trip-level results, at a 95% confidence level, considering the effects of data weighting.³

² The expansion of the survey data was based on 2021 Census counts of households (private dwellings occupied by usual residents), adjusted for undercounting in the Census, and projected forward to 2025 using the Statistics Canada's 2025 population estimates by Census Subdivision. The expanded survey data only represent population in private dwellings occupied by usual residents. The expanded population represented by the survey data may differ from official forecasts of total population from other sources. Note also that the survey data do not represent the portion of the total population that lives in collective dwellings or is unhoused (both of which were out of scope for the survey).

³ 19 times out of 20, for a given survey question, the survey response percentage should be somewhere within the margin of error of the survey results. The margin of error has been corrected to take into account the increase in error associated with data weighting to correct for over-/under-sampling and/or non-response bias.

1.3 Report Organization

The report has five chapters including this introductory chapter:

- Chapter 1 details how and why the survey was conducted, including an overview of the sampling, expansion and analysis.
- Chapter 2 reviews the survey design, sampling design, survey administration, data processing, data expansion, and statistical reliability.
- Chapter 3 explores the key household, demographic, and mobility characteristics that were gathered in the survey.
- Chapter 4 profiles the travel characteristics that were gathered in the survey.
- Chapter 5 provides detailed tables of survey results by sub-municipal zone (five zones that aggregate the 15 neighbourhoods).

The report is accompanied by two appendices:

- Appendix 1 presents the survey invitations (mailed letters)
- Appendix 2 presents the survey instrument (scripts).

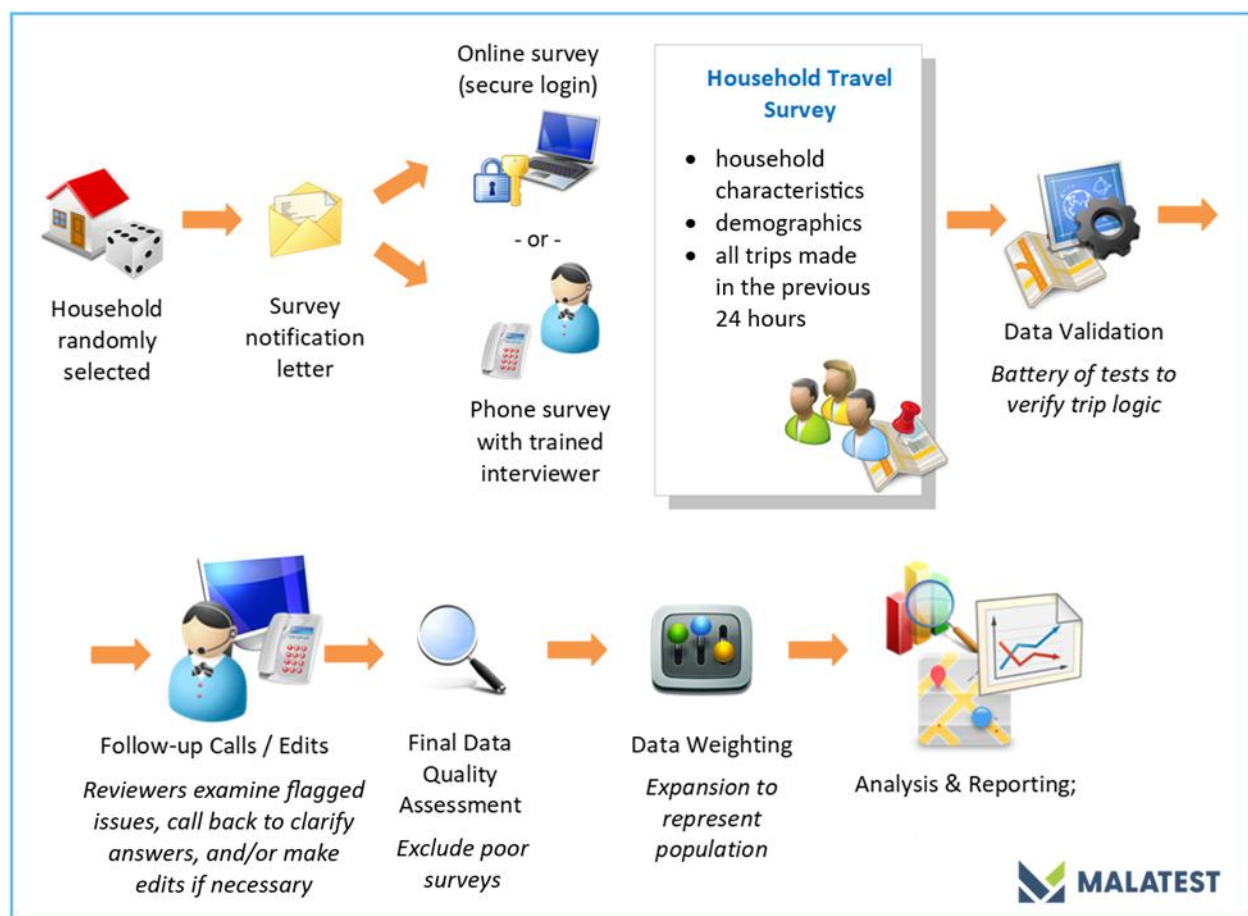
2 SURVEY DESIGN AND CONDUCT

2.1 Overview

The 2025 Yellowknife Household Travel Survey is designed to obtain information on mode shares and travel patterns in the study area. The survey captured information on key household characteristics (number of household members, number of vehicles, dwelling type, income); household residents' demographics, socio-economic characteristics and places of work and school; and trips taken over the past 24 hours (from 4:00 a.m. to 3:59 a.m. the next day).

The study method allowed for the completion of surveys both by telephone and online via a 24-hour recall survey. Triptelligence™, Malatest's CATI/CAWI (Computer Assisted Telephone/Web Interview) system, accommodated both survey modes on a single integrated platform. Figure 1 illustrates the general process for the household travel survey. The survey process described in the figure is explained in the sections that follow.

Figure 1. Household Travel Survey Overview



2.2 Survey Geography

The 2025 Yellowknife HTS study area coincides with Yellowknife's municipal boundary [Figure 2](#). The study area is organized into 5 sub-municipal zones for reporting illustrated in [Figure 3](#) (report zones) and [Figure 4](#) (external zones). The city's 15 neighbourhoods were used as a basis for developing the initial sampling plan and survey targets, which were aggregated into the 5 report zones for analysis.

Figure 2. Map of the City of Yellowknife

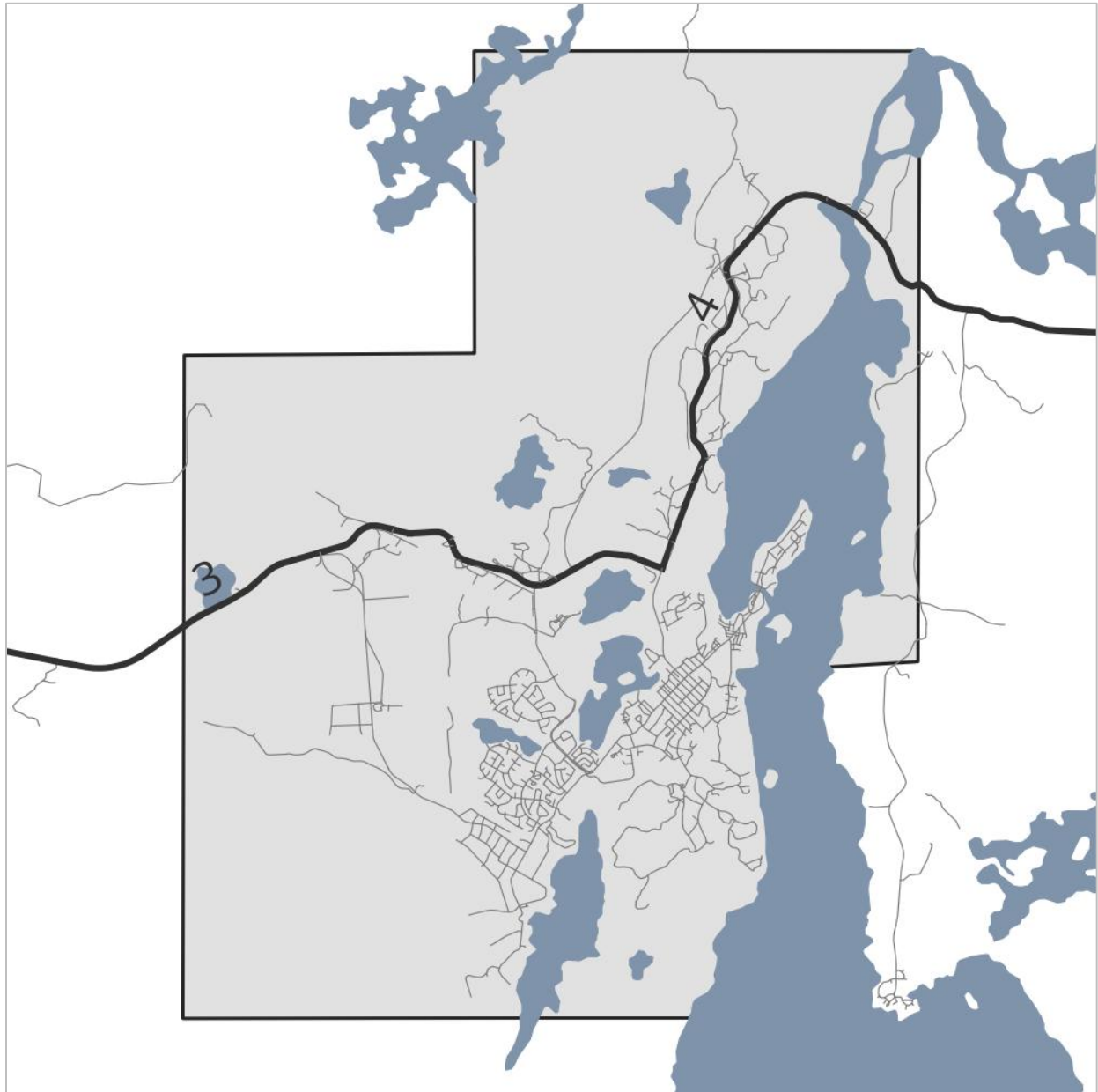


Figure 3. Map of Report Zones used for Analysis

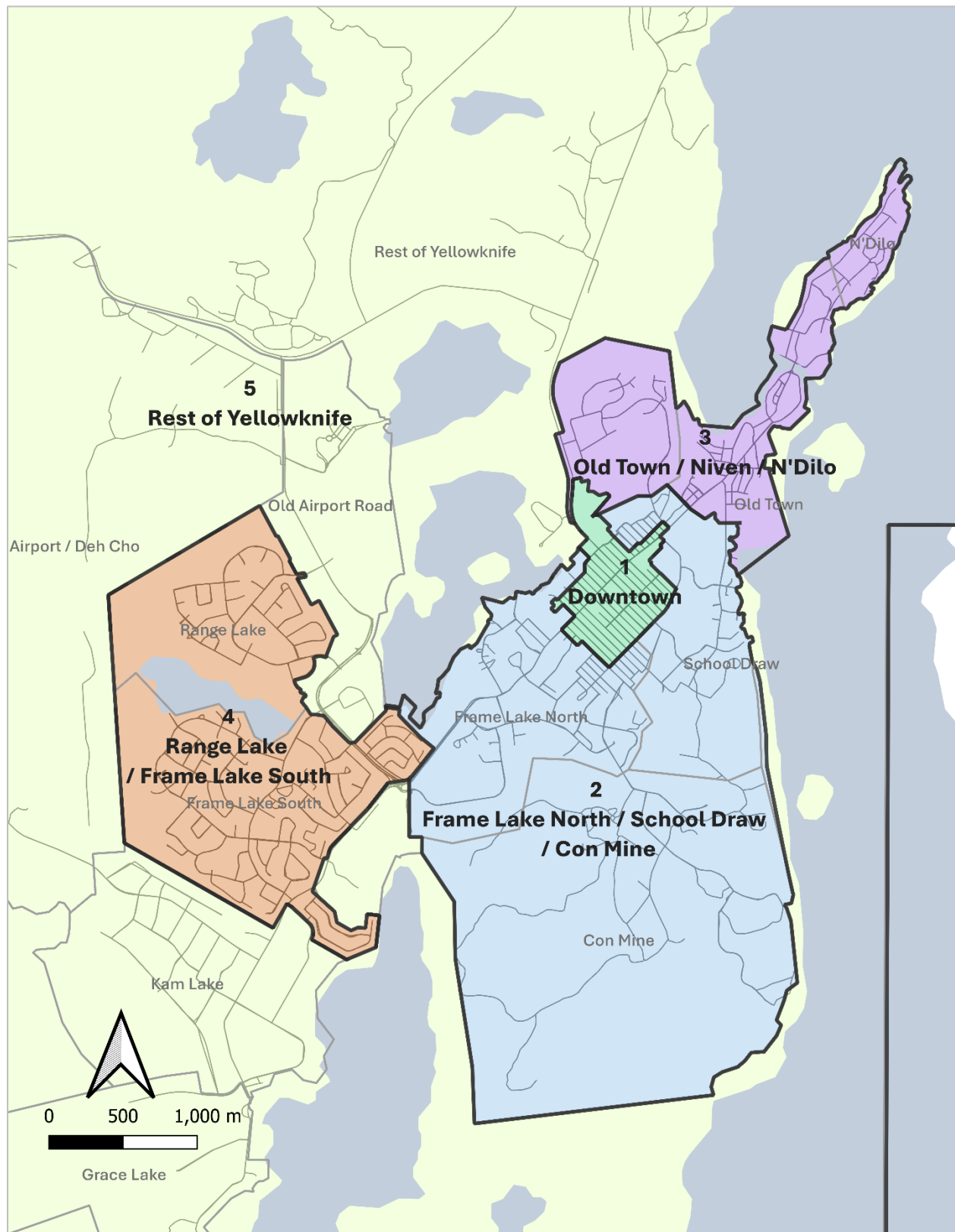
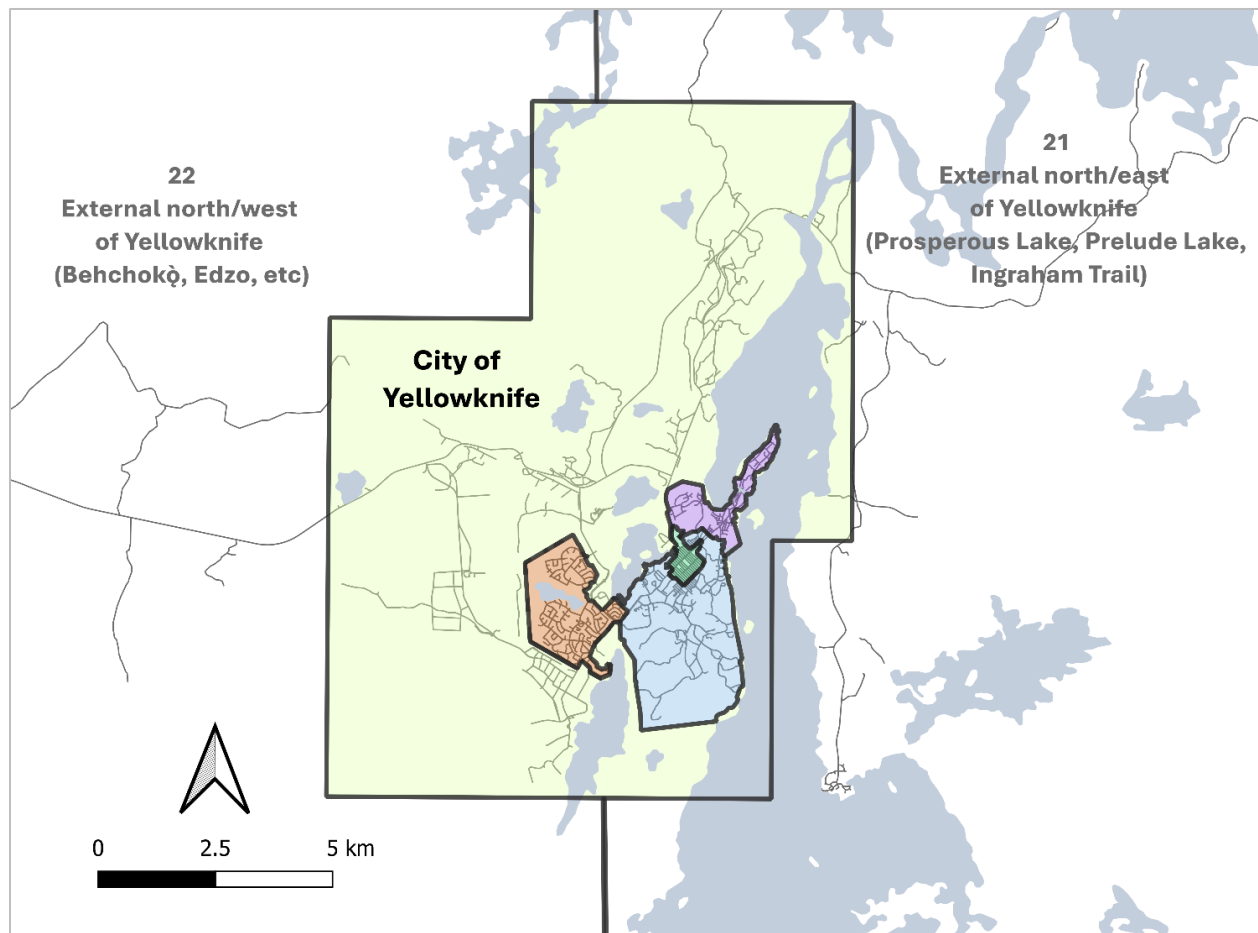


Figure 4. Map of the Study Area with External Zones



2.3 Survey Design

The primary goal of the 2025 Yellowknife Household Travel Survey is to understand where people are going and how they get there by collecting information on the trips made by each member of the household. The 2025 survey design was a household-based survey that collected demographic information on all household members and trip information for household members 5 years of age and older. The survey employed a 24-hour recall method that asked survey respondents to report on their trips on the previous weekday, from 4:00 a.m. on the previous day to 3:59 a.m. the next day. The text box below explains how a trip is defined.

What is a trip?

For this survey, a trip was defined as a journey from one place (origin) to another (destination) with a single purpose that may involve more than one mode of travel. For example, travel to work with a stop at a coffee shop is two separate trips: one with a purpose of restaurant/dining and another with a purpose of work. Travel to work which involved driving to a park-and-ride location and then taking transit the rest of the way is considered a single trip, with transit as the primary mode and driving as the transit access mode.

Respondents could complete the survey online or over the phone, with the majority choosing to do so online. The survey was conducted using Malatest's Triptelligence™ system, an integrated CATI/CAWI (computer assisted telephone/web interview) system incorporating Google Maps and data handling features developed specifically for origin-destination surveys.

2.3.1 Survey Data Elements

The survey collected the following data points at the household, person and trip levels for all household members over five years of age:

Household level

- Confirm have reached appropriate person to complete the survey (online: also confirm at least 16 years of age)
- Confirm phone number and email address (optional)
- Travel day surveyed (date and day of week)
- Confirm household address (Geocode home XY coordinates)
- Dwelling type
- Dwelling tenure
- Number of household members
- Number of vehicles available to members of the household (includes company vehicles, lease or own, motorcycles, light trucks, but not recreational vehicles like RVs, UTVs, or snowmobiles)
- Number of motor vehicles of each fuel type (if vehicles are available to the household)
- Number of conventional adult bicycles, adult e-bikes, child bicycles, and e-micromobility devices available to members of the household
- Household income

Person level

- Identifier (respondent's preference – first name, initial, relationship, or other identifier) for reference in survey questions
- Gender
- Age
- Driver's licence (yes/no)

- Transit pass (yes/no)
- Cycling frequency in the last month
- Frequency of transit use in the last month
- Student status (full-time, part-time)
- School type (Elementary, High School, College, etc.)
- School name / location (Geocode school XY coordinates)
- Attending school in-person, online/home schooled, or hybrid
- Employment status (full-time, part-time, self-employed, unemployed, retired)
- Occupation Type
- Workplace location (employed) (note if home) (Geocode workplace XY coordinates)
- Weekdays commuted or telecommuted last week
- Usual mode of travel to work
- Made any trips between 4:00 a.m. yesterday and 3:59 a.m. on travel day

Trip level

- Origin (Geocode origin XY coordinates)
- Destination (Geocode destination XY coordinates)
- Trip departure time
- Trip purpose (or activity at destination location)
- Mode of travel (up to five modes)
- Clarify access and egress modes if transit was chosen without a preceding or subsequent mode entry in the trip chain
- Bus route(s) taken on trip (if transit taken)
- Number of vehicle occupants (if auto driver or auto passenger)
- Additional information about trip

2.4 Sample Design

The population frame for the 2025 Yellowknife Household Travel Survey (HTS) included all private households within the study area. All persons normally residing within each sampled household in the study area were included in the sample frame. Detailed trip data were only collected for individuals five or older, as it is assumed that younger children would generally be accompanied by an older individual for their travel. Beyond reducing the response burden for families with young children, another reason for limiting the data collection to older individuals is the reluctance of some respondents to provide potentially sensitive information about the activities of younger children. For children under five, the survey collects some limited demographic information (such as age and gender).

It may be noted that the sample frame does not include the small proportions of the population housed in collective dwellings such as long-term care homes, student residences, or institutional settings or unhoused persons.

A sampling plan was developed that stratified the survey area into 15 sampling zones based on neighborhoods. Dwelling counts for each sampling zone were developed from matching 2021 Census dissemination blocks to the zones as best as possible, with apportionment of dissemination blocks that straddled zones as best as possible.

To obtain a representative sample of households in the study area, an address-based sampling approach was employed. Households were randomly sampled from a database of mailable residential addresses maintained by Canada Post, with a portion of records having only address listings (address-only) and a portion having addresses that could be matched to listed phone numbers (address-and-phone). A list of 8,269 residential addresses was obtained, although not all were needed in the course of survey administration in order to reach survey targets.

2.5 Survey Conduct

Households were sent survey invitation letters signed by the City of Yellowknife's Mayor with a secure access code and instructions for completing the survey online at yktravelsurvey.ca or over the telephone.⁴ The mixed-mode telephone/online method maximized opportunities for households to complete the survey. A total of 7,570 households were sent a survey invitation letter, with the largest flights of invitations mailed out in early September.

The first wave of survey invitation letters was mailed on August 29, 2025, and the first survey completions were received on September 4. The first week of surveying assessed initial response, tested telephone administration of the survey, ensured processes associated with the reception of calls to the toll-free line and email enquiries were working as intended, confirmed that the survey programming functioned as intended, and gauged the effectiveness of the survey questions through feedback from initial respondents and telephone surveyors. No issues were identified, and survey administration continued without the need to make any changes to the questionnaire or to processes. A second wave of survey invitation letters was sent on September 9, followed by a small third wave on September 19 that targeted sampling zones with low initial response to the first two mailouts. Delivery of most of the third mailout was delayed while Canada Post delivery service was suspended due to labour action between September 25 and October 11.

A toll-free telephone line was staffed to provide support to respondents interested in doing the survey over the phone or who wanted help in completing the survey online. Telephone surveying was undertaken with the small portion of the address sample that was matched to a directory-listed landline telephone number. Telephone follow-ups for partially completed surveys were undertaken to help respondents finish their surveys and to obtain extra survey

⁴ An FAQ was also made available for download on the survey website at https://yktravelsurvey.ca/pdf/YK_HOUSEHOLD_TRAVEL_SURVEY_FAQ.pdf

completions. The over-achievement of the target number of survey response also provided room to replace any surveys which might later be found to contain unusable data.

As the 2025 Yellowknife HTS considers only weekday travel, telephone surveying was limited to Tuesday through Saturday, to collect data on Monday through Friday travel. Online respondents were permitted to complete the survey between Sunday and Monday. While the survey usually asked about the most previous weekday, to mitigate the potential for over-representation of Friday travel, a portion of respondents who completed the survey on Saturday or Sunday were directed to complete the survey with respect to Thursday. Those who complete the survey on Monday were always asked about Friday, as recollection of Thursday travel may wane more by Monday. No calls were made regarding trips made on National Truth & Reconciliation Day (September 30), or Thanksgiving (October 13) as travel recorded on these dates would be atypical of normal travel patterns for many households. Online surveys were also restricted from providing travel for these dates.

Survey administration continued until the end of October. Most survey completions were obtained in September (86%) when temperature and hours of daylight are still conducive to active transportation (walking, cycling and micromobility), while 14% of surveys were completed in October, which saw a rapid shift in temperatures and the shortening of daylight hours, with first snow flurries observed in the last two weeks of October. The first travel date recorded was September 3, 2025, and the last was October 31, 2025, by which time the survey completion targets had been met or exceeded for all sampling zones. The survey results may be considered to be generally representative of travel in early Fall before the advent of inclement winter weather.

Table 1. Survey Completion by Week of Survey Administration

Survey Week (Starting the week of Sept 1)	Month	Survey Completions	Cumulative Surveys	Cumulative %
1	September	81	81	11%
2	September	335	416	58%
3	September	109	525	73%
4	September	77	602	84%
5	Sept. / Oct.	46	648	90%
6	October	19	667	93%
7	October	29	696	97%
8	October	12	708	99%
9	Oct. / Nov.	10	718	100%

A prize draw was offered to survey respondents to encourage participation. The prize draw included one grand prize of a \$500.00 gift card for a local merchant, and twenty-five \$25 gift

cards for local merchants. The prize draw was administered in January 2026 after initial survey data verification processes had been completed.

2.6 Data Processing

2.6.1 Data Validation and Imputations

Each night, Malatest's Triptelligence™ data validation system automatically ran a battery of tests on survey completions from the previous day. The system assigned flags for different issues with different levels of priority (critical issue, possible error, warning, etc.) for review by data validation staff. The data validation staff reviewed each flagged survey and either made logical corrections, re-geocoded locations, called back respondents to clarify information, or rejected the survey as unsalvageable. Surveys that passed all data validation tests were randomly selected for manual review to verify that such surveys appeared to be correct and that validation tests were working as expected. Through the data validation process, 3.3% of surveys were rejected.

The data was systematically reviewed and tested by data analysts during and post data collection to provide quality control of the dataset and rule out the possibility of any systemic data issues. Any relevant re-codes to the data were undertaken (such as combining captured information on work status, school status or other status into a single occupation variable) in preparing the data for analysis.

After data collection, the survey data was further tested by analysts using additional/final validation tests and manual checks to flag any remaining errors in the data or issues with trip logic, addressing any unresolved edits or errors from case follow ups/ corrections to finalize the dataset for analysis and reporting.

A modest number of missing data points were imputed in preparation for the data weighting by age and gender. Person records with unknown age were imputed (88 who provided a five-year age range and 12 who answered only a broader age range, out of 1,595 person records in the dataset used for analysis). Those who reported non-binary gender or who refused to provide their gender (13 persons) were randomly assigned to categories of "men+" (men and boys plus a portion of non-binary/refused) or "women+" (women and girls plus a portion of non-binary/refused) for data weighting and analysis, as such respondents were too few to analyse separately. This follows the approach used by Statistics Canada in reporting the Census profile results used for Yellowknife HTS data weighting. The original responses are preserved in the final dataset.

After data validation and rejection of surveys with unresolvable trip logic issues, 694 surveys were retained.

2.6.2 Geocoding

After finalization of the dataset, all latitude/longitude coordinates for locations captured by the survey (home, work, school, trip origin, trip destination) were geocoded using GIS tools to relevant study geographies and to Universal Transverse Mercator (UTM) Zone 11N x-y coordinates.

2.6.3 Trip Distances

Euclidean straight-line distances between trip origins and destinations were computed from the UTM Zone 11N x-y coordinates associated with the latitudes and longitudes.

Google APIs were accessed to determine estimates of the actual trip distance and duration as travelled on actual roads, cycling paths, and/or walking paths using Google's recommended route of travel for the given mode of travel and time of day. The Google API may not have returned trip distances and durations for a small portion of trips. The actual distance travelled by the participant on their travel day may have differed if the participant's route choice differed from Google's recommended route. Durations are estimates for the given mode and time of day and may have differed on the actual day of travel. The durations for different modes are not exactly comparable: for transit trips, the trip duration includes the total time associated with the journey, including time spent walking to the bus stop or transit station, time walking between transfers, and time waiting for transfers; For automobile trips, the duration does not include time to find parking or time to walk from the parking location to the final destination. It may be noted that for the small portion of transit trips that has access modes other than walking, the trip distance and duration obtained from this method may not always be accurate.

Distances for trips reported with the mode of school bus are not known, as routes are not known, but were estimated using driving distance for analysis purposes.

2.7 Data Expansion and Weighting

The data for the surveyed households were expanded to represent the total population living in residential households in the study area. The survey data were also weighted to more accurately represent the distributions of households by household characteristics and demographics. This is necessary to address non-response bias and uneven sampling rates in the final survey sample.

Households were weighted against data controls from the Census for households that are usual occupants of private dwellings.

The study area geography was organized into five expansion zones as the base geographical unit for data weighting. The expansion zones were developed based on aggregations of Yellowknife's 37 dissemination areas (DAs) that best corresponded with the five report zones (although with some significant boundary differences). Detailed Census Profile data were available for all the 37 dissemination areas.

An iterative proportional fitting (IPF) method was employed to balance household weights and person weights for the multiple weighting controls. In this method, incremental adjustments to the household weights are made in succession for each of the household controls, as well as a composite adjustment to each household weight to account for the disproportionate distribution by age/gender amongst the members of each household. Each successive adjustment to balance a given control may slightly or significantly unbalance the correction previously introduced for a different control. However, iteratively cycling through each control results in convergence to a solution where all household and population controls have expected distributions (to within reasonable tolerance; some deviations may be expected, particularly for expansion zones with smaller sample sizes). In this manner, all persons within each household carry the same weight as the household.

Limits were set on extreme weights, although they were allowed to range from 0.2 to 5 times the base expansion weight for the household's expansion zone. Only 6% of households received weights above 2.0 times the base expansion weight. The weights received final calibrations to ensure that the total number of households in each expansion zone matched the control totals.

The core weighting controls were developed from 2021 Census Profile data. The controls were selected for having significant influence on trip-making behaviour and for completeness of the information in the survey data. Estimates for 2025 were initially projected forward from 2021 Census counts based on a 6.5% four-year growth estimate from Statistics Canada population estimates and compensating for undercounting, with the estimate of the 2021 Census undercount being 5.2%.⁵ Together, this resulted in scaling of the 2021 Census Profile counts by approximately 12%. The weighted data were later rescaled such that the count of total dwellings matched the City of Yellowknife's 2023 dwelling count estimates.

Adjustments to the resulting Census-based counts were also made to remove the portion of the population outside the survey sampling frame (approximately 1.5% of the population) that lives in collective dwellings or without a fixed address. The adjustments to the distributions of population by age group considered that seniors make up a greater portion of the population living in collective dwellings. For this adjustment, information from Statistics Canada on the proportion of population by age and gender at the Census Subdivision level were used determine subtractions in the population counts by age and gender groups in those expansion zones known to have population in collective dwellings. The final Census-based weighting controls thus represent the age distributions of population living in private households. In some smaller expansion zones, certain age and/or gender categories may have been collapsed further due to small sample sizes or strata with no sample.

⁵ Statistics Canada. Table 17-10-0155-01. Population estimates, July 1, by census subdivision, 2021 boundaries. Release date: 2026-01-14.

Throughout the IPF iterations, Census-level weighting controls were applied to households. For each expansion zone, the weighting controls applied to 'households' included:

- total households (private dwellings occupied by usual residents);
- household counts by dwelling type (house, apartment 0 to 4 floors, apartment 5+ floors, other ground-oriented⁶);
- household counts by household size (1-person, 2-person, 3-person, 4-person, 5+ person);
- population counts by age and gender (12 age ranges, 2 genders⁷);
- household counts by expansion zone (5 zones);

In addition, the weights were seeded by an initial adjustment of household counts by dissemination area to better balance the sample geographically within each expansion zone. After this, the expansion zone level adjustments were applied. Given that boundaries of the expansion zones differed from the report zones in places, after the expansion zone adjustment, a final adjustment was undertaken to better match dwelling counts by neighbourhood as determined by aggregations of dissemination blocks.⁸ This was done so that the reported results would more accurately represent the 2025 estimate of dwellings in each report zone.

To contain the variance of the data weights, no attempt was made to adjust the weighting to balance the survey sample by day of the week, as such weighting could create more extreme high or low data weights. It may be noted that travel on some days is under-represented (in part due to postal delivery dates for the mailouts). In comparison, Fridays are over-represented (28% of all surveys, due to a higher likelihood of the survey being completed for the previous weekday for any response submitted between Saturday through Monday).

While the expanded number of households represented by the survey data after data weighting matches the forecast of households used, in neighbourhoods with small samples of larger households, the resulting expanded population may fall short of forecast population in private households, due to limits placed on extreme weights. Note that as the data weighting controls are based on the proportion of dwellings that are private dwellings occupied by usual residents

⁶ 'Other ground-oriented' includes dwellings such as town houses, row houses and semi-detached dwellings but excludes single-family dwellings and apartments.

⁷ Men+ (men, boys, and some non-binary persons) and Women+ (women, girls, and some non-binary persons).

⁸ Statistics Canada provides dwelling and population counts (but not Census Profiles) for dissemination blocks, which are smaller geographies than the dissemination areas for which Census Profile data are available.

from the Census, the resulting expanded survey population may not match population estimates from other sources.⁹

2.8 Validation of the Weighted Survey Data

The weighted survey data were validated against Census statistics (various household and demographic characteristics),¹⁰ and other available reference data. The results compared favourably for most Census characteristics, including geographic distributions, most household size categories, dwelling type, age/gender, and household income.¹¹ This suggests that the survey results can be taken to be generally representative of the total population.

However, it may be noted that the survey appears to somewhat under-represent renters (44% per the 2021 Census; 32% in the survey results) and somewhat over-represent owners (56% Census; 66% in the survey, with 3% unknown). It may also be noted that in some expansion zones, the survey under-represents households with five or more persons and thus may slightly under-represent the population even when the number of dwellings matches Census counts. It also may be noted that the weighted survey results are less than the total Yellowknife population, given that persons living in collective dwellings are not in scope. Furthermore, it may be noted that the expanded population from the survey may differ from population estimates from other sources due to differences in data sources and forecast methodologies.

YKTransit ridership figures provide estimates of almost 26,800 monthly riders in September and 29,300 in October, including all operating days of the week (i.e. including limited Saturday service, but no service on statutory holidays). The survey only collected information on weekday travel, and the monthly transit ridership figures are not available for weekdays only, therefore only rough comparisons can be made. If one assumes that Saturday ridership is, hypothetically, 40% of weekday ridership due to the more limited schedule and lower commuting demand, daily ridership weekday could be estimated to be about 1,240 riders per day.¹² This compares to

⁹ In particular, Census profile data on private dwellings and private dwellings occupied by usual residents do not take into account Census undercounts of population or temporary residents.

¹⁰ Statistics Canada. 2023. (table). Census Profile. 2021 Census of Population. Statistics Canada Catalogue no. 98-316-X2021001. Ottawa. Released November 15, 2023. <https://www12.statcan.gc.ca/census-recensement/2021/dp-pd/prof/index.cfm?Lang=E> (accessed February 05, 2026)

¹¹ About 11% of households declined to answer the annual household income question. Examining the weighted responses of households that provided an answer, the results suggest slight over-representation of households with incomes of under \$60,000 (10% per the Census; 14% in the survey results) and over \$200,000 (32% per the Census; 33% in the survey results) and slight under-representation of the various income ranges between \$50,000 and \$150,000, but the overall profile is generally quite similar. Note that we do not know whether the incomes of those who declined to answer would necessarily match the distribution of those who answered; also, the Census counts are five years stale (pertaining to household income in 2020, the year before the Census).

¹² Calculated based on 4 Saturdays and 20 weekdays of service in September (with no service on Labour Day or National Day of Truth and Reconciliation statutory holidays), and 4 Saturdays and 22 weekdays of service in October (with no service on

the expanded survey estimate of 1,430 riders per day. This suggests that the survey may somewhat over-estimate transit ridership, although there could be other reasons for the apparent discrepancy (for example, undercounting in farebox data or driver tallies at busy stops during rush hour periods).

2.9 Final Survey Dataset

The final database is in Microsoft Access format and includes the expanded data for the 2025 Yellowknife HTS. The dataset consists of three main data tables (household, persons and trips) along with associated lookup tables. The final dataset contains the following records:

Table 2. Final Dataset Summary

Table	# of Valid Records	Weighted #
Household	694	8,460
Persons	1,595	22,100
Trips (for persons 5+ years)	4,592	62,200

Table 3 presents the breakdown of weighted surveys completed by day of the week of the travel dates surveyed. As previously noted, Wednesdays are under-represented and Fridays are over-represented and there may be modest bias in the survey data to Friday travel patterns, which may somewhat from other days of the week.

Table 3. Survey Completions by Travel Day (Day of Week)

Day	% of Surveys	Weighted %
Monday	19%	20%
Tuesday	16%	18%
Wednesday	16%	15%
Thursday	21%	20%
Friday	28%	26%

2.10 Statistical Reliability

Even with stratified random sampling, well-designed survey instruments, thorough quality control during data collection, data validation, and data processing, and data weighting to correct for sampling bias and better represent the population, it is inherent in any survey to have some residual and unavoidable errors, such as sampling error. To inform applications of the survey data, this section discusses data reliability and explains possible sources of error in the

Thanksgiving Monday statutory holiday), and the hypothetical assumption that Saturday ridership might only be 40% of weekday ridership (has not been verified).

data. The section concludes with a summary of caveats that analysts should note when using the data.

2.10.1 Data Reliability

As with any survey, the data collected can be subject to sources of error or bias that can affect the reliability of the survey results. Potential sources of error can include the following:

- **Under coverage.** Coverage error is associated with the failure to include some populations in the same frame used for sample selection, which may occur with samples of convenience such as telephone directories. The sample frame used was a Canada Post database of mailable residential addresses which provides excellent coverage of private dwellings in the study area, reducing the concern of under-coverage. However, the Canada Post database may occasionally miss or under-represent some housing types, such as basement / secondary suites, mobile home parks and other non-conventional dwelling types.
- **Non-response bias.** Non-response bias occurs when individuals who do not participate in a survey differ in relevant ways from individuals who do participate. For example, younger people are often less inclined to participate in surveys. This bias has also been addressed, in part, through the data expansion process, including the weighting by household size, dwelling type, age, and gender. However, it should be noted that there can be other, hidden biases in the data that could not be corrected by the data weighting.
- **Measurement error.** This type of error is associated with the failure of survey instruments to capture correct information (e.g., through misunderstanding survey questions). To control for this, the questionnaire and associated materials were based on previously well-tested survey questions, thoroughly reviewed for content and meaning and field-tested with a sample of respondents prior to the full survey administration. Telephone interviewers were trained on the objectives of the survey, definitions of key terms, the intent of survey questions and how to address different trip circumstances described by respondents. During survey administration, telephone interviews were regularly monitored by a supervisor to ensure consistent application of questions. The online survey also included several built-in tests to prompt respondents to confirm key data and clarify illogical responses (e.g., checking for someone who reported their travel mode as 'auto driver' even though they were not reported as having a driver's licence).
- **Respondent under-reporting of minor trips for other household members.** This type of error could include respondents failing to report all trips made by other household members. In the 24-hour recall method employed in this survey, in which a household member reports on the travel made by other household members, the household

member responding to the survey should remember all of their trips, and will likely be aware of the most important trips made by other household members, such as non-discretionary (commuting) trips as well as their home-based trips (those that leave or arrive at home), they may sometimes not be aware of or report non-home-based trips with discretionary purposes, such as stop for coffee along the way to somewhere else or a short trip at lunch from work to a sandwich shop and back. Thus, there may be some under-representation in the survey data of brief stops along reported journeys or short non-home-based discretionary trips. No attempt was made to correct for possible under-reporting of such trips.¹³

- **Processing error.** Processing errors include data entry, coding, editing and imputation errors. These potential sources of error were addressed through comprehensive training of survey staff and survey validation staff, continuous quality management practices and data validation.
- **Sampling error.** Sampling error refers to the variability that occurs by chance because a sample was surveyed, rather than the complete population. As best as possible, sampling error was controlled by obtaining a robust survey sample and targeting areas with lower-than-expected response rates to improve sample sizes for these areas.
- **Error due to extreme weights when analysing small samples.** Notwithstanding the limiting of very extreme weights in the data weighting, small sample sizes for some strata and non-response bias may contribute to the assignment of high weights for some cases relative to others within the same geographic zone or population stratum. Users of the data should take note that the sample sizes for some zones are relatively modest. The survey results for such zones should be interpreted with caution. Caution should also be exercised when analysing any small subgroups of the total population.

2.10.2 Estimates of Sampling Error

Sampling error can be estimated based on the size of the sample universe (number of households in the study area) and the number of household survey completions. The estimated margin of error for the survey results at the household level is at $\pm 5.0\%$ at a 95% confidence level (theoretically, for a given survey question, the true response proportion for the population would be somewhere within the margin of error of the survey results 19 times out of 20), considering the effects of data weighting on sampling error. For person- and trip-level survey

¹³ Such adjustments would require detailed analysis of the trip making behaviours by trip type, trip purpose, and demographic characteristics of primary respondents and proxy respondents (other household members) as well as complex trip-synthesis imputations and/or weighting adjustments that would have been beyond the scope of this project. Such imputations or weighting adjustments also carry the risk of introducing unintended bias (e.g., over-compensation) and/or distortion of other trip characteristics such as average trip distances.

results for the entire study area, the sampling error is estimated to be $\pm 3.3\%$. Sampling errors increase when the study area is disaggregated into report zones or other sub-municipal districts, or when analysing population sub-samples.

Table 4 provides the household sampling rate, the household and person sample sizes and the household and person sampling errors for the geographies in the study area. Most report zones had high sampling rates (ranging from 6.9% to 8.1% of the estimated number of households) except the sparsely populated Rest of Yellowknife zone. Results for residents of Downtown and Rest of Yellowknife should be interpreted with considerable caution due to small sample sizes and very high sampling error.

Table 4. Survey Samples and Sampling Errors for Different Levels of Reporting

Geography	Households *	Population *	Surveys	Sampling Rate (% of Households)	Sampling Error, Household Level ($\pm\%$)	Persons in Surveyed Households	Sampling Rate (% of Population in Private Dwellings)	Sampling Error for Persons, Trips Info ($\pm\%$)
Yellowknife	8,500	22,100	694	8.2%	$\pm 5.0\%$	1,595	7.2%	$\pm 3.3\%$
Report Zones								
Downtown	600	1,100	44	6.9%	$\pm 19.4\%$	71	6.4%	$\pm 14.3\%$
Frame Lake North / School Draw / Con Mine	3,200	7,600	258	8.1%	$\pm 7.5\%$	548	7.2%	$\pm 5.1\%$
Old Town / Niven / N'Dilo	1,300	3,400	115	9.2%	$\pm 12.7\%$	276	8.1%	$\pm 8.1\%$
Range Lake / Frame Lake South	3,200	9,500	272	8.4%	$\pm 8.6\%$	688	7.2%	$\pm 5.4\%$
Rest of Yellowknife	200	500	5	3.1%	$\pm 54.3\%$	12	2.7%	$\pm 33.4\%$

* In this table, Households and Population are the expanded survey estimates. Figures may differ from aggregated data and reflect some under-representation of total population due to the under-representation of households with five or more persons and/or because persons living in collective dwellings and unhoused persons are not included in the sampling frame.

The sampling errors for person-level information can be considered to carry over to the trips those people make (i.e., the person-level sampling error is associated with the entire trip chain). Reporting of survey results related to trips originating in or destined to given report zones includes trips made by residents of the given geography as well as other residents of the study area from outside that given geography. Therefore, the sampling error associated with information on trips to, from or within the area would be much better than that for just the trips made by residents of the area, particularly in areas that attract a lot of trips. Therefore, if required, the calculation of sampling error can be undertaken using the number of persons who make trips to a given zone as the sample size rather than number of trips.

2.10.3 Caveats

Sampling error is not the only possible source of error. While efforts have been made to control for possible error and to weight the data to be more representative of the population, there

may remain some non-response bias or other sources of error not accounted for in the data weighting and data processing.

The weighted survey data are based on a sample of the population expanded to represent the total population of persons living in private dwellings (excluding those living in collective dwellings). As such, expanded counts from the survey data should be understood to be estimates, not exact counts.

Caution should be exercised when comparing the survey results with other sources of information that may use different methodologies in their estimations. Comparisons with other sources of information may be more reliable when the other source of information has exact counts rather than estimations (e.g., Census-based data), however the time frame of the information compared against should be taken into consideration (e.g., the last Census was conducted during the peak of the COVID-19 pandemic).

Users of the survey data should note that while the survey captured information on transit routes used, and the reported routes were checked against origin/destination for reasonableness, the expanded counts were not validated by route for reasonableness. Analysis of the data by route should be undertaken with caution given the modest sample sizes of transit users by individual route, although analysis for high-ridership bus routes or SkyTrain lines may be more reliable.

3 HOUSEHOLDS AND DEMOGRAPHICS

This chapter describes key household and demographic factors that influence people's travel choices and patterns. The 2025 survey may be considered a new baseline year.¹⁴ It will allow for comparisons in future survey cycles that will reveal trends in key determinants of travel behaviours with shifts in the population demographics, changes economic conditions, and the influence of urban planning on where and how people live and work.

Note that the factors and proportions presented in this chapter reflected the survey results, which were expanded and validated to Census and other reference statistics described in the previous chapter. As a result, in most cases the results are consistent with these references. However, references to the working population may differ from the Census, given that the 2021 Census was taken at the height of a COVID wave whereas the household travel survey was conducted in 2025. These differences refer specifically to total employment, mode of travel to work and the number of people working at home.

Important note on interpreting the survey results

In interpreting the survey results, it is important to emphasize that the expanded survey counts are estimates based on 694 households surveyed, or an 8.2% sample of all dwellings occupied by usual residents, and 7.2% of the population.

After application of the data weights, the survey results are subject to an estimated effective margin of sampling error of $\pm 5.0\%$ at the household level and $\pm 3.3\%$ at the person- and trip-level, taking into account the effects of data weighting.

The expanded counts from the survey are estimates based on weighted survey data expanded to represent the size of the population, with these expanded counts. These estimates are based on a survey sample and should not be taken to represent exact counts.

All household and person level results in this report are rounded to the nearest 10. Trip level results are rounded to the nearest 10 or nearest 100, depending on the context. Due to rounding, occasionally the sum of individual rounded results may not add to the rounded total listed.

When percentages are presented, due to rounding, the percentages presented for individual response categories may not always sum to 100%.

¹⁴ Reporting on the 2008 survey results was brief, and the sample size was relatively small. The 2025 survey provides a more robust sample of the population suitable for longitudinal comparisons.

3.1 Key Household and Population Indicators

This section describes the household and demographic factors that influence people's travel choices and patterns and discusses how these relate to each other.

Note that the factors and proportions presented in this chapter are reflective of the survey results, which were expanded and validated to the Census and other reference statistics described in the previous chapter. As a result, in most cases, the results are consistent with these references. However, the population and households in the survey may not necessarily align with the 2021 Census given that the figures below include growth factors from 2021 to 2025 and account for undercounting in the Census. In addition, differential growth factors were applied by neighbourhood drawing on the 2025 distribution of residential addresses from Canada Post.

Further, references to the working population may differ from the Census, given that the 2021 Census was taken at the height of the Covid pandemic whereas the 2025 household travel survey was conducted during a non-pandemic period. These differences refer specifically to total employment, mode of travel to work and the number of people working at home.

Figure 5 and Figure 6 present key survey estimates and indicators from the survey, which Table 5 summarises.

The expanded surveys represent an estimated 8,460 households with 22,100 usual residents. It may be noted that this is less than total population from Statistics Canada's 2025 estimate of 22,858. This difference may be explained in part by the fact that the survey frame included only private residential addresses and so does not represent residents living in collective dwellings (seniors care homes, group homes, prisons, etc.) or the homeless, and in part by higher non-response bias for larger households (those with six or more household members). The survey results suggest that the estimated fleet of household vehicles is 13,850.

Of the residents represented by the survey results, 96% are 5 years of age or older, the age threshold for collecting trip information in the household travel survey. More than half (56%) of Yellowknife residents are employed.

The average household size is 2.61 persons per household, with 1.53 workers per household, and 1.64 vehicles per household. The number of vehicles is greater than the number of workers, at 1.07 vehicles per worker on average (although of course not all workers have access to a vehicle). In future iterations of the survey, it will be interesting to observe the trends in these indicators and Yellowknife continues to grow and as transportation options evolve.

Figure 5. Expanded Survey Estimates

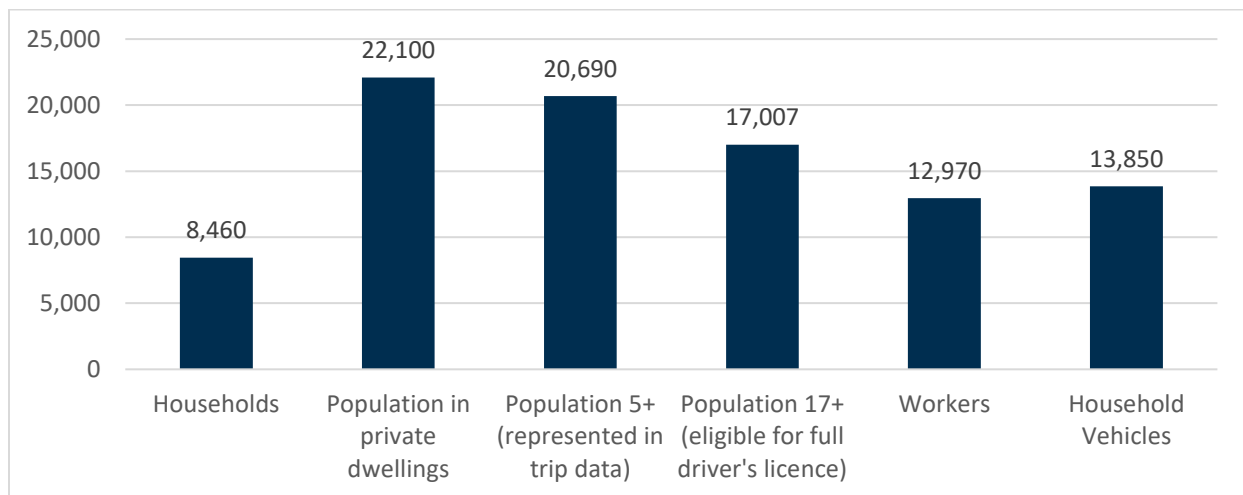


Figure 6. Key Indicators

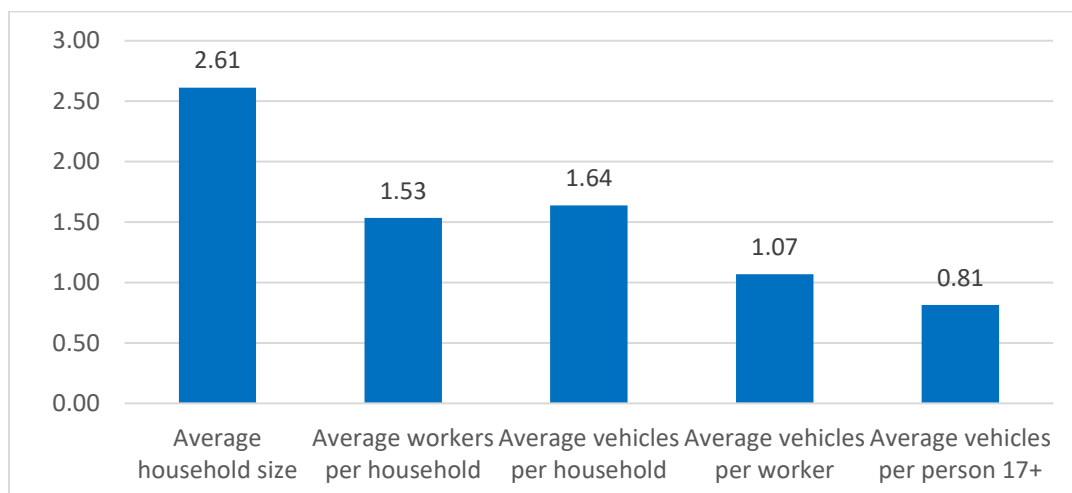


Table 5. Key Indicators (Households, Vehicles, Population, Employed Population)

Statistic	2025 Expanded Survey Estimate
Households	8,460
Population in private dwellings	22,100
Population 5+ (represented in trip data)	20,690
Population 17+ (eligible for full driver's licence)	17,007
Workers	12,970
Household Vehicles	13,850
Average household size	2.61
Average workers per household	1.53
Average vehicles per household	1.64
Average vehicles per worker	1.07
Average vehicles per person 17+	0.81

3.2 Household Characteristics

The most common household type in this study is single-detached homes, at 44% of the weighted sample (Figure 7). The remainder is split between other ground-oriented units, at 25% of all households, low-rise apartments (one to four storeys), at 27%, and apartments in buildings of five or more storeys, at 4%. The proportions compare favourably with the Census, given that dwelling type was one of the weighting controls. Note that within the ‘other ground-oriented’ dwelling type—which includes semi-detached, duplex, triplex, townhouse, mobile home other—the individual categories differ slightly from the Census, so caution should be undertaken for any analysis using detailed dwelling types.

Figure 7. Dwelling Type

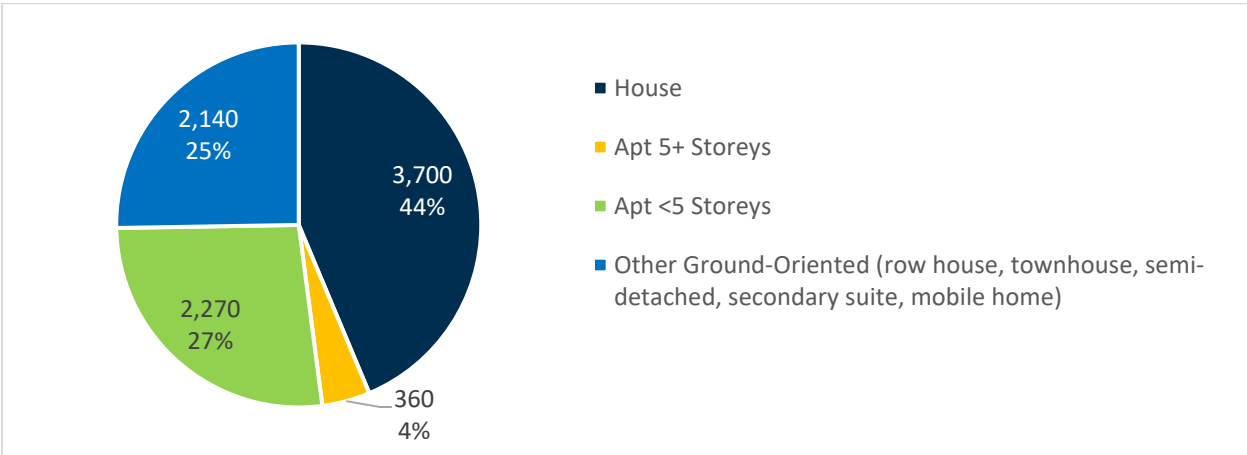


Table 6 shows the distribution of surveyed households by dwelling tenure, with Census-based distributions listed to illustrate differences. Close to one third (32%) of survey respondents are renting, while almost two thirds (66%) own their dwellings and almost 3% did not provide a response to this question. When compared to the Census, owners are overrepresented by 10% (56% owners in Census data) and renters are underrepresented by 12% (44% renters in Census data). This modest under-representation of renters is a caveat to the survey results.

Table 6. Households by Dwelling Tenure: Expanded Survey Data vs. Census

Dwelling Tenure	Census	%	Survey	%
Rent	3,750	44%	2,700	32%
Own	4,730	56%	5,550	66%
Unknown	n/a	n/a	210	3%

*Source: Statistics Canada 2021 Census Profile scaled to 2025 household estimates.

Household size distributions are presented in Figure 8. Overall, 24% are single-person households, 31% have two household members, and 45% have three or more household members.

Figure 8. Household Size

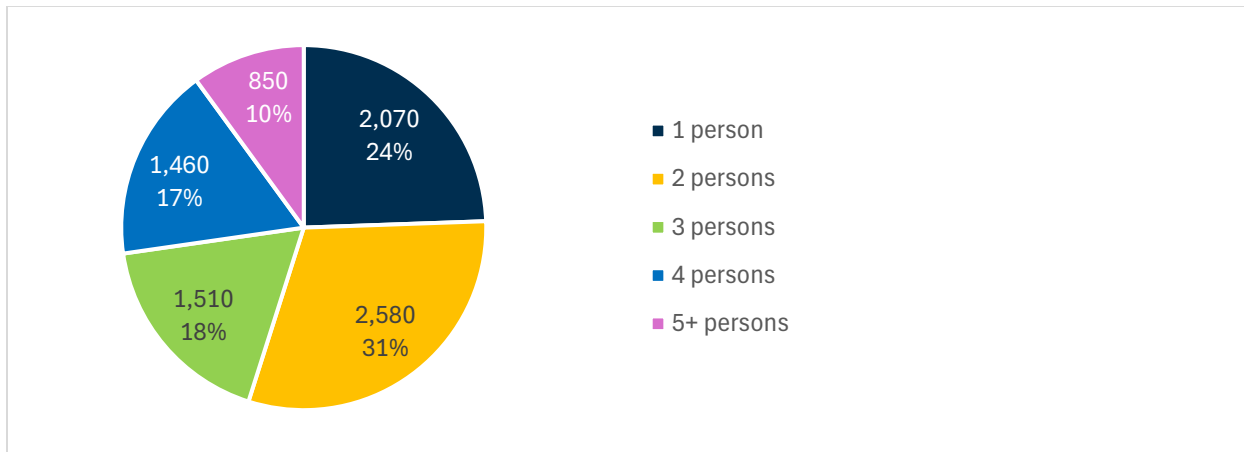


Figure 9 provides the distribution of households by household structure. Two thirds (66%) of households do not have children while one third (33%) have children. Single-person households make up 24% of all households, and just under one in ten (9%) of households have three or more adults (extended-family households, roommates, or other situations), with a little over half of the 3+ adult households also including children.

Figure 9. Household Structure

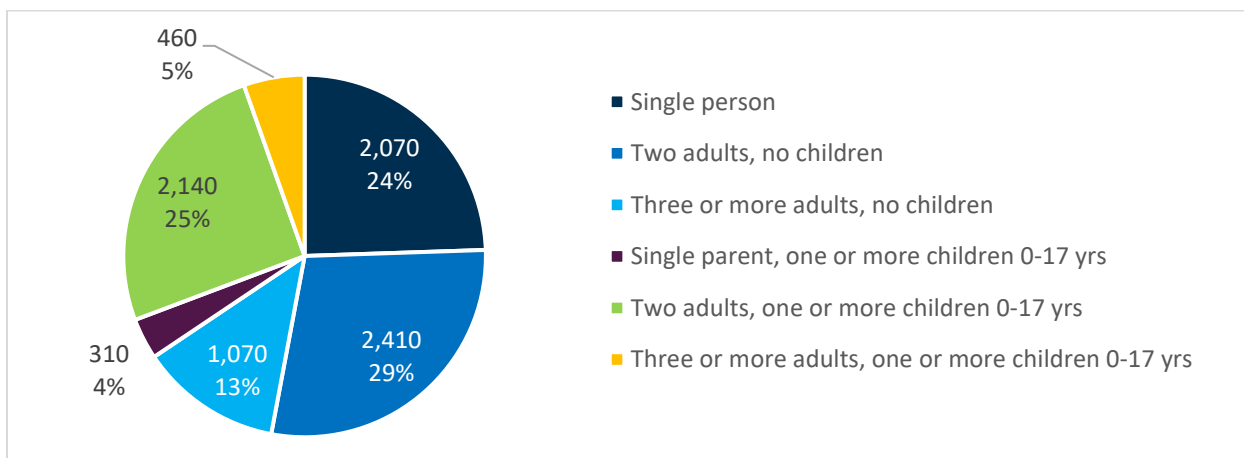


Figure 10 and Table 7 highlight the income distribution of households surveyed, which, for households who provided an answer, is very similar to the distribution per the 2021 National Census. There is some apparent overrepresentation of low-income households (3% having incomes of less than \$35,000 per the 2021 Census, compared to 7% in the valid expanded survey counts) and underrepresentation of households within incomes between \$125,000 and \$200,000 (with 12% in the \$125,000-149,999 range and 19% in the \$150,000-199,999 range per the Census compared to 9% and 17% respectively in the survey data). Comparison with the Census should be undertaken with caution given that 11% of households surveyed either declined to provide their household income range or did not know it; it is not known whether their income distributions follow the same distribution profile as for those who did provide a response. In addition, the Census asked about annual income in 2020, and household incomes may have shifted in the last four years.

Figure 10. Household Income

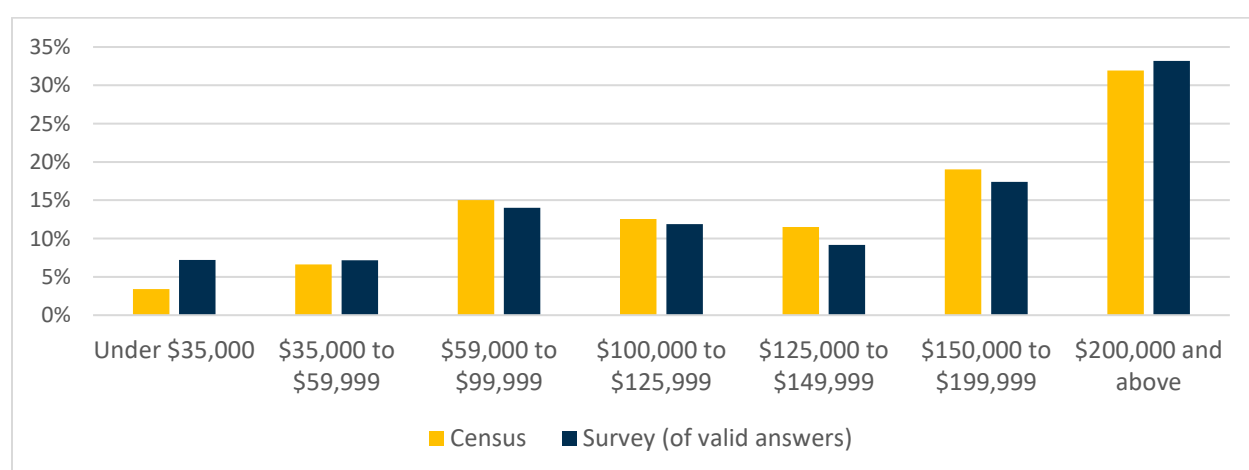


Table 7. Household Income (Total Household Income before Taxes)

Annual Household Income	Census*	%	Survey	% with answer
Under \$35,000	270	3%	540	7%
\$35,000 to \$59,999	530	7%	540	7%
\$59,000 to \$99,999	1,210	15%	1,060	14%
\$100,000 to \$125,999	1,010	13%	900	12%
\$125,000 to \$149,999	920	12%	690	9%
\$150,000 to \$199,999	1,530	19%	1,310	17%
\$200,000 and above	2,570	32%	2,500	33%
Total known	8,040	100%	7,540	100%
<i>Unknown**</i>	440	<i>5% of households</i>	920	<i>(11 % of surveys)</i>
<i>Total households</i>	8,480		8,460	

*Source: Statistics Canada 2021 Census Profile scaled to 2025 household estimates. Unknown: for Census data = not published at Dissemination Area level; for survey data = unknown or declined to answer).

3.3 Access to Transportation

3.3.1 Household Vehicles

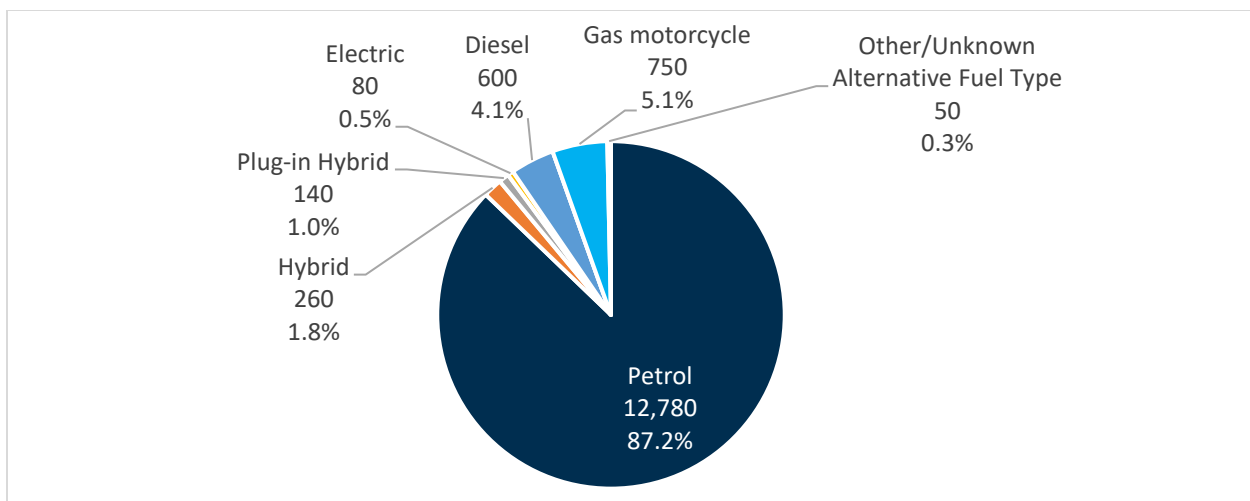
The average number of vehicles per household is 1.64. Table 8 shows the variation in this statistic by household size. Across all household sizes, residents have 0.81 vehicles per person (of those eligible to hold a driver's licence), with fluctuations by household size. Figure 11 presents vehicle fuel types for household vehicles. Overall, 1.6% are zero-emissions vehicles (ZEV), which consist of hybrid plug-in and electric,¹⁵ while fully 3.4% are electrified, when including non-plug-in hybrids. 87% of vehicles are powered by petrol, 4% by diesel, and 5% are gas motorcycles. It will be interesting to track the trend in vehicle fuel type in future surveys.

Table 8. Vehicles Per Household by Household Size

Household Size	Households	Vehicles	People 17+*	Vehicles / Household	Vehicles / Person 17+	% of households with vehicles
1 person	2,070	1,570	2,070	0.76	0.76	63%
2 persons	2,580	4,240	5,020	1.65	0.84	97%
3 persons	1,510	3,370	3,700	2.23	0.91	99%
4 persons	1,460	2,760	3,790	1.89	0.73	96%
5+ persons	850	1,910	2,430	2.25	0.79	91%
TOTAL	8,460	13,850	17,010	1.64	0.81	88%

*Population 17 years or older who are eligible for a driver's licence, whether or not they hold a licence. (Excludes 15- and 16-year-olds eligible for a learner's licence and can only drive accompanied by someone 17+ with a non-probationary licence).

Figure 11. Vehicle Fuel Type



¹⁵ Transport Canada defines a ZEV is a vehicle that either produces no tailpipe emissions or has the potential to produce no emissions, for example, an electric vehicle. There are three types of ZEVs on the market: battery-electric, plug-in hybrid electric, and hydrogen fuel cell.

Table 9 provides a breakdown of key vehicle statistics by zone and shows that access to a vehicle is not uniform throughout Yellowknife, being less likely in the Downtown (67%) and Frame Lake North / School Draw / Con Mine (83%) zones, although still the majority of households at 88% on average. This stands to reason given the access to nearby services and amenities in the two noted zones.

Table 9. Selected Vehicle Statistics by Zone

	Study Area	Downtown*	Frame Lake North / School Draw / Con Mine	Old Town / Niven / N'Dilo	Range Lake / Frame Lake South	Rest of Yellowknife*
Household vehicles	13,850	500	3,960	2,090	6,720	580
% of households with a vehicle	88%	67%	83%	92%	95%	100%
Vehicles per person 17+	0.81	0.47	0.67	0.80	0.93	1.29
% of vehicles that are ZEVs	1.6%	0.0%	3.0%	1.4%	1.0%	0.0%

ZEVs = EVs + plug-in hybrid vehicles

* Results for Downtown and Rest of Yellowknife should be interpreted with consideration caution due to very survey small sample sizes

3.3.2 Household Bicycles and E-Micromobility

Table 10 presents survey estimates on the stock of bicycle and e-micromobility devices in Yellowknife, and related statistics. A little more than 3 in 5 households (63%) reported owning any bicycles. Of total adult bicycles, 96% are conventional while 4% are e-bikes.

Table 10. Selected Bicycle and E-Micromobility Statistics

	Study Area
Total households	8,460
Population in households	22,100
% of households with at least one bicycle or e-micromobility device	63%
Total bicycles	15,030
Adult bicycles (conventional)	10,440
Adult e-bikes	450
Child bicycles	4,140
E-micromobility devices (e-scooter, e-skateboard, etc.)	480
Avg. bicycles per household	1.23
Avg. bicycles per capita	0.68
Persons 16+ years of age (of a reasonable age to begin using an adult bicycle)	17,320
Avg. adult bicycles per person 16+ years of age	0.63
Adults 18+ years of age	16,660
Avg. adult bicycles per adult 18+ years of age	0.65

3.4 Demographic Characteristics

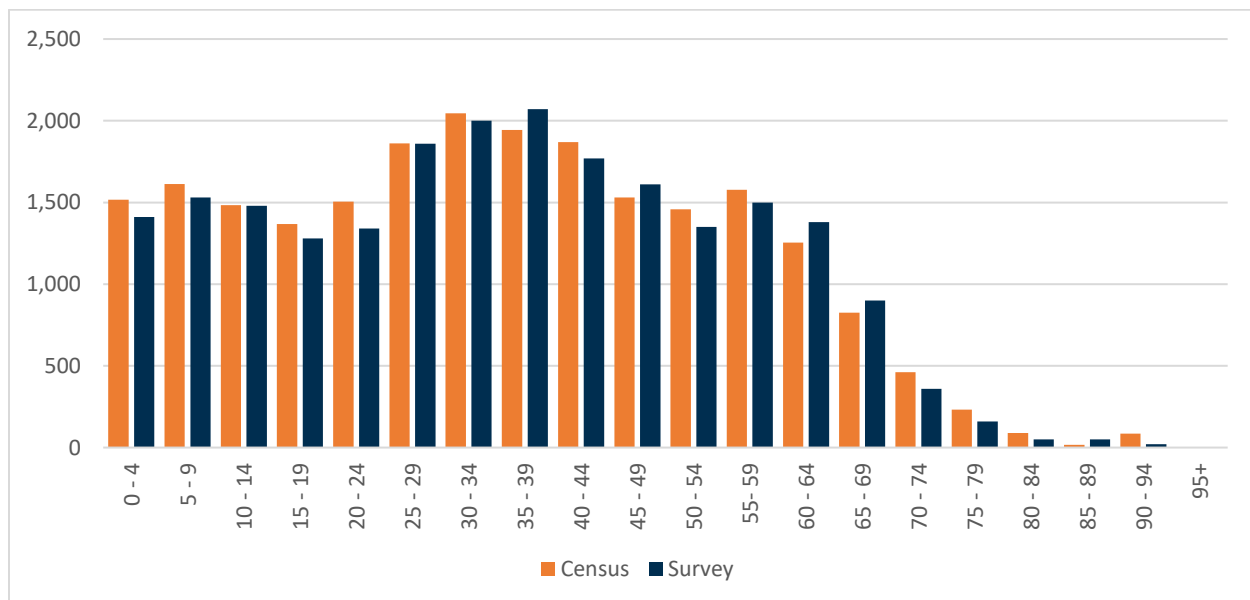
This section provides an overview of demographic characteristics of the expanded survey sample (age, immigration status, car share membership, driver's licences, occupation status, occupation type).

3.4.1 Age Distribution / Gender

The survey data was weighted by age and gender in five-year age groups up to age 34, ten-year age groups between 35 and 75, and a single aggregation for all those 75+ years of age. The survey data was also adjusted to exclude persons living in collective dwellings by age range, based on CSD-level (Census subdivision) data from Statistics Canada. Figure 12 compares the survey results to the Census-based estimates by 5-year age range. The distribution does not perfectly match with Census,¹⁶ however, the overall profile is generally the same

The results show that the City has a significant population between the ages of 25 and 44, who collectively represent over one-third (35%) of total population in private dwellings.

Figure 12. Population by Age Distribution, 2021 Census vs 2025 Yellowknife HTS



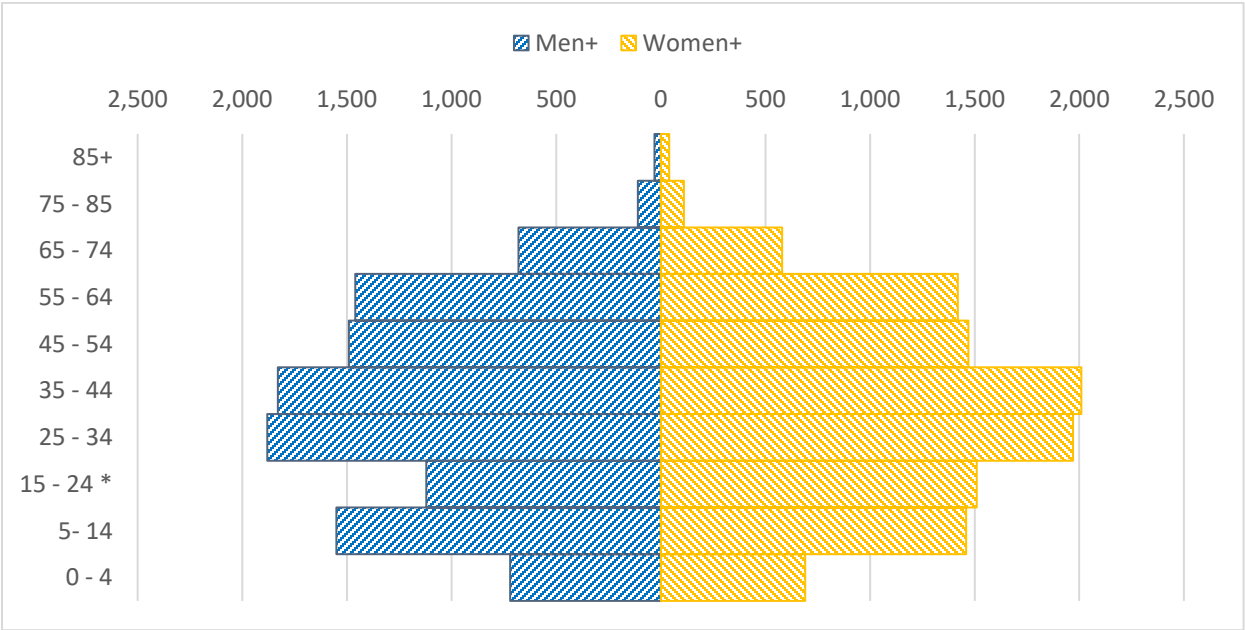
Census = 2021 Census counts for total population (including those in collective dwellings) scaled up for growth and to compensate for undercounting.

Survey = 2025 YKHTS expanded survey estimates, population in private dwellings.

¹⁶ Even though age was a weighting control, the differences from the Census counts may be explained by the following factors: small sample sizes for children and youth under 25 years of age in certain expansion zones; limits placed on extreme weights; above the age of 35, weighting was undertaken for 10-year age ranges (so there are some imbalances by 5-year range); the survey does not represent persons living in collective dwellings such as long-term care homes; and the survey may slightly under-represent the largest households.

Age distributions in the survey data are shown in Figure 13, and broken out by gender. In the chart, “Men+” includes men, boys, and a portion of non-binary, self-described, or undisclosed gender respondents. “Women+” includes women, girls, and a portion of the same.¹⁷ Amongst children, there may be some imbalance by gender which may be due to collapsing gender groupings in the data weighting for certain expansion zones with small samples. When examining the data by individual superzone, greater variations from the Census age distributions may be possible than what is displayed in the chart.

Figure 13. Survey Population Distributions by Gender and Age Range



* In the 15-24 age range, the survey results somewhat under-represent men+ and over-represent women+; this is due to small sample sizes and the need to collapse age/gender categories in certain expansion zones, as well as limits on extreme weights.

3.4.2 Driver’s Licences

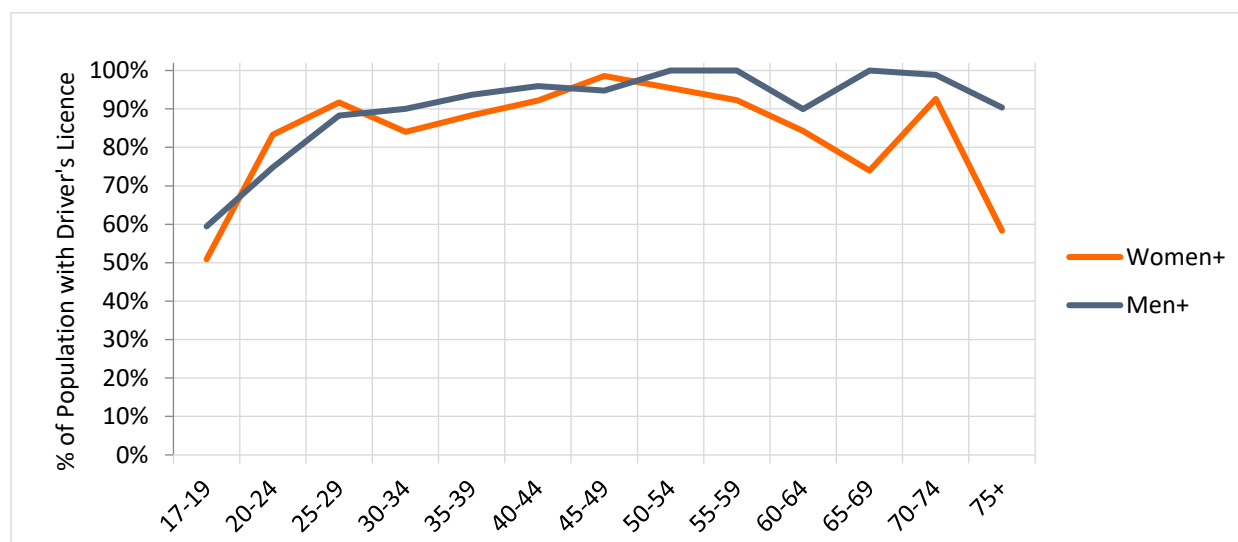
The survey results suggest that of population 17 years of age and older, 89% have a driver’s licence. There is a notable difference between the proportion of women+ with driver licence and men+ with driver licence. Overall, across all age groups, 92% of men+ over the age of 17 have a driver’s licence vs. 87% of women+.¹⁸ Figure 14 illustrates the overall trend in differences

¹⁷ This follows the approach used by Statistics Canada to aggregate data to a two-category gender variable to protect the confidentiality of responses provided, given that the non-binary population is small.

¹⁸ Analysis is undertaken using aggregate categories of “men+” and “women+” that group random portions of non-binary persons with men/boys and women/girls, to protect the confidentiality of responses of the small sample of non-binary persons surveyed, following the approach used by Statistics Canada.

by age group, with some of the variation by age group likely due to the modest sample sizes in certain age groups.

Figure 14. Percent of Population with Driver's Licence by Age Group and Gender



Sample sizes range from n=13 to n=99.

Interpret results with caution for the following ranges: 17-19, 20-24, 70-74, and 75+ (sample sizes from n=13 to n=29).

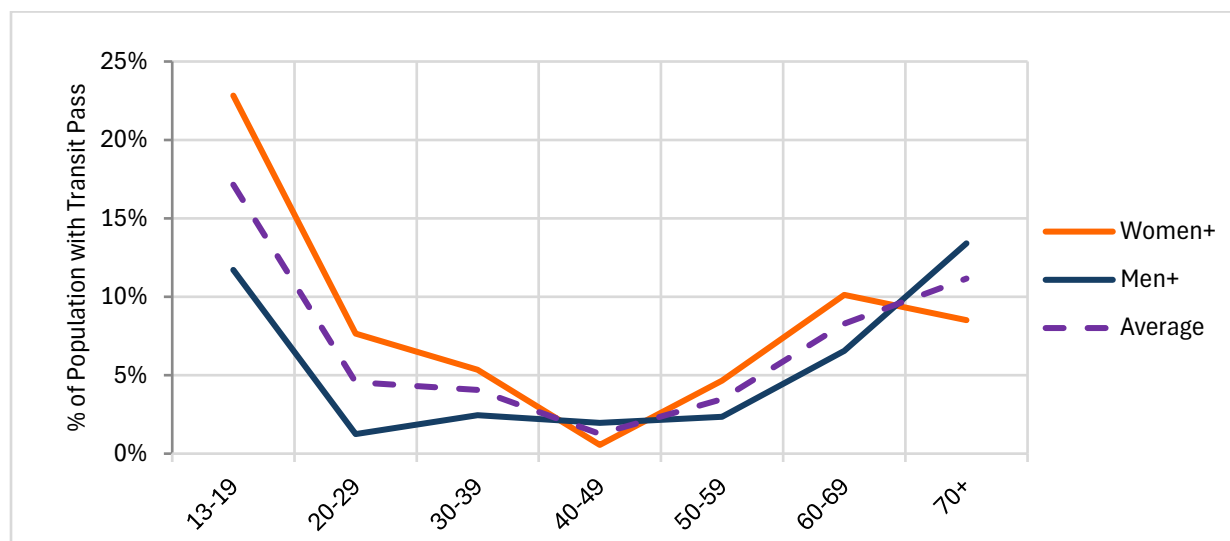
3.4.3 Public Transit Pass Take-Up

Children 12 years of age and under travel on YK Transit for free, and there are separate fees for school bus (yellow bus) passes. Of those 13 years of age and older, 6% have a transit pass. By gender, 4% of men and 7% of women have a transit pass.

Figure 15 presents the survey results by age and gender. Results have been grouped into broad age groups due to small sample sizes and high variability between age ranges, which may be a function of survey sampling error, the low incidence of transit passes, and cases with high weights in the data weighting.

Transit pass uptake is highest amongst children and youth aged 13 to 19 (average 17%), then drops to 5% amongst those aged 20 to 29 and is at its lowest amongst those aged 40 to 49 years (average 1%). Possession of a transit pass increases again for age ranges above 50, arriving at 11% for those 70+ years of age. In almost all age groups except 40 to 49 and 70+, transit pass uptake is notably higher amongst women than men.

Figure 15. Percent of Population with Transit Pass by Broad Age Group and Gender



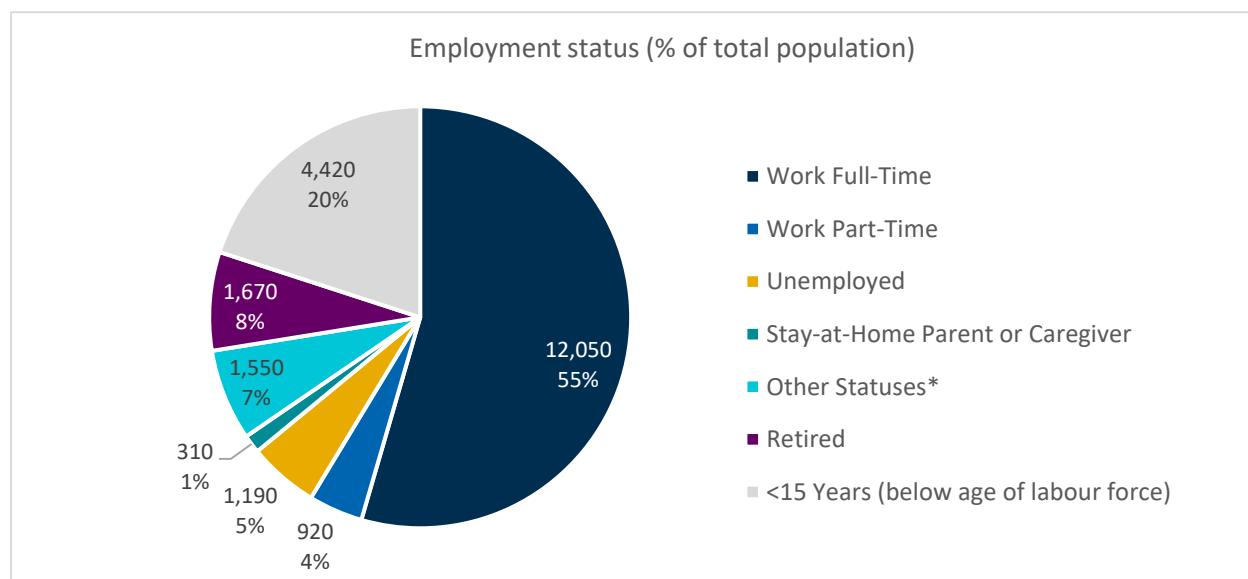
Sample sizes by age/gender groups range from n=47 to n=180.

Caution should be exercised when interpreting results for 13-19 and 70+; sample sizes for each gender in these groups are modest and range from n=47 to n=55.

3.4.4 Occupation Status

Figure 16 provides a breakdown of employment status for the survey population. Overall, 59% of the surveyed population is employed, with 55% full-time and 4% part-time. 20% are under the age of 15, while only 8% are retired. Table 11 shows the detailed breakdown of occupation status, combining the survey responses on questions about employment, student status, or other status. Overall, 22% of the population are students (including K-12 and post-secondary).

Figure 16. Employment Status



* Other statuses: students aged 15+ years who are not working; those on disability supports; on parental leave etc.

Table 11. Detailed Occupation Status

Overall Status	Expanded Count	%
Total	22,100	100%
Employed full-time	11,850	54%
Employed part-time	680	3%
Employed full-time / student part-time	200	1%
Student full-time / employed part-time	200	1%
Student part-time / employed part-time	110	0%
Student full-time	4,180	19%
Student part-time	170	1%
Stay at home parent or caregiver *	310	1%
Unemployed and not looking for work	430	2%
Unemployed and looking for work	750	3%
Retired	1,670	8%
Other status	140	1%
Under 5 years of age	1,410	6%
Subtotals - Employed	13,040	59%
Employed Full Time	12,050	55%
Employed Part Time	990	4%
Subtotals - Students	4,850	22%
Student Full Time	4,380	20%
Student Part Time	470	2%

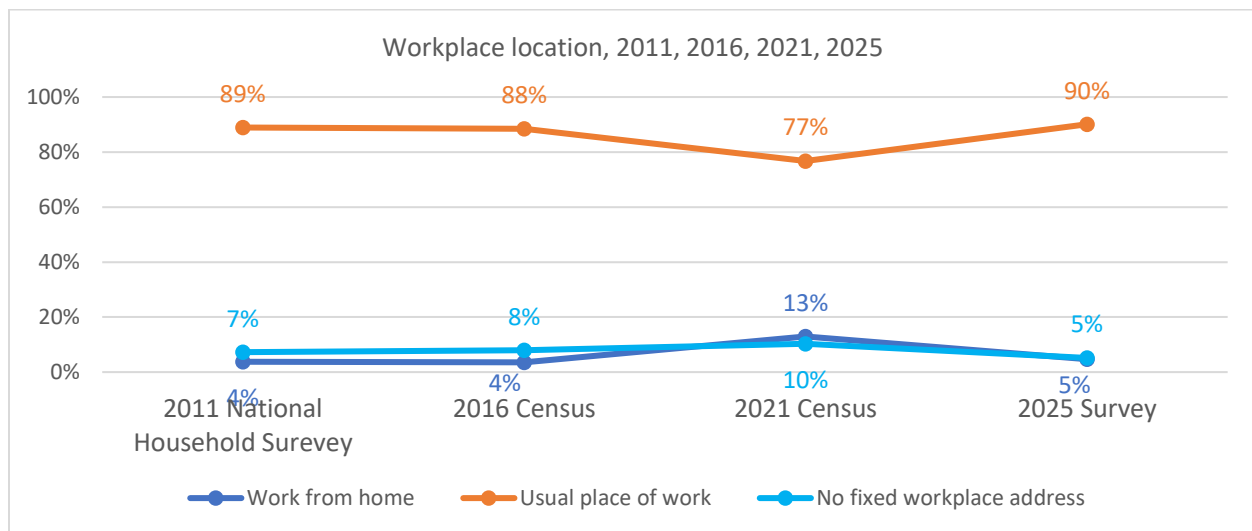
* Stay at home parent or caregiver = primary occupation is care of children or household. Note that some who gave other statuses such as unemployed and other may also stay at home to care for children or others in the household, but are not reported here as having a primary occupation of stay-at-home parent or caregiver.

3.5 Place of Work, Commuting and Telecommuting

3.5.1 Place of Work

Looking at the trend in place of work between 2011 and 2025, the combined proportion of workers who work exclusively from home and those who have no fixed workplace address was relatively stable between 2011 and 2016 (11% and 12% respectively), rose to 23% in 2021 during the COVID-19 pandemic (Figure 17), and has since returned to pre-pandemic levels (10%, which is in the same ballpark as 2016, some of the difference possibly attributable to random sampling). Looking at just the proportion that reported working exclusively from home, this was 4% in 2016, 13% during the pandemic, and 5% in 2025. This bucks the trend observed in many other Canadian jurisdictions, where the proportion of those who report working exclusively from home is considerably higher than pre-pandemic. The difference from 2016 in persons with no fixed workplace could be indicative of a trend, or it could be differences in how people interpreted the questionnaire (i.e., some who would answer 'no fixed workplace' on the Census may have given a 'usual workplace' on the travel survey).

Figure 17. Trend in Place of Work, 2011 - 2025

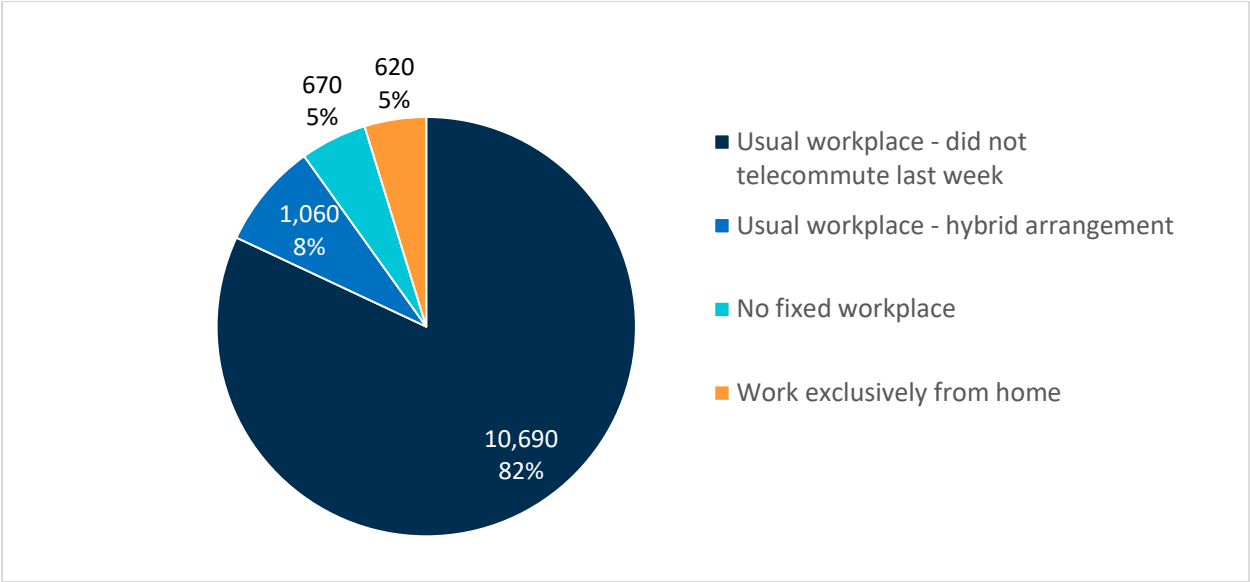


Sources: 2011 National Household Survey, 2016, 2021 Canada Censuses, 2025 Yellowknife Household Travel Survey

Despite the return to roughly pre-pandemic proportions of those with a usual workplace outside the home, shifts in workplace arrangements may go deeper than workplace location, with technological improvements to support remote work prior to and during the COVID-19 pandemic and implemented in many workplaces due to the pandemic. Figure 18 highlights the 2025 Yellowknife HTS results, breaking out those with a usual workplace into those with hybrid work arrangements and those who only commute to work, based on the results of a question asking workers with a usual workplace which days they commuted and telecommuted in the last week. Table 12 breaks out the results further for full-time and part-time workers.

As indicated, close to one in ten (8%) of all workers have hybrid work arrangements (or 9% of those with a usual workplace), meaning that they telecommuted to work instead of travelling to their usual workplace at least one day in the week previous to their survey, which can ease the burden on the transportation network. This is a lower proportion than found in many other Canadian cities in which the same question has been asked as part of a household travel survey (e.g. 21% hybrid work arrangements in Saskatoon, Saskatchewan; 27% in Burnaby, B.C.).¹⁹

Figure 18. Place of Work (including Hybrid Work)



Usual workplace - hybrid arrangement = telecommuted on at least one day in the last week

Table 12. Workplace Location, Full-Time, Part-Time, Total

	Full-time	Part-Time	Total
Usual workplace - did not telecommute last week	10,060	630	10,690
Usual workplace - hybrid last week	980	80	1,060
No fixed workplace	490	190	670
Work exclusively from home	520	100	620
Total Workers	12,050	990	13,040
Usual workplace - did not telecommute last week	84%	63%	82%
Usual workplace - hybrid last week	8%	8%	8%
No fixed workplace	4%	19%	5%
Work exclusively from home	4%	10%	5%
Total Workers	100%	100%	100%

¹⁹ 2023 Saskatoon Household Travel Survey Final Report, August 2024; 2024 Burnaby Household Travel Survey Summary Report, June 2025.

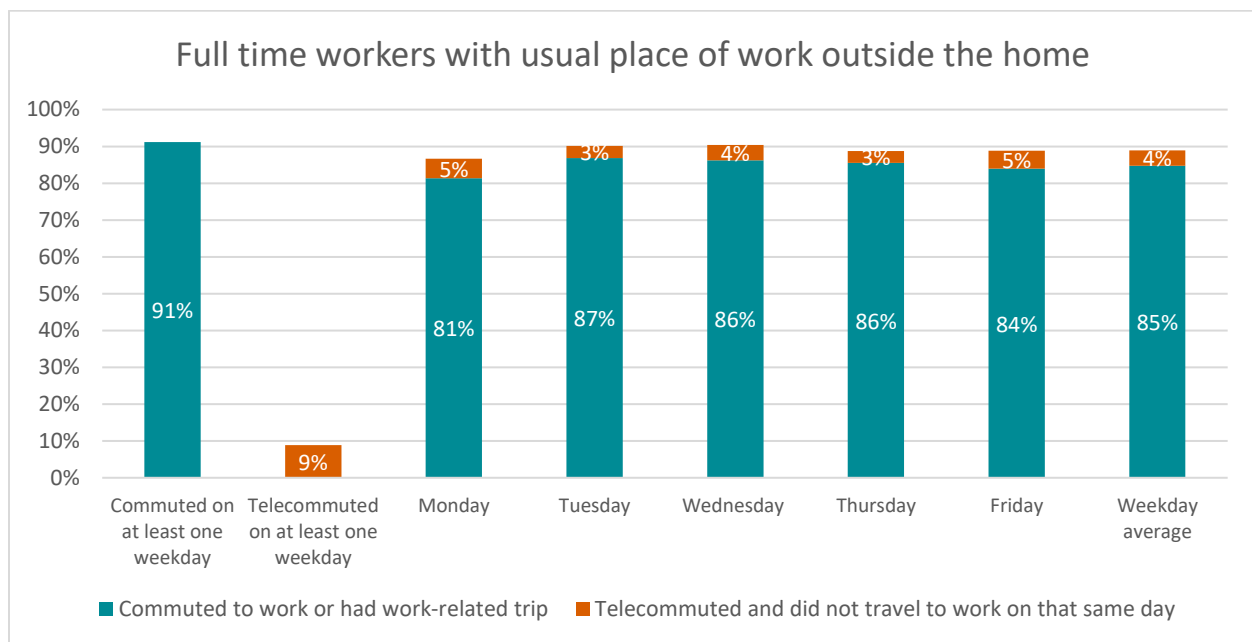
3.5.2 Commuting and Telecommuting (Full Time Workers)

Additional details on the commuting and telecommuting patterns of *full-time workers* with a usual workplace can be found in Figure 19 and illustrate the prevalence of telecommuting.

Of full-time workers with a usual workplace, 91% reported commuting to work on at least one day in the previous week, with the 9% who did not likely either not working due to time off or leave or possibly having liberal hybrid arrangements that seldom require them to be in the office. Overall, 9% of full-time workers with a usual workplace reported telecommuting at least one day in the previous week.

On an average weekday, 4% telecommuted and did not commute to work, with this proportion being highest on Mondays and Fridays (5%), and lower on other weekdays (3%-4%).

Figure 19. Commuting and Telecommuting Patterns by Day of Week – % of Full Time Workers with Typical Workplace outside the Home



Note: if someone reported that they both travelled to or for work and also worked from home on the same day, they were not counted as telecommuting for that day. For the purpose of this analysis, telecommuting considers only working from home for the entire day instead of travelling to or for work.

3.5.3 Workers by Place of Residence and Location of Work

To this point, the discussion has looked at characteristics at the home end: that is, where people live, and where the working population lives, whose habitual commuting patterns have traditionally dominated peak period travel, public transit use and more. Where the workplaces are located – where people work – also shapes commuting choices. Table 13 presents the distribution of workers by place of residence vs. place of work. People who reported that they work from home or who have no fixed workplace location were assigned to their home zone, although it may be noted that those with no fixed workplace location do not necessarily go to worksites within their own home quadrant. Note that as the Yellowknife HTS only surveyed Yellowknife residents, the analysis cannot take into account jobs within Yellowknife held by residents of other cities. Overall, 43% of Yellowknife residents who work reside in the Range Lake / Frame Lake superzone, and 33% in the Frame Lake North / School Draw / Con Mine superzone. In terms of job location, 41% of jobs are located Downtown, while 25% are located in the Rest of Yellowknife superzone, outside the more urbanized part of Yellowknife. Only 2% of jobs held by Yellowknife residents have a usual workplace located outside of Yellowknife. The ratio of jobs (places of work) to resident workers is highest in Downtown and the Rest of Yellowknife (8.15 and 13.24 respectively) and low elsewhere (ranging from 0.15 to 0.38). These results demonstrate that the minority of residents live in the same zone where they work, however, it should be noted that the city is relatively small and, as discussed in the next section, many workers are within distance to use active modes to get to work.

Table 13. Distribution of Workers' Places of Residence and Place of Work by Superzone

	Workers by Place of Residence	%	Place of Work	%	Jobs per resident worker
Survey Total	13,040	100%	13,040	100%	
Yellowknife Subtotal	13,040	100%	12,730	98%	0.98
Downtown	650	5%	5,300	41%	8.15
Frame Lake North / School Draw / Con Mine	4,330	33%	1,630	13%	0.38
Old Town / Niven / N'Dilo	2,090	16%	450	3%	0.22
Range Lake / Frame Lake South	5,620	43%	850	7%	0.15
Rest of Yellowknife	340	3%	4,500	35%	13.24
External Subtotal		0%	310	2%	
External north/east of Yellowknife (e.g. Prosperous Lake, Prelude Lake, Ingraham Trail)			20	0%	
External north/west of Yellowknife (e.g. Behchokǫ, Edzo, etc.)			70	1%	
External rest of NWT			190	1%	
External rest of Canada			20	0%	

*Places of work for residents of Yellowknife only. People who reported that they worked from home, or who have no fixed workplace location, were assigned to their home zone.

Does not include employment in the city for residents of communities outside the study area.

3.5.4 Usual Commute Mode

Table 14 presents the usual mode of travel reported by workers surveyed that have a usual workplace location or who have no fixed workplace address (i.e., excludes people who work exclusively from home). It should be noted that this does not necessarily translate into mode shares on an average day, since on any given day some workers will not be scheduled for work, some will not work due to illness or vacation, some will work from home, and some may choose a different mode than their usual mode. Caution is recommended when comparing these survey results to the Census journey to work data, given that the 2021 Census was conducted during the height of the pandemic. The following observations can be made:

- About six in ten workers who work outside the home rely on auto commutes (54% driver, 7% passenger)
- One-fifth (20%) of workers reported walking and one-tenth (10%) cycle to work. This is a function of the modest size of Yellowknife and of many residents' proximity to their workplaces. The highest active (walk and cycle) proportions were observed for workers living Downtown, with Frame Lake North / School Draw / Con Mine and Old Town/ Niven / N'Dilo both also showing in the area of 4 in 10 workers usually walking or cycling to work.
- Only 3% usually take transit to work.
- One in twenty (5%) reported other modes such as airplane or helicopter, taxi, motorcycle, accessible transit, or other.

As noted above, this does not translate into daily commute mode shares. Mode shares on a typical weekday are explored later in Section 4.4 of this report.

Table 14. Usual Mode of Travel to/for Work by Superzone

	Survey Total	Superzone of residence				
		Downtown **	Frame Lake North / School Draw / Con Mine	Old Town / Niven / N'Dilo	Range Lake / Frame Lake South	Rest of Yellowknife **
Workers*	12,420	630	4,120	1,930	5,460	280
Usual Mode to Work						
Driver	54%	20%	41%	47%	68%	100%
Passenger	7%	2%	7%	8%	8%	-
Transit	3%	7%	3%	0%	3%	-
Bicycle+micromobility	10%	9%	13%	20%	4%	-
Walked	20%	61%	31%	18%	10%	-
Other	5%	2%	6%	5%	6%	-
Subtotals						
Sustainable Modes	33%	76%	47%	39%	17%	0%
Active Modes	30%	69%	44%	38%	14%	0%

Sustainable Modes = Transit + Bicycle/micromobility + Walked; Active Modes = Bicycle/micromobility + Walked

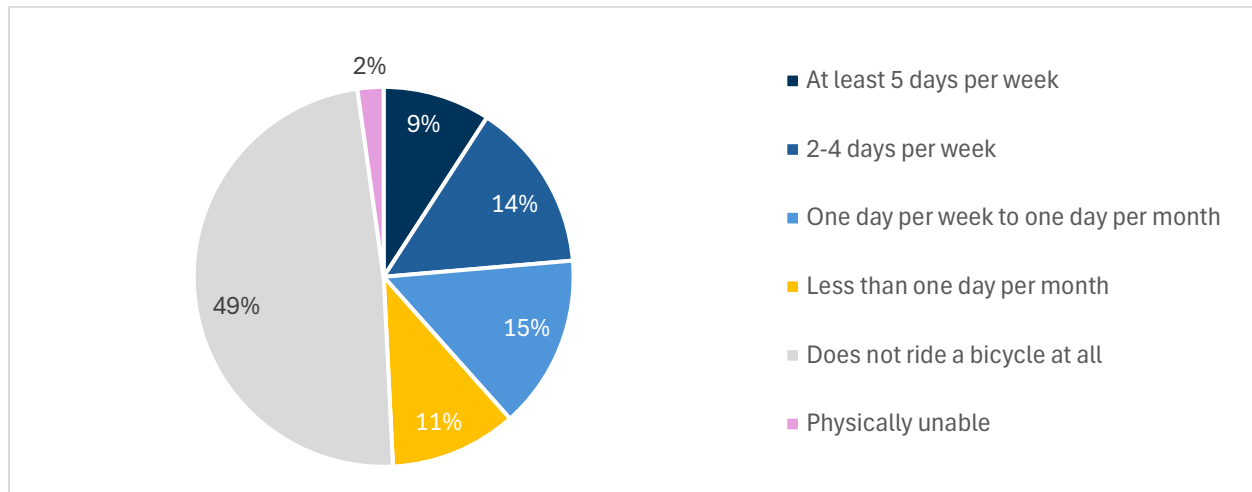
* Workers with usual workplace + workers with no fixed workplace address (excl. those who work exclusively from home)

** Interpret results with caution for Downtown and Rest of Yellowknife due to small sample sizes.

3.6 Reported Frequency of Cycling

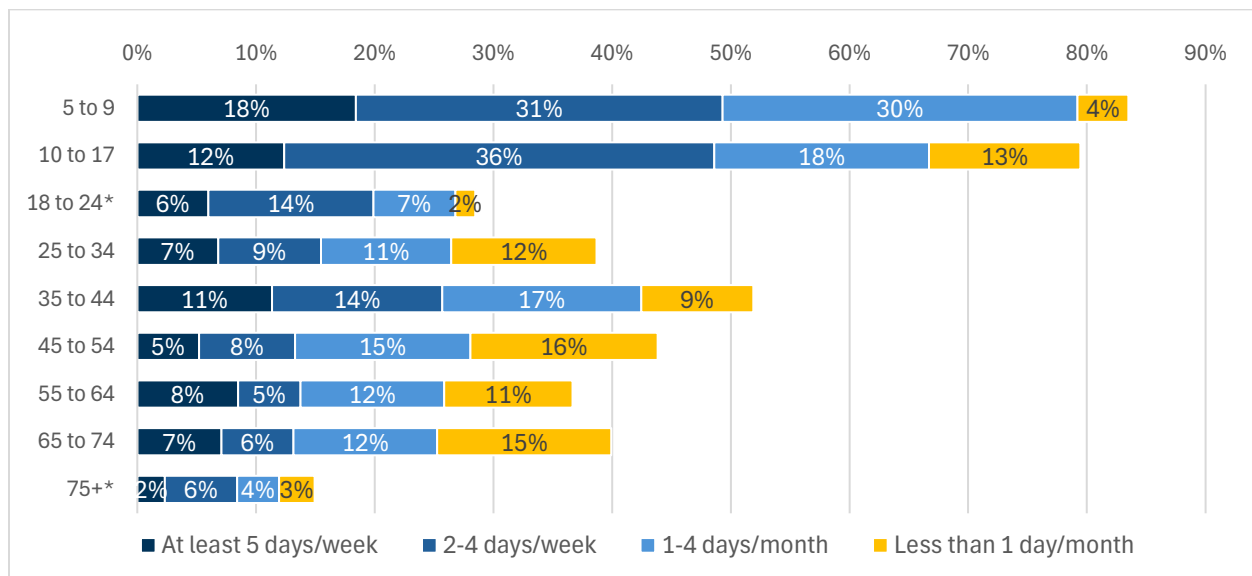
Overall, 38% of surveyed household members over aged 5+ years were reported to cycle at least once per month (Figure 20), with almost one in ten (9%) doing so daily and the others split between 2-4 days per week and one day per week to one day per month (14% and 15% respectively). Results are shown by age group in Figure 21. Readers are reminded that most surveys were conducted in September, when conditions were good for cycling.

Figure 20. Cycling Frequency



% of population 5+

Figure 21. Cycling Frequency by Age Group



Sample sizes range from n=54 to n=339. Percentages for “do not ride a bicycle at all” and “physically unable” are not shown.

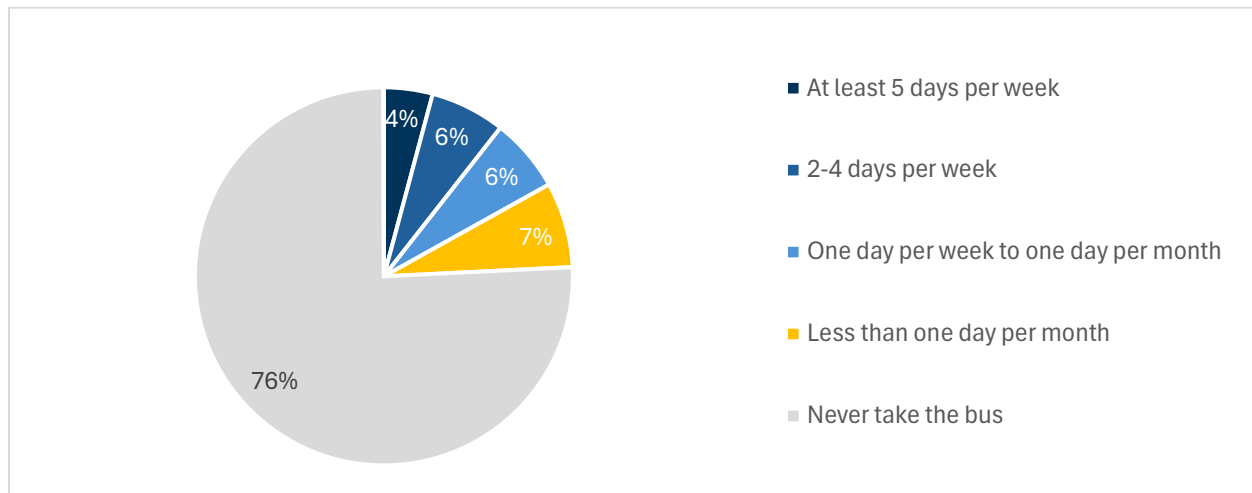
Note that the percentage for physically unable rises is 3% for those 45-54, 6% for 55-64, 8% for 65-74, and 19% for 75+.

*Interpret results for 18-24 and 75+ with caution due to modest sample sizes (n=50, n=54 respectively).

3.7 Reported Frequency of Transit Use

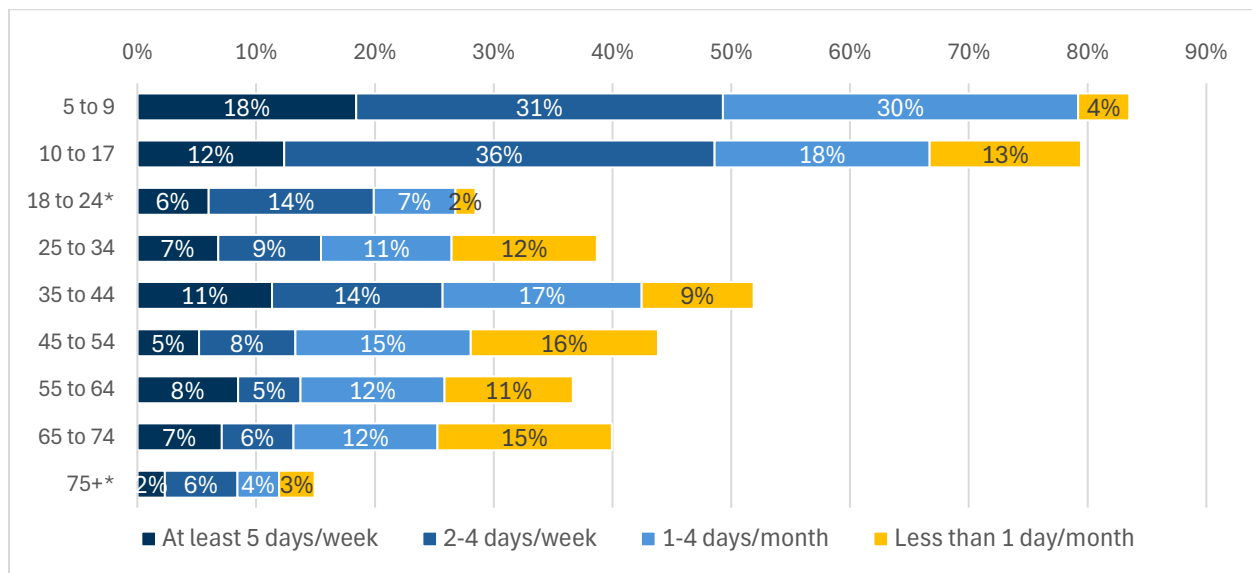
Overall, 38% of surveyed household members over aged 5+ years were reported to cycle at least once per month (Figure 22), with almost one in ten (9%) doing so daily and the others split between 2-4 days per week and one day per week to one day per month (14% and 15% respectively). Results are shown by age group in Figure 23.

Figure 22. Frequency of Transit Use



% of population 5+

Figure 23. Transit Use Frequency by Age Group



Sample sizes range from n=54 to n=339. Percentages for “never take the bus” are not shown.

*Interpret results for 18-24 and 75+ with caution due to modest sample sizes (n=50, n=54 respectively).

4 TRAVEL CHARACTERISTICS

This section of the report presents trip characteristics for the weighted data. Trip details were collected from household members who were 5 years of age or older (referred to elsewhere as “persons 5+”). The first part of this section covers trip characteristics with respect to household and demographics followed by sections describing trips rate by mode, purpose, number of passengers in vehicle, distance travelled, origin-destination flows, and other travel characteristics of interest. 2025 is a baseline survey year against which the results for future surveys will reveal trends in travel patterns.

Important note on interpreting the survey results

Readers are reminded that expanded counts from the survey are estimates based on weighted survey sample of 8.2% of households expanded to represent the size of the population, and should not be taken to be exact counts. Overall trip-level results are subject to a margin of error associated with random sampling of $\pm 3.3\%$ at a 95% confidence level.

Household- and person- level results are usually rounded to the nearest 10 and trip level results. Trip-level results are sometimes rounded to the nearest 10 and sometimes to the nearest 100. Due to rounding, occasionally the sum of individual rounded results may not always add to the rounded total listed. Due to rounding, the percentages presented for individual response categories may not always sum to 100%.

4.1 Total Trips and Trip Rates by Demographic Characteristics

The expanded survey results suggest that residents of the City of Yellowknife make about 555,200 trips per day (as of late Fall 2025, the time of the survey). As illustrated in Table 15, the average daily trip rate for residents of the City of Yellowknife is 3.01 trips per person, which is slightly lower than 2008 rate of about 3.17 trips per person, a decrease of 5%. Factors such as the COVID-19 pandemic or other trends may have had an impact on or accelerated shifts in travel behaviours, such as possible increases in online shopping, grocery deliveries, restaurant deliveries and/or engagement in social and recreational activities.

Trip rates are presented by household size in Table 16, dwelling type in Table 17, household income in Table 18, and household type in Table 19. Blue shading has been used to highlight trip rates that are above average.

Table 15. Average Daily Trips per Household and per Person

Year	Households	Persons 5+ Years	Total Daily Trips	Avg. Daily Trips Per Household	Avg. Daily Trips per Person 5+
2025	8,460	22,100	62,200	7.35	3.01

Table 16. Total Daily Trips and Trip Rate by Household Size

Household Size	Total Daily Trips	Household Trip Rate	Trips per Person 5+
1 person	6,700	3.26	3.26
2 people	15,800	6.12	3.07
3 people	11,900	7.87	2.84
4 people	17,400	11.91	3.26
5+ people	10,400	12.28	2.62

Table 17. Total Daily Trips and Trip Rate by Dwelling Type

Dwelling Type	Total Daily Trips	Household Trip Rate	Trips per Person 5+
House	32,900	8.91	3.17
Apartment 5+ storeys	1,700	4.76	2.52
Apartment <5 storeys	11,900	5.24	2.83
Other Ground-Oriented	15,700	7.34	2.89

Table 18. Total Daily Trips and Trip Rate by Household Income

Household Income	Total Daily Trips	Household Trip Rate	Trips per Person 5+
Under \$35,000	1,400	2.64	1.44
\$35,000 to \$59,999	3,600	6.64	3.05
\$59,000 to \$99,999	5,800	5.47	2.84
\$100,000 to \$125,999	5,100	5.72	2.73
\$125,000 to \$149,999	4,400	6.35	3.04
\$150,000 to \$199,999	11,500	8.77	3.38
\$200,000 and above	24,500	9.77	3.42
Don't Know / Refused	5,900	6.46	2.27

Table 19. Total Daily Trips and Trip Rate by Household Type

Household Type	Total Daily Trips	Household Trip Rate	Trips per Person 5+
Single person	6,900	3.34	3.34
Two adults, no children	14,700	6.11	3.05
Three or more adults, no children	8,400	7.83	2.26
Single parent, one or more children 0-17 yrs	2,200	7.20	2.75
Two adults, one or more children 0-17 yrs	26,700	12.47	3.65
Three or more adults, one or more children 0-17 yrs	3,700	8.07	1.90

The following charts and tables illustrate trip rates by key demographic characteristics (age and employment status). The survey results suggest that people between the ages of 35 to 74 have the highest trip rates, with peak trip rates between the ages of 35 and 44 (Figure 24). This stands to reason as people in these age ranges are more likely to be in their prime productive years and/or have families with children (who often require driving passengers to/from school and activities). Breaking this out by gender (Figure 25) reveals that women have notably higher trip rates than men between the ages of 10 to 24 but notably lower than men above the age of 55. Workers average 2.40 trips per day, whereas retired people average 2.09 trips per day, while unemployed people average only 1.34 trips per day (Table 20).

Figure 24. Trip Rates and Cumulative Daily Trips by Age Group

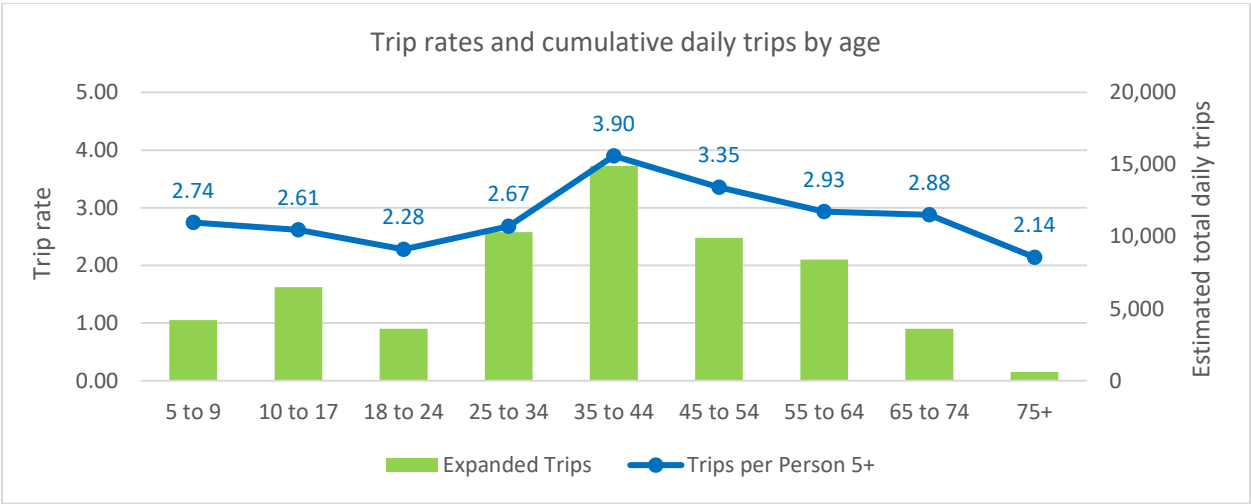


Figure 25. Trip Rates and Cumulative Daily Trips by Age Group and Gender

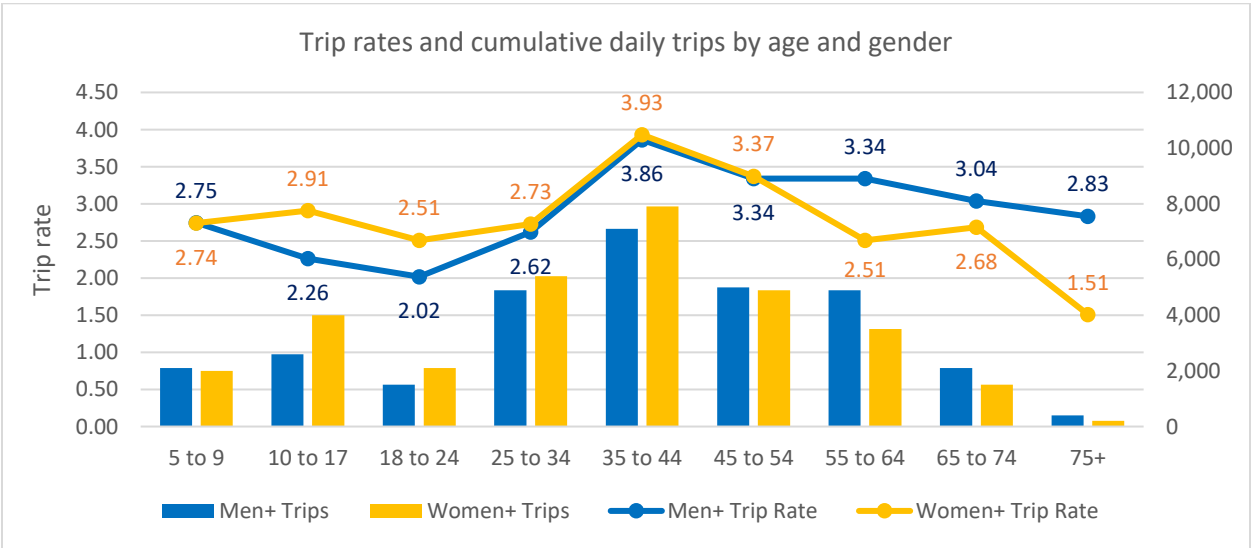


Table 20. Total Daily Trip and Trip Rate by Employment Status

Occupation Status	Expanded Trips	Trips per Person 5+
Work Full-Time	41,300	3.43
Work Part-Time	3,200	3.46
Unemployed	900	1.16
Other (includes students 15+ who do not work)	4,700	2.07
Retired	4,200	2.51
Not applicable (5-14 yrs)	7,900	2.64

4.2 Comparison with Other Jurisdictions

Table 21 compares daily person and household trip rates from the 2025 Yellowknife Household Travel Surveys with selected rates from recent surveys in several other urban regions. The comparison serves to validate these key travel characteristics, both current and as they have evolved before and through the pandemic. All sources are publicly available or used with permission, although not all information was available.

Before 2025, the last household travel survey conducted in Yellowknife was in 2008. As limited documentation of the 2008 survey is available, the trip rates could only be estimated based on available unweighted survey data. It appears that the 2025 trip rates are modestly lower than in 2008. This is consistent with a general reduction in trip rates observed in many jurisdictions over the past two decades (even before the COVID-19 pandemic) that may in part be attributed to shifts in age demographics, shifts in types of work, the rise of streaming media, online shopping, technological improvements that enable work from home, and other socio-economic trends.

Comparing with other municipalities, while the trip rates vary by municipality, the comparison shows that Yellowknife's person and household trip rates are generally higher than other cities using the same survey methods (method "A" in the table; caution should be exercised when comparing to other methods). This may be the product of multiple factors; however, it is likely that type of work (e.g., proportion of office jobs vs. other types of work) and working arrangements may have a good deal of influence on this. Compared to the other municipalities featured, Yellowknife has generally fewer people who work exclusively from home (with levels having returned to very close to pre-pandemic levels), and fewer people with workplaces outside the home who have hybrid work arrangements (i.e., who telecommute at least one weekday per week in place of travelling to work), and only a small percentage telecommuting each day. Many of the other municipalities with household travel surveys completed since 2022 have not returned to pre-COVID pandemic levels of workers who work at a usual workplace, to varying degrees they tend to have higher proportions of workers who have adopted hybrid work arrangements; in the table, this is evidenced in the post-pandemic drops in trip rates observed in these municipalities.

Table 21. Comparison of Trip Rates

City	Year of Survey	Daily Person Trip Rate	Daily Household Trip Rate	Population	Method
City of Yellowknife Household Travel Survey	2025	3.01 (persons 5+)	7.35 (trips by those 5+)	22,100	A
	2008	~3.17 (persons 11+; unweighted)	~7.64 (trips by those 11+; unweighted)	19,000	A
Regina CMA	2024	2.67	6.11	252,500	A
	2009	3.37	--	203,400	A
City of Red Deer	2024	2.48	5.67	94,100	A
	2016	2.83	6.55	91,900	A
City of Burnaby	2024	2.28	5.26	253,780	A
City of Kingston	2024	2.69	5.66	157,600	A
	2019	2.98	6.43	139,600	A
City of Saskatoon	2023	2.74	5.60	281,700	A
	2008	3.29	7.42	218,800	A
City of Coquitlam	2022	2.41	6.04	140,600	A
Greater Montréal Region **	2023	2.01	4.46	4,674,080	A
	2018	2.22	4.97	4,474,180	A
	2013	2.30	5.13	4,287,630	A
	2008	2.16	--	3,939,760	A
NCR (Ottawa-Gatineau)	2022	2.47	5.23	1,365,600	A
	2011	2.69	5.70	1,233,800	A
	2005	2.78	6.03	1,150,600	A
Greater Toronto and Hamilton Area ***	2022 5+	2.10	5.27	7,154,600	B
	2022 11+ [†]	1.96	4.61		C
	Fall 2021 ^{††}	--	2.60	--	G
	2016	2.22	5.24	6,813,900	C
	2011	2.36	5.76	6,577,200	C
	2006	2.40	5.67	5,871,900	C
	1996	2.42	5.58	4,926,400	C
	1986	2.36	5.57	4,062,900	C
Québec-Lévis Region	2017	2.57	--	841,404	A
	2011	2.40	--	827,929	A
	2006	2.73	--	743,392	A
TransLink Regional Trip Diary – Burnaby Result	2023	2.86	--	not published	E1
	2017	2.99	--	not published	E1
	2011	2.93	--	not published	D

City	Year of Survey	Daily Person Trip Rate	Daily Household Trip Rate	Population	Method
TransLink Metro Vancouver Regional Trip Diary – Vancouver Result	2023	3.11	--	not published	E1
	2017	3.27	--	not published	E1
	2011	2.94	--	not published	D
Capital Regional District (Victoria region)	2022	2.63	5.23	394,000	A
	2017	3.20	6.35	363,300	A
	2011	3.30	6.58	338,000	A
Central Okanagan (Kelowna region)	2018	3.02	6.67	237,250	A
	2013	3.22	7.14	220,470	A
	2007	3.37	7.63	198,870	A
City of Edmonton	2015	3.51	8.54	894,400	D
	2005	3.63	8.57	712,400	D
City of Vancouver ‡	2025	3.17	--	714,600	F
	2023	3.03	--	687,700	F
	2022	2.90	--	674,100	F
	2021	2.85	--	663,900	F
	2020	2.71	--	--	F
	2019	3.73	--	--	F
	2018	3.76	--	--	F
Vancouver North Shore Municipalities ‡‡ (individuals 15+ years)	2023	3.12	--	200,400	F
	2021	3.13	--	196,360	F
	2019	3.66	--	189,390	F

Methods:

A = similar method to Yellowknife HTS: 24-hour recall, address-based sampling for recent cycles, trips captured for persons 5+ years of age. A trip can have multiple modes. Note that the 2008 Yellowknife survey, conducted in December 2008, only captured trips between 7:00 a.m. and 7:00 p.m.

B = 24-hour recall, but slightly different trip definition. TTS asks respondents to exclude short stops of less than 15 minutes along a longer trip, e.g., stopping at a gas station or drive-through restaurant).

C = 24-hour recall, but trips only captured for persons 11+ years of age.

D = trip diary method (recruit respondent, assign travel day, provide diary, report back).

E1 = mix of smart-phone app and online surveys, applies an adjustment factor to boost trip rates for online surveys (TransLink 2023).

F = similar method of sampling and completion but restricting to a single individual in each household (results are for adults 18+ or persons 15+).

G = other / unknown.

Notes:

2008 Yellowknife trip rates are estimated based on available unweighted data and should be interpreted with caution. The 2008 survey captured trips between 7:00 a.m. and 7:00 p.m., so trip rates are missing the contribution of trips outside of this period (which were likely only a small portion of total daily trips, particularly given the limited hours of daylight and typical weather conditions in December).

* In some jurisdictions, the Study Areas varied between surveys.

** Trips per person aged 5+. Sources: *Enquête origine-destination 2023, La mobilité des personnes dans la région métropolitaine de Montréal*, ARTM, 2025, and previous reporting for 2008 to 2018.

*** Transportation Tomorrow Survey (TTS) results are for trips per person aged 11+ unless otherwise noted. The TTS trip definition in all survey cycles does not include incidental stops of less than 15 minutes (such as stopping for gas or a drive-through coffee) on the way to a main destination. In 2016 and earlier cycles, non-commute walk trips were not captured, and the age for trip capture was 11+ years. In 2022, trips for persons 5+ and non-commute walking trips were captured.

Sources: RA Malatest, *TTS 2022: 2016, 2011, 2006, 1996 and 1986 Travel Summaries for the Greater Toronto & Hamilton Area*, MTO. To be published in 2025.

† 2022 TTS 11+ statistic is for comparability to previous TTS survey cycles. It filters the 2022 result to ages 11+ years and filters out non-commute walking trips that would not have been captured in 2016 and earlier cycles.

†† Very small sample. Unweighted results. Source: *COVID-19 influenced Households' Interrupted Travel Schedules (COVHITS) Survey: Fall 2021 Cycle Report*, University of Toronto, December 31, 2021.

‡ Small sample (panel survey) of adults 18+ years of age. Source: *2022 Vancouver Transportation Fall Survey, Final Report*, City of Vancouver, July 2023. Population listed is total population of all ages.

‡‡ Small sample (panel survey) of persons 15+ years of age in City of North Vancouver, District of North Vancouver, and District of West Vancouver, Source: 2023 North Shore Transportation Survey. Population listed is total population of all ages.

Other sources:

- TransLink Metro Vancouver Regional Trip Diary interactive dashboards for 2023, 2011, and 2011, results for City of Yellowknife. (<https://www.translink.ca/plans-and-projects/data-and-information/research-and-insights>).
- *Enquête origine-destination 2017, La mobilité des personnes dans la région de Québec-Lévis, Faits saillants*, MTMD, 2019.
- City of Red Deer, City of Regina, and City of Kingston, as-yet unpublished data from household travel surveys, used with permission of the client.
- City of Coquitlam 2022 Coquitlam Household Travel Survey Arc GIS Online results portal (<https://experience.arcgis.com/experience/64d3b70b2707497199281c76ec34da0a>)
- RA Malatest with David Kriger Consultants Inc., *2015 Edmonton and Region Household Travel Survey, Summary Report*, City of Edmonton, 2018.
- RA Malatest with David Kriger Consultants Inc., *Capital Region District (CRD) Origin Destination Household Travel Survey 2022, Final Report*, September 2023.

4.3 Trips by Hour of Day

Figure 26 illustrates the hourly volumes of total person-trips by all modes as estimated from the survey results. Figure 27 illustrates the estimated hourly volume of vehicle trips (those reported with a primary mode of auto driver). In both charts, green shading is used to highlight the hours that fall within the peak periods, with periods defined as follows based on the trip departure times reported on the survey:

• AM Peak	700 to 859	7:00 a.m. to 8:59 a.m.	2 hours	15,100 trips
• Midday	900 to 1459	9:00 a.m. to 2:59 p.m.	6 hours	15,000 trips
• PM Peak	1500 to 1759	3:00 p.m. to 5:59 p.m.	3 hours	21,100 trips
• Evening /Overnight	1800 to 659	6:00 p.m. to 6:59 a.m.	13 hours	11,000 trips

As illustrated, the morning has a very narrowly defined AM Peak between 7:00 a.m. and 9:00 a.m. (2 hours), while the afternoon is also well defined between 3:00 p.m. and 5:59 p.m., corresponding to the times of work and school commutes. Looking at vehicle trips (those reported with primary mode of auto driver) reveals the same general pattern, with the exception that the volume of auto driver trips in the hour starting at 3:00 p.m. is proportionately lower. While this hour is busy in terms of person trips, many of them are school commutes either as auto passengers or via non-auto modes, therefore, vehicle trips only increase modestly above the volume observed in the preceding hour starting at 2:00 p.m.

Closer examination of the data aggregated by 15-minute interval (time of departure) revealed that the *AM peak hour* for both total trips and auto driver trips is 7:30 to 8:29 a.m., with about 12,200 person-trips and 5,600 vehicle trips. The *PM peak hour* for total trips is 4:15 to 5:14 p.m. (almost 8,900 person-trips) and for vehicle trips is 4:30 to 5:29 p.m. (5,300 auto driver trips).

Readers are reminded that the survey only captured personal trips of residents in Yellowknife. While it captured trips to and from work or for occasional work-related purposes like business meetings and errands, it did not capture the commercial trips made by professional drivers such as taxi drivers, delivery drivers, truck drivers, etc.

Figure 26. Hourly Trip Volumes (Total Person-Trips)

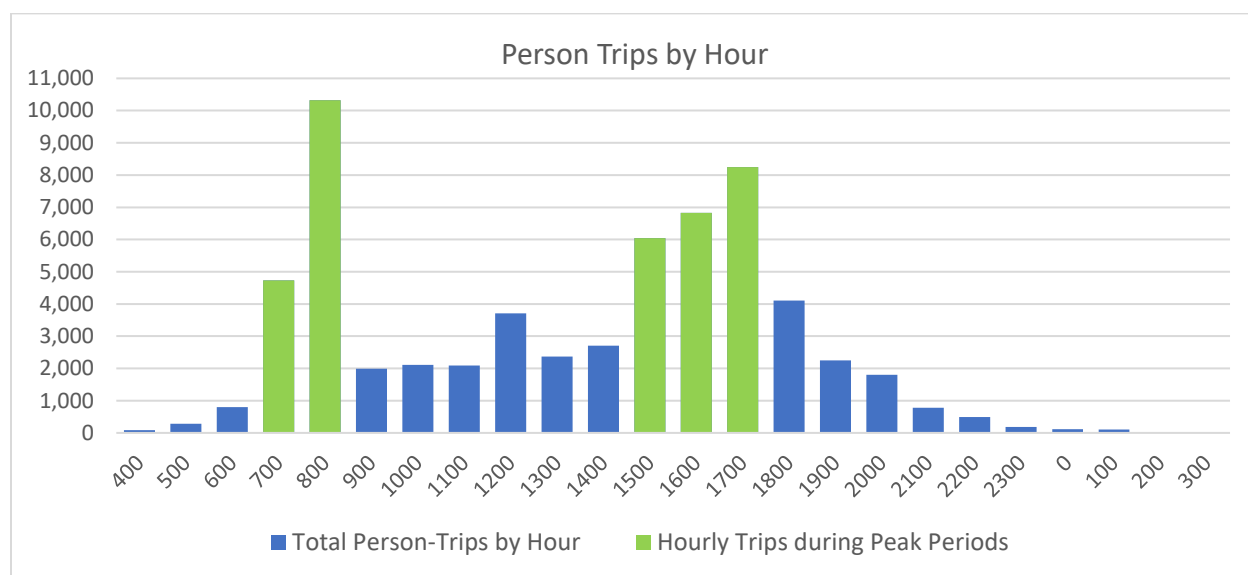
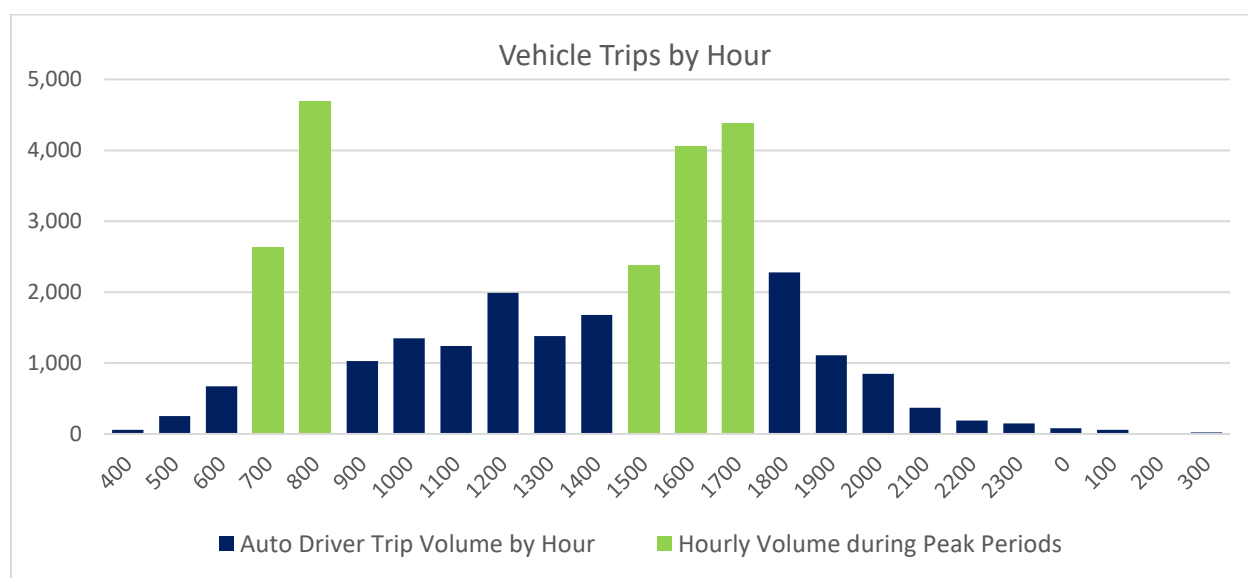


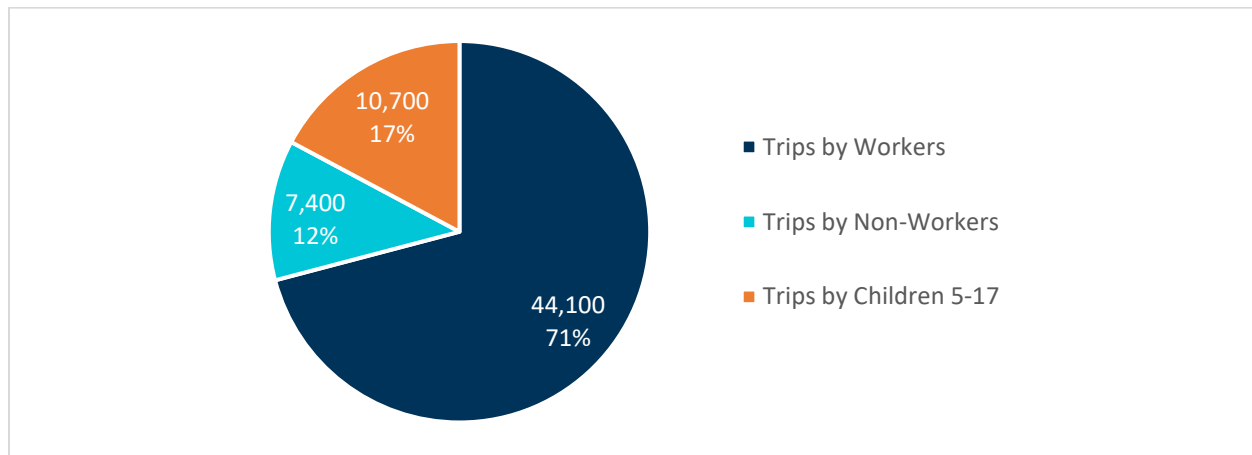
Figure 27. Hourly Vehicle Trips (Auto Driver Trips)



4.4 Trips by Worker Status (Adults 18+ Years)

Figure 28 illustrates the estimated number and proportion of trips made each day by adult workers, adult non-workers, and children 5 to 17 years of age. Overall, 71% of all Yellowknife resident's daily trips are made by workers. Non-workers make 12% of the trips and children between the age of 5 and 17 make 17% of the trips.

Figure 28. Trips by Worker Status



Details on trip volumes by time of day by work status can be found in Figure 29. The Percentage of trips by time of day by work status is shown in Figure 30. Looking at the daily trips by hour of day for the different population groups:

- Workers' trips peaked in the hours starting at 8:00 a.m. and 5:00 p.m. with decent numbers of trips between the peak periods.
- Children between ages of 5 to 17 have sharp peaks in trips in the hours starting at 8:00 a.m. and 3:00 p.m. with very few trips in between the peak periods and some trips after 5:00 p.m.
- Non-workers have trips that are more spread out throughout the day, with a peak in the hour starting at 3:00 p.m., which could be contributed to in part by non-workers picking up children from school.

Readers are again reminded that the survey only captured personal trips of residents in Yellowknife, but not commercial trips made by professional drivers.

Figure 29. Volume of Trips by Time of Day by Worker Status

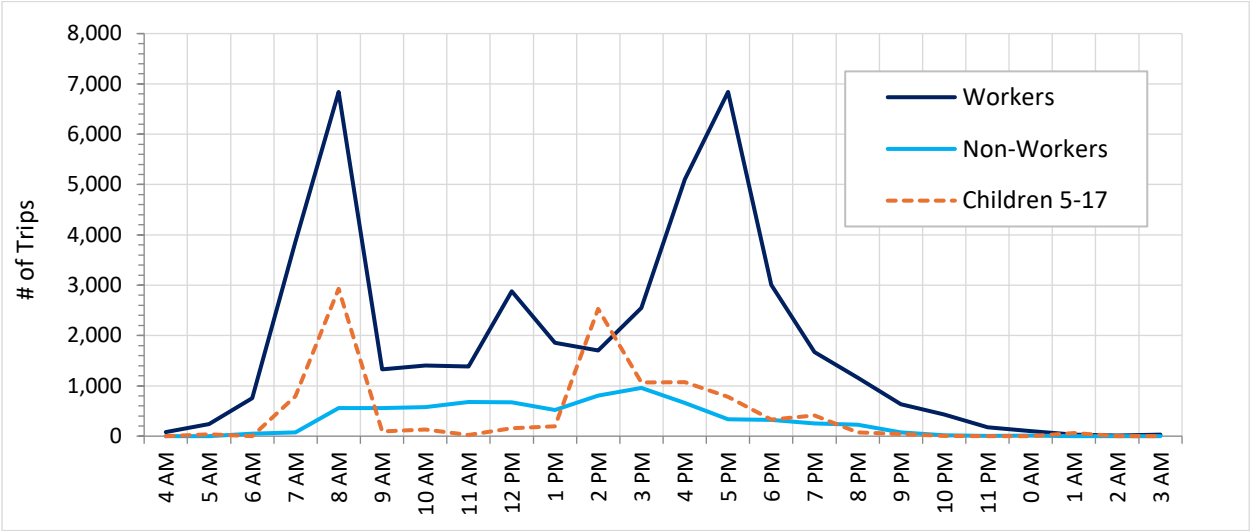
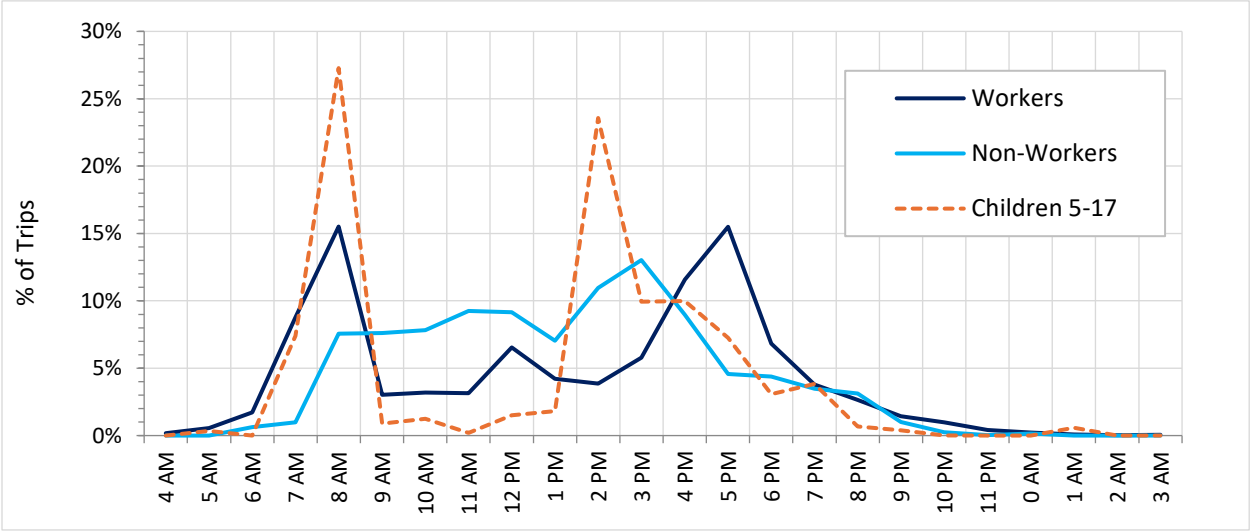


Figure 30. Percent Daily Trips by Time of Day by Worker Status



The denominator for the hourly percentages for each population group is the total daily trips for the given population group.

4.5 Primary Mode

This section describes daily mode shares. For analysis, detailed modes collected were grouped as follows below. In instances where more than one mode was used in a trip, the primary mode was assigned to the trip according to a hierarchy of modes based on which modes are most likely to be the longer part of a trip. For example, in a park-and-ride trip (automobile then transit), the primary mode assigned was transit.

Mode group	Modes included
Auto driver	auto driver
Auto passenger	auto passenger
Transit	transit bus
School bus	yellow school bus (does not include trips via YK transit bus used to get to school)
Bicycle + micromobility	Bicycle, e-bike (power-assisted bicycle with pedals), e-scooter or other electric micromobility device (e-skateboard, hoverboard, e-unicycle/mono-wheel, throttle e-bike that does not require pedalling), other micromobility (skateboard, kick scooter, longboard, roller blades, unicycle, or other human-powered device)
Walk	walked (including jogging), assisted mobility device (wheelchair, mobility scooter)
Other	motorcycle or motor scooter, taxi or limousine

4.5.1 Daily Mode Shares

Figure 31 presents daily mode shares. Automobile trips dominate, with 53% of all person-trips being made by auto drivers, and 15% as auto passengers. Walking mode share is the second highest, accounting for almost 19% of trips. Bicycles and micromobility mode share are at 8%, while bus and school bus trips each account for 2%.

Table 22 presents mode shares by detailed mode, along with expanded trip volume estimates from the survey. Examining the disaggregated bicycle/micromobility modes within mode groups reveals that 83% of trips in this group are via conventional bicycle, 13% via e-bike, 4% via e-scooter or other micromobility device, trips almost no trips reported via skateboard or other human-powered device. Of interest, while e-bikes account for only 3% of total household bicycles/micromobility devices (or 4% of adult bicycles), they account for 13% of all bicycle/micromobility trips, suggesting that e-bike owners purchase them intending to use them on a daily basis and continue to do so after purchase. Note that e-micromobility devices account for 3% of total household bicycles/micromobility devices and 4% of bicycle/micromobility devices, which is more proportionate.

Figure 31. Daily Mode Shares

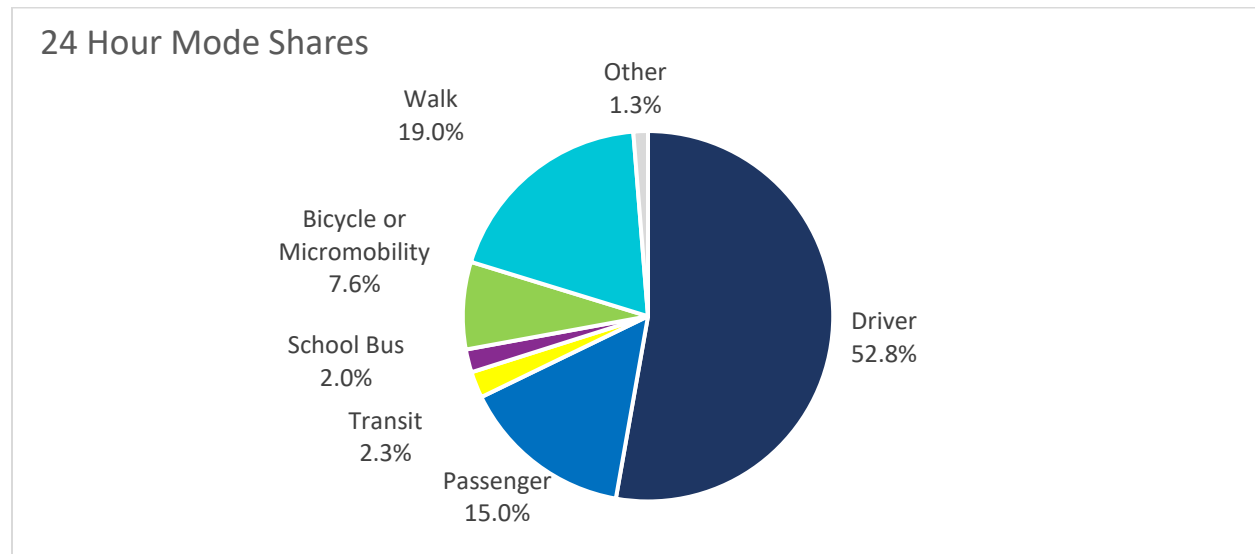


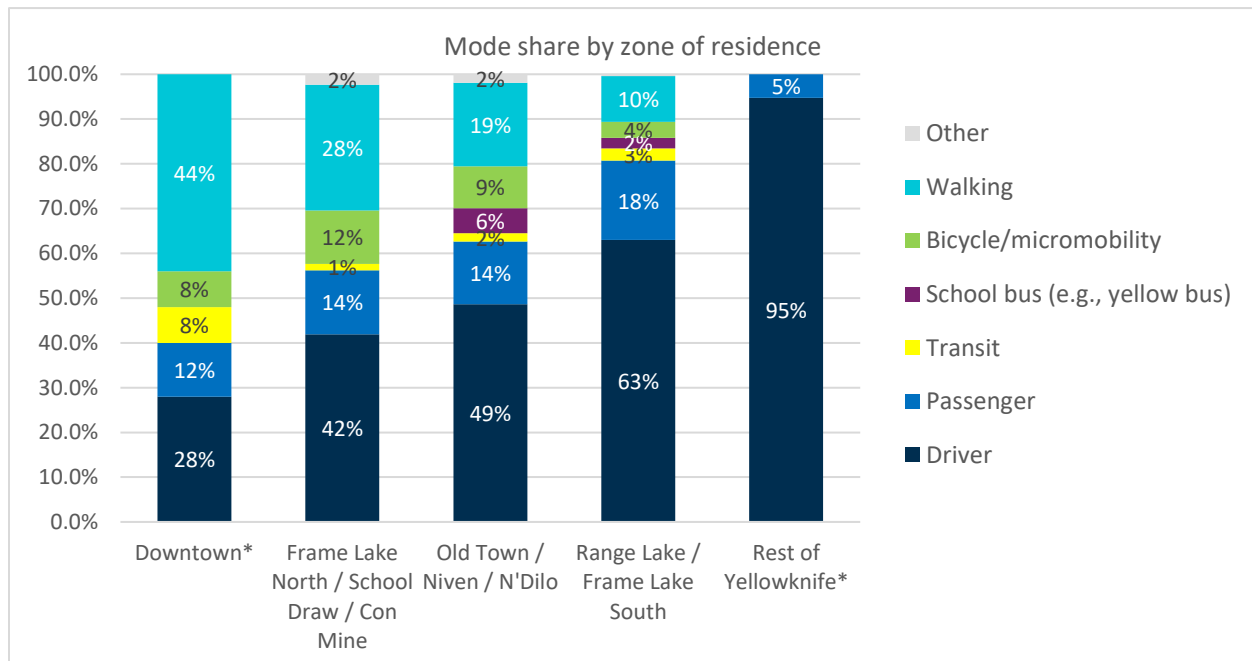
Table 22. Daily Mode Shares – Detailed Breakdown

Mode Group	Detailed Primary Mode	Expanded 24-Hour Trips	Mode Share
Driver	Driver	32,830	52.8%
Passenger	Passenger	9,350	15.0%
Transit	Transit	1,430	2.3%
School Bus	School Bus	1,250	2.0%
Bicycle + Micromobility (total: 4,740, 7.6%)	Bicycle	3,940	6.3%
	E-Bike	610	1.0%
	E-scooter or other e-micromobility	170	0.3%
	Skateboard or other human-powered device	20	0.03%
Walk	Walk	11,810	19.0%
Other (total: 790, 1.3%)	Motorcycle or Moped	130	0.2%
	Taxi or Limousine	370	0.6%
	Accessible transit (YKFlex)	70	0.1%
	Other	220	0.4%

4.5.2 Mode Shares by Zone

Figure 32 presents mode shares for residents of the five superzones. Results for Zone 1 Downtown and Zone 5 Rest of Yellowknife should be interpreted with caution due to small sample sizes, although the mode shares reported by residents surveyed are consistent with expectations for these areas, with those living in the downtown area more likely to walk (due to proximity to jobs, amenities, and services), and those living outside of the urban area relying exclusively on travel via automobile.

Figure 32. Mode Shares by Superzone



*interpret results for Downtown and Rest of Yellowknife with caution due to smaller sample sizes

4.5.3 Mode Shares by Hour

Figure 33 presents survey estimates for volumes of trips by mode by hour across 24 hours, while Table 23 provides detail of the mode shares by hour.

Mode shares for school bus, bicycle/micromobility and transit volumes are notably higher during peak commuting hours

Figure 33. Mode Volumes by Hour

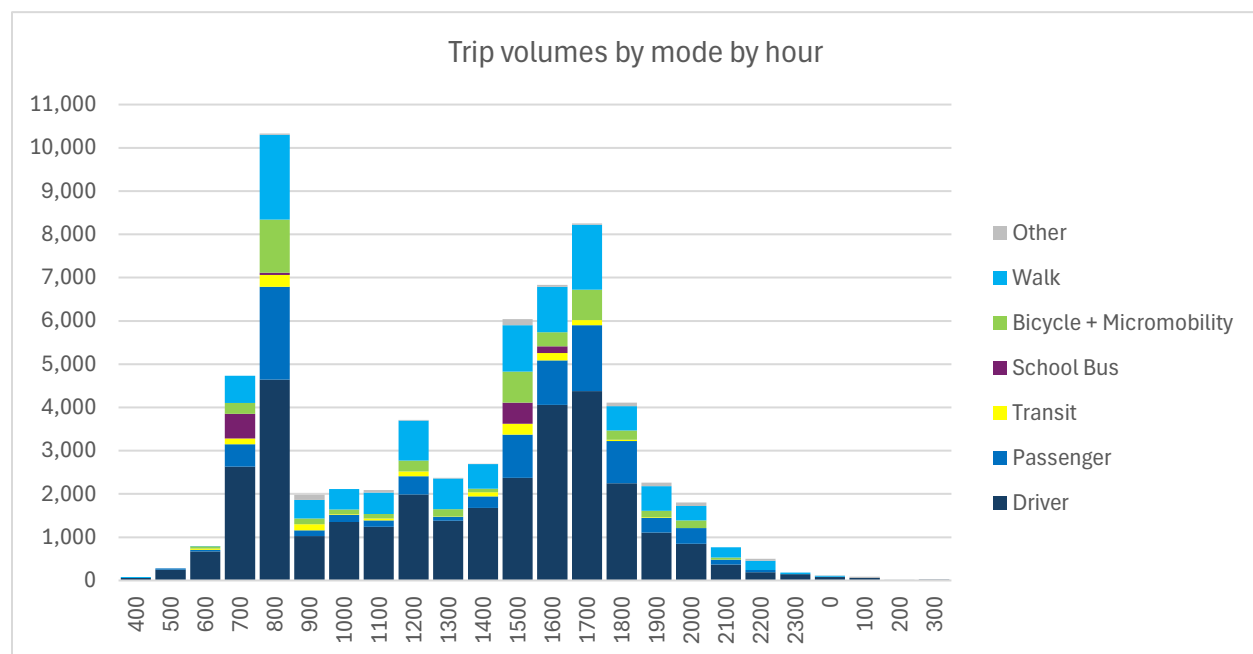


Table 23. Mode Shares by Hour

Hour (24-hour format)	Hourly Trip Volume	Driver	Passenger	Transit	School Bus	Bicycle + Micromobility	Walk	Other
400	80	73%	-	-	-	-	27%	-
500	280	89%	10%	-	-	1%	1%	-
600	800	83%	5%	4%	-	7%	2%	-
700	4,730	56%	11%	3%	12%	5%	13%	0%
800	10,320	45%	21%	3%	0%	12%	19%	0%
900	1,990	52%	6%	7%	-	7%	22%	6%
1000	2,110	64%	8%	1%	-	5%	22%	-
1100	2,090	59%	7%	2%	-	5%	24%	3%
1200	3,710	54%	11%	3%	-	7%	25%	0%
1300	2,370	58%	4%	1%	-	7%	30%	0%
1400	2,710	62%	10%	4%	-	3%	21%	0%
1500	6,040	39%	17%	4%	8%	12%	18%	2%
1600	6,830	59%	15%	2%	2%	5%	15%	1%
1700	8,250	53%	18%	1%	-	8%	18%	0%
1800	4,110	55%	24%	1%	-	5%	14%	2%
1900	2,250	49%	15%	0%	-	7%	25%	3%
2000	1,800	47%	20%	-	-	10%	18%	4%
2100	780	48%	14%	-	-	7%	31%	0%
2200	490	38%	10%	-	-	-	44%	8%
2300	180	84%	1%	-	-	-	15%	-
0	110	69%	9%	-	-	-	15%	8%
100	100	66%	-	-	-	-	-	34%
200	10	100%	-	-	-	-	-	-
300	30	66%	-	-	-	-	-	34%

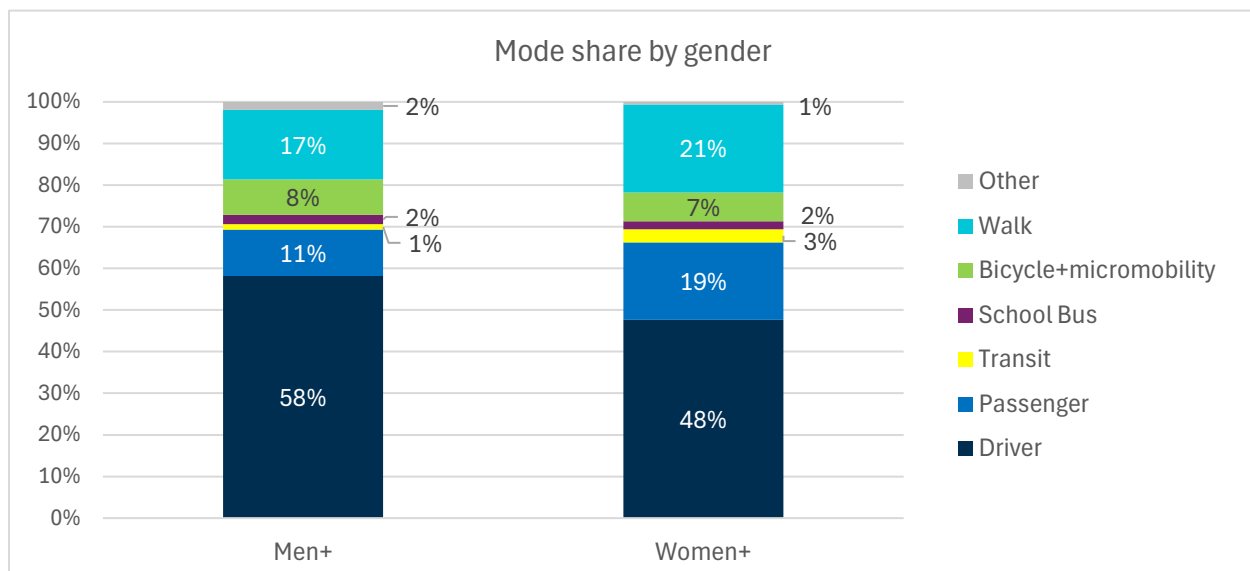
"0%" indicates mode shares of less than 0.5%; a dash (-) indicates no trips reported for the given mode and hour.

4.5.4 Mode Shares by Gender and Age

Figure 34 presents mode shares by gender. As shown:

- Men are more likely to drive, at 58% drive mode share, compared to 48% for women. They are just slightly more likely to cycle (8% vs. 7% for women) or to use other modes (2% vs. 1%). Men's overall sustainable mode share (combining transit, school bus, cycling/micromobility, and walking) is 29%, with an active mode share (cycling/micromobility and walking) is 23%.
- Women are more likely to be passengers (19% vs. 11% for men), take transit (3% vs. 1%), and walk (21% vs. 17%). Women's overall sustainable mode share is 33%, with an active mode share of 28%.

Figure 34. Mode Shares by Gender

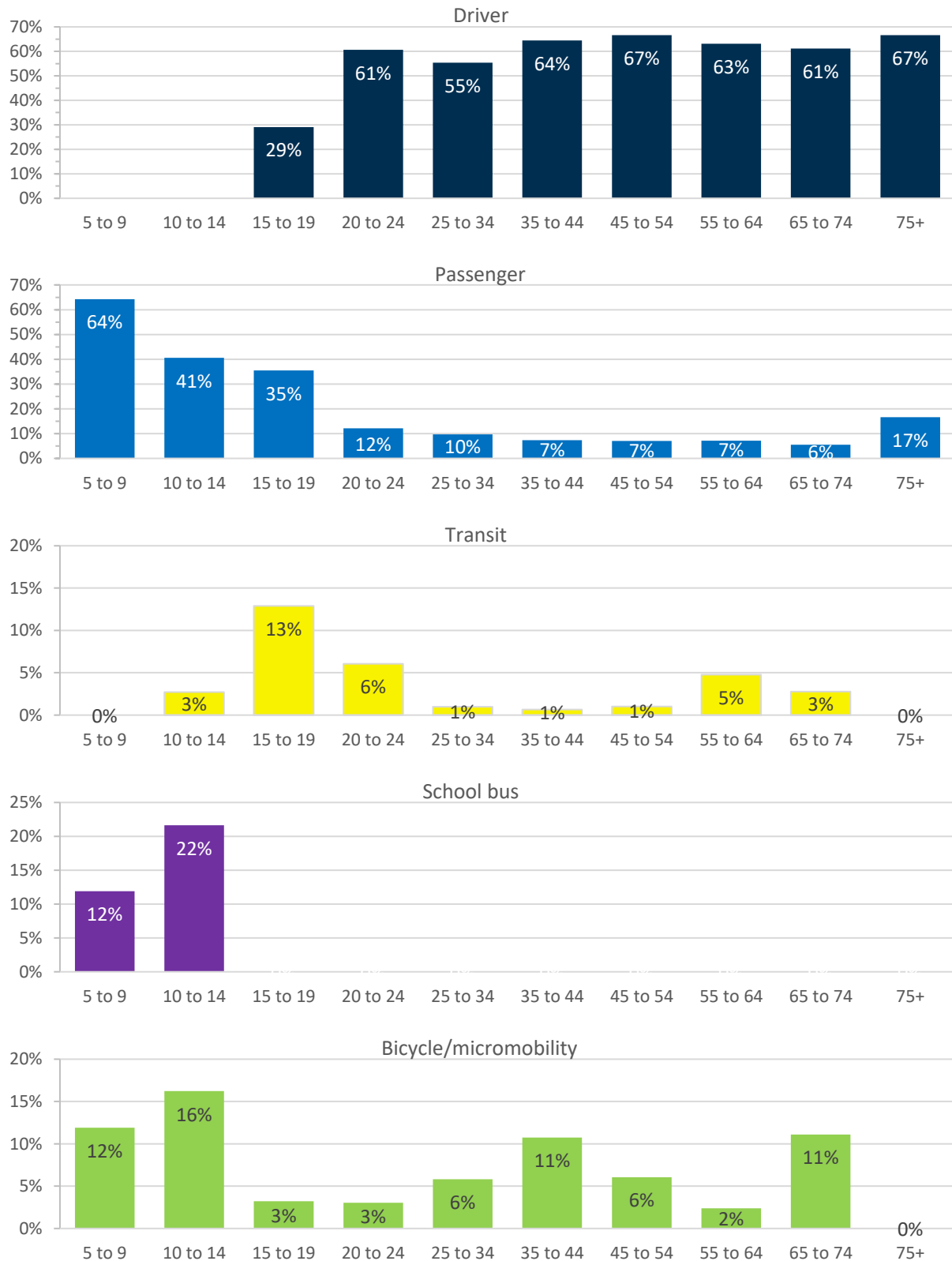


The charts in Figure 35 illustrate mode shares by age range, with younger age groups split out by 5-year age ranges, and those 25 years and older split out by 10-year age range. Figure 36 provides a summary chart. Aggregated sustainable and active mode shares are illustrated in Figure 37 and Figure 38. The two tables that follow (Table 24 and Table 25) provide details of the mode shares and mode volumes by age range. For the latter table, readers are reminded that trip volumes presented are estimated volumes based on weighted survey data, not exact counts. Results by age group should be interpreted with caution, as sample sizes by 5-year and 10-year age range are modest, thus, some of the variation between age groups may be due to error associated with random sampling.

The following observations can be made:

- Auto driver shares predominate for age cohorts from 25 onwards, peaking at 67% for the 45-54 cohort. This is commensurate with people joining the workforce, and, for many, starting families.
- Auto passenger mode shares are highest among children below the driving age, at 64% for those 5-9 years, 41% for those 10 to 14, and 35% for those 15 to 19. Auto passenger mode shares are also higher for those 75+ years, at 17% of trips made by this cohort.
- Transit use is highest amongst those 15-19 years, at 13%, and 6% for those 20-24 years of age. This is consistent with subsidized or discounted transit passes available to K-12 students and less access to vehicles than people aged 25 and older.
- School bus accounts for 22% of trips made by children 10-14 years of age, and 12% of those ages 5-9 (who are more likely to be driven by parents).
- Approximately 22% of trips made by children 10-14 years of age are via school bus. Public transit use rises to 53% amongst young adults 18-24 years, then steadily declining with age.
- Bicycle mode shares are highest amongst children 5-9 and 10-14 years, at 12% and 16% of all trips, respectively. Cycling mode shares were lower for most age groups above 15, ranging from 2% to 6%, except for those 35-44 and 65-74, who reported 11% of their trips as being via bicycle.
- Walk mode shares are highest for those 10-14 and 25-34 (24% and 26% respectively), and lowest for those 5-9 (12%). For all other age cohorts, shares range from 15% to 19%.
- Overall sustainable mode shares (aggregating transit, school bus, bicycle/micromobility, and walking) are highest amongst those 10-14 years of age, at 65%, more than double the survey average of 31%. Sustainable mode shares are lowest amongst those 75+ (17%) and are also lower than the average for 20-24 and cohorts between 35 and 64.
- Overall active mode shares (aggregating bicycle/micromobility and walking) are again highest for those 10-14, at 41%, compared to the survey average of 27%. Active mode shares are lowest amongst those 20-24 (18%) and 75+ (17%).

Figure 35. Mode Shares by Age Group



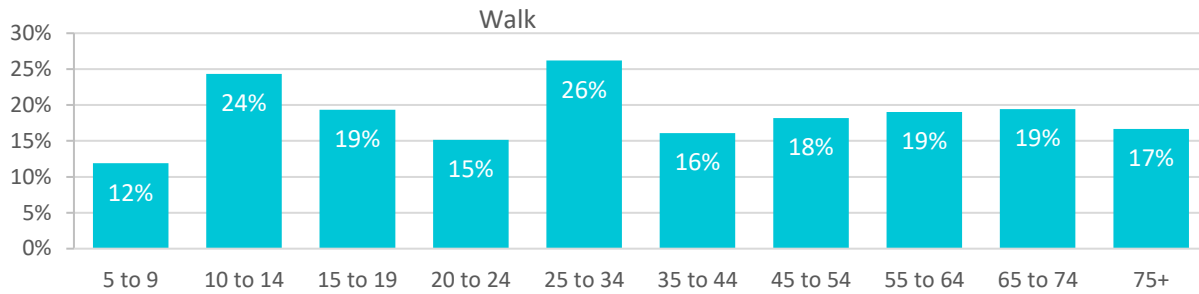


Figure 36. Mode Shares by Age Group – Summary Chart

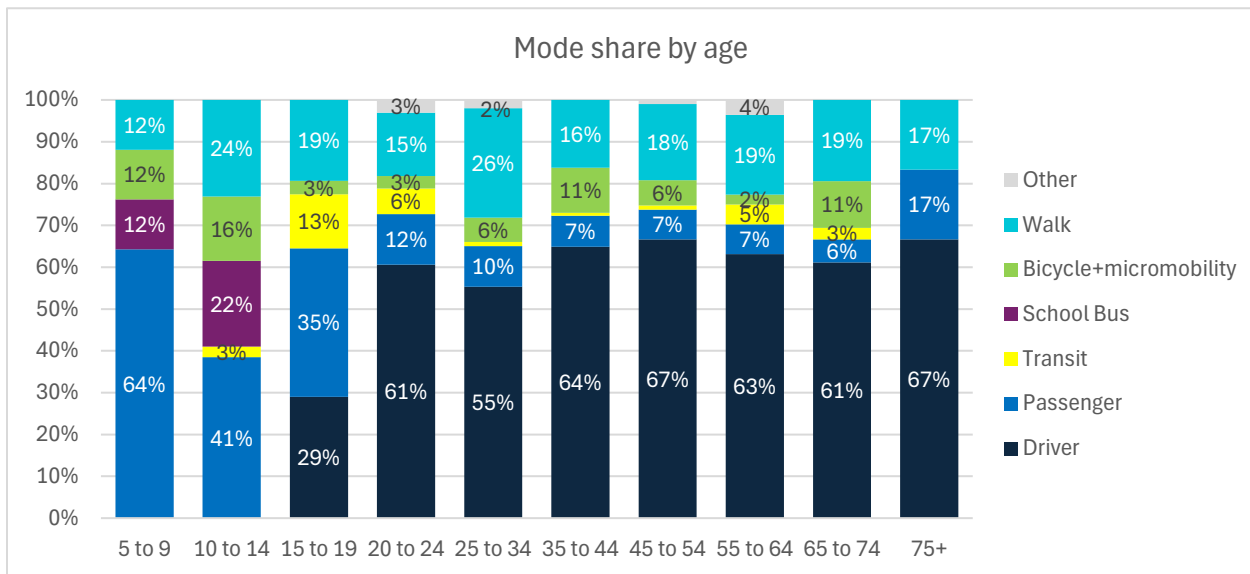


Figure 37. Sustainable Mode Shares by Age Group

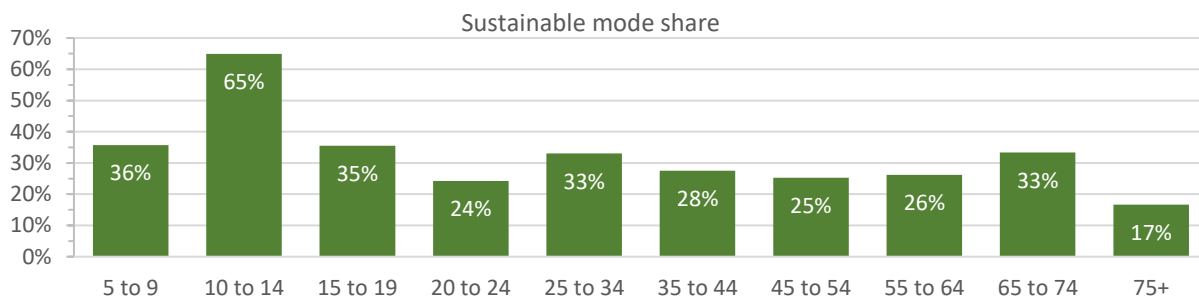


Figure 38. Active Mode Shares by Age Group

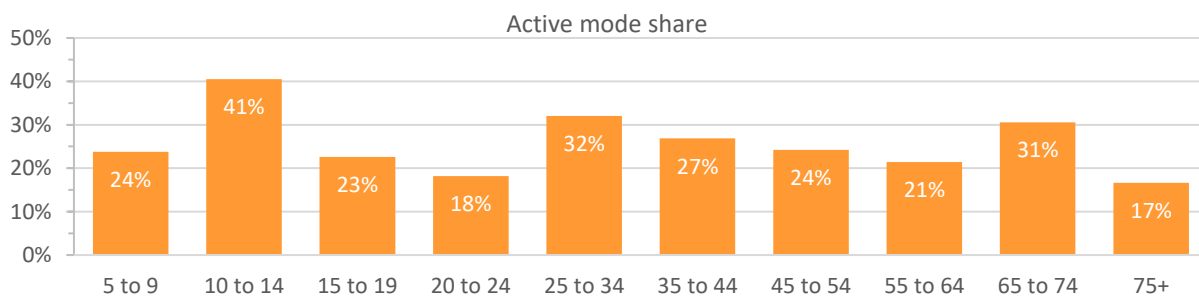


Table 24. Mode Shares by Age Group

	Total Trips	Driver	Passenger	Transit	School Bus	Bicycle+ micromobility	Walk	Other
Survey Total	62,200	53%	15%	2%	2%	8%	19%	1%
5 to 9	4,200	0%	64%	0%	12%	12%	12%	0%
10 to 14	3,700	0%	41%	3%	22%	16%	24%	0%
15 to 19	3,100	29%	35%	13%	0%	3%	19%	0%
20 to 24	3,300	61%	12%	6%	0%	3%	15%	3%
25 to 34	10,300	55%	10%	1%	0%	6%	26%	2%
35 to 44	14,900	64%	7%	1%	0%	11%	16%	0%
45 to 54	9,900	67%	7%	1%	0%	6%	18%	1%
55 to 64	8,400	63%	7%	5%	0%	2%	19%	4%
65 to 74	3,600	61%	6%	3%	0%	11%	19%	0%
75+	600	67%	17%	0%	0%	0%	17%	0%

Trip volumes are rounded to the closest 100. Row percentages may not sum to 100% due to rounding. Interpret results for 5 to 19, 10 to 14, 15 to 19, 20-24, and 75+ with caution due to modest samples sizes.

Table 25. Estimated Daily Volume of Trips by Mode by Age Group

	Total Trips	Driver	Passenger	Transit	School Bus	Bicycle + micromobility	Walk	Other
Survey Total	62,200	32,800	9,300	1,400	1,200	4,700	11,800	800
5 to 9	4,200	0	2,700	0	500	500	500	0
10 to 14	3,700	0	1,500	100	800	600	900	0
15 to 19	3,100	900	1,100	400	0	100	600	0
20 to 24	3,300	2,000	400	200	0	100	500	100
25 to 34	10,300	5,700	1,000	100	0	600	2,700	200
35 to 44	14,900	9,600	1,100	100	0	1,600	2,400	0
45 to 54	9,900	6,600	700	100	0	600	1,800	100
55 to 64	8,400	5,300	600	400	0	200	1,600	300
65 to 74	3,600	2,200	200	100	0	400	700	0
75+	600	400	100	0	0	0	100	0

Trip volumes are rounded to the closest 100. Interpret results for 5 to 19, 10 to 14, 15 to 19, 20-24, and 75+ with caution due to modest samples sizes.

4.5.5 Mode Shares by Household Characteristics

The charts below provide mode shares for other household and demographic characteristics. Figure 39 presents mode shares by dwelling type. Figure 40 presents daily mode shares by household income. Those living in houses have the highest automobile usage (57% auto driver share, 16% auto passenger share) and lowest transit usage (1%). Those living in apartments with five or more storeys have the lowest auto shares (with a 17% auto driver share) and the highest transit shares (at 8% of daily trips). Walking trips are more prevalent amongst those living in all forms of multi-unit building, ranging from 17% to 54% shares.

Figure 39. Mode Shares by Dwelling Type

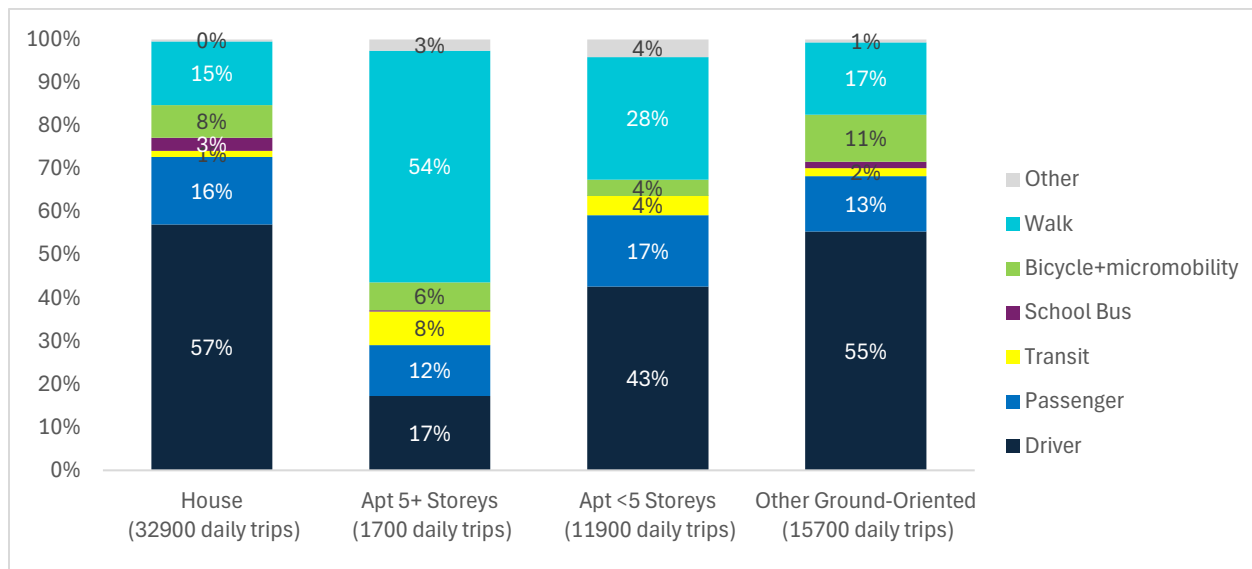
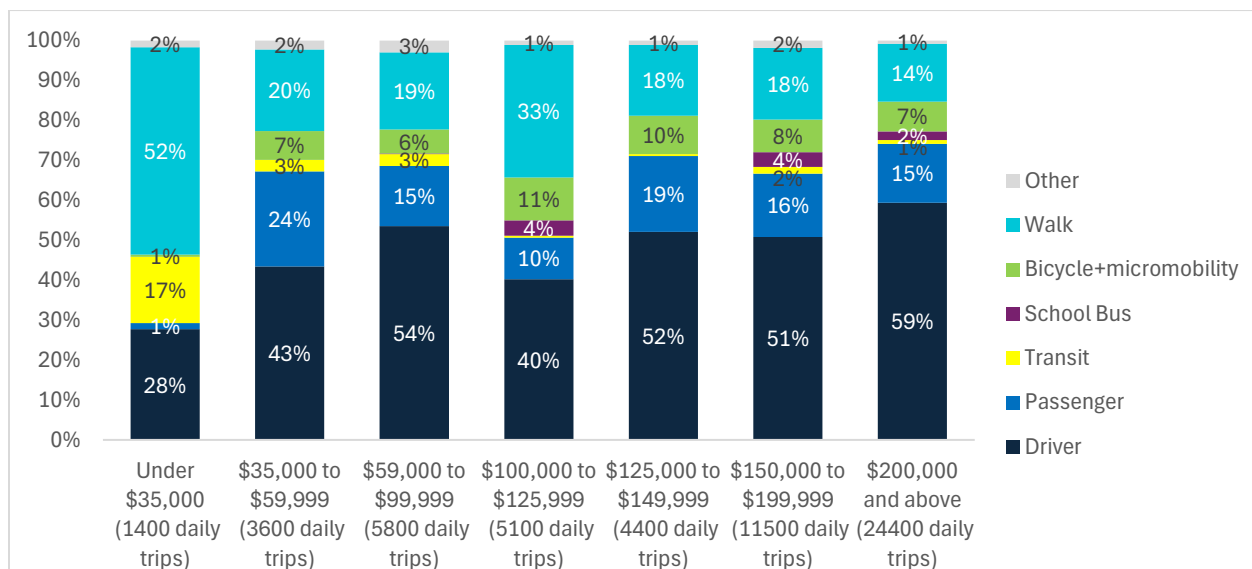


Figure 40. Mode Shares by Household Income



4.6 Trip Purpose

4.6.1 Trip Purpose Distribution

Figure 41 illustrates the distribution of trips by detailed trip purpose, with Table 26 providing groupings used in other analyses. Note that this is analysis of trip purpose at the destination end of the trip, with 39% of all trips made returning home from destinations outside the home.

- Overall, work commutes, work-related trips, and school commutes accounts for 30% of all trip destinations: trips to work and for work-related reasons account for 23% of all trip destinations, while trips to school account for 7% (with less than 1% to post-secondary, and just over 6% to K-12 schools).
- One in ten trips (10%) are to escort passengers, many of which support school children's trips to and from school, others which support other destinations and passengers.
- Shopping and personal business account for 11% (8% shopping/household maintenance, 1% picking up packages or online purchases, and 2% health and personal care).
- Another one in ten trips are for dining or food pickup (3%), social purposes (2%) or recreation (5%), with another 1% for other purposes not elsewhere classified

Figure 41. Detailed Trip Purposes

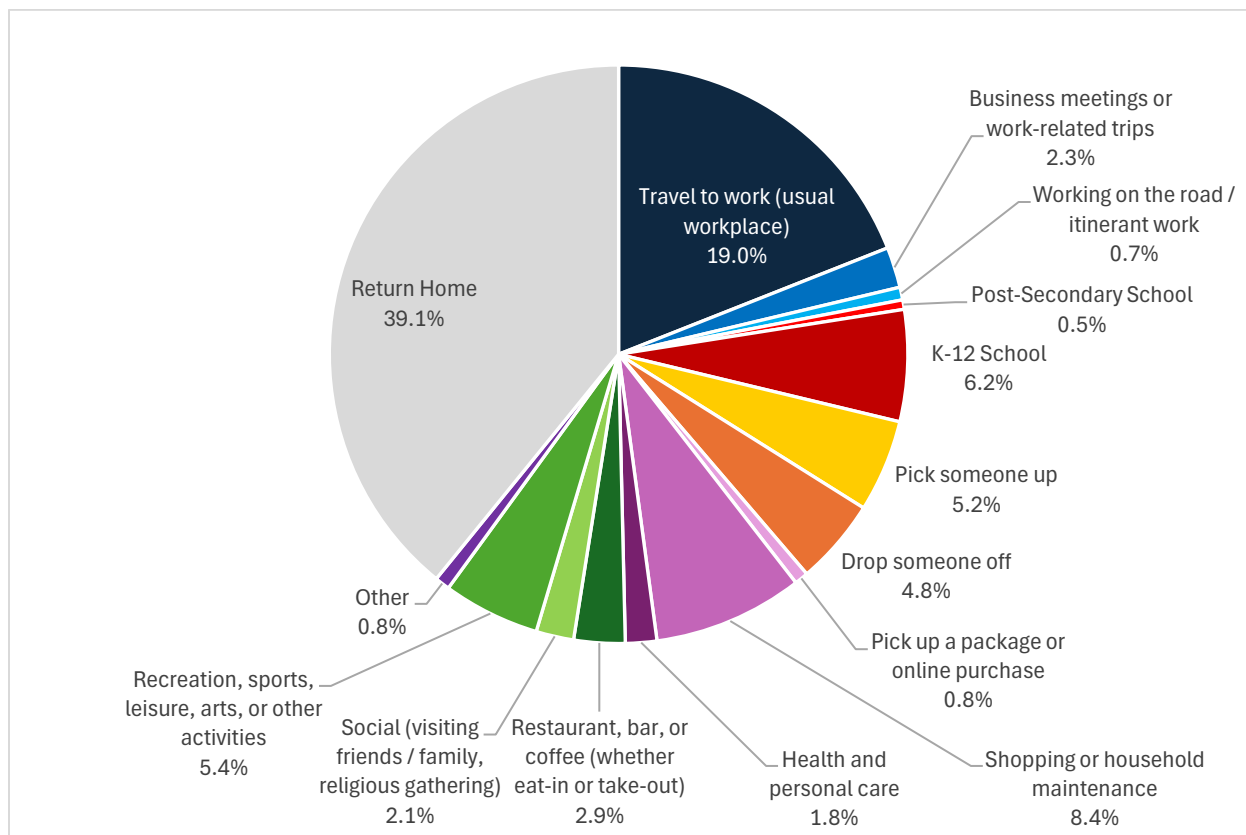


Table 26. Trips by Trip Purpose

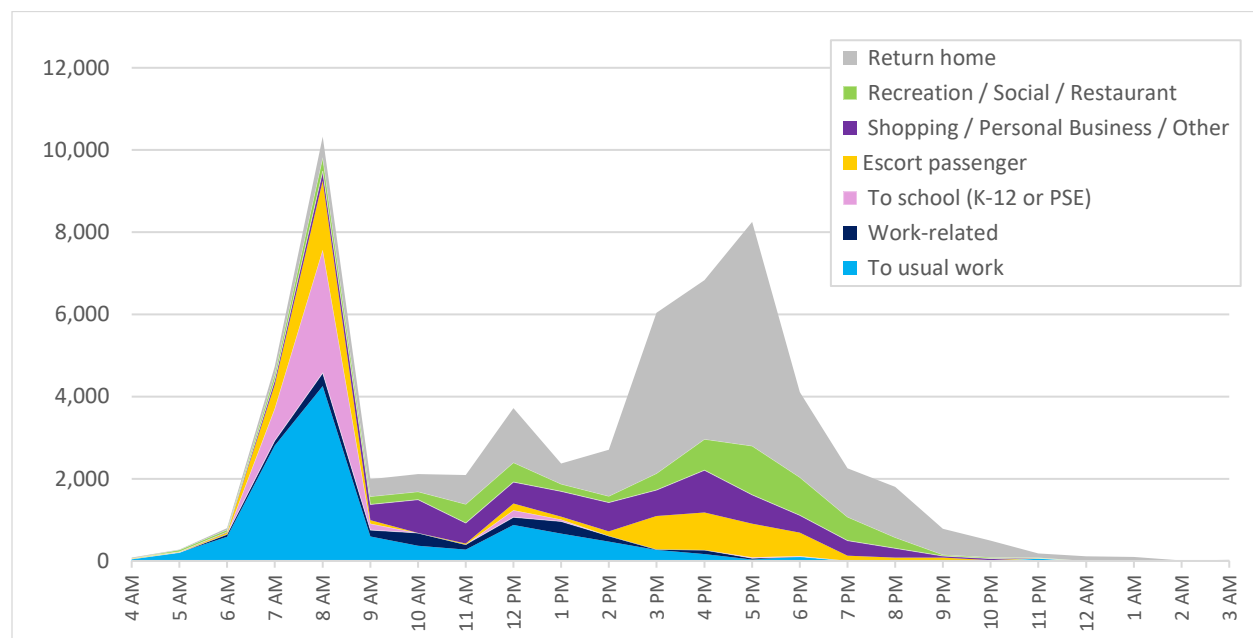
Group	%	Trips by Trip Purpose	Expanded Trips	%
Work / Work Related	22%	Travel to work (usual workplace)	11,820	19.0%
		Business meetings or work-related trips	1,410	2.3%
		Working on the road / itinerant work	440	0.7%
School	7%	Post-Secondary School	330	0.5%
		K-12 School	3,880	6.2%
Escort Passenger	10%	Pick someone up	3,210	5.2%
		Drop someone off	2,990	4.8%
Shopping / Personal Business	11%	Pick up a package or online purchase	480	0.8%
		Shopping or household maintenance	5,210	8.4%
		Health and personal care	1,090	1.8%
Social / Recreation / Dining	10%	Restaurant, bar, or coffee	1,780	2.9%
		Social (visit friends / family, religious)	1,310	2.1%
		Recreation, sports, leisure, arts, other activities	3,370	5.4%
Other		Other	520	0.8%
Return Home		Return Home	24,340	39.1%

4.6.2 Trip Purpose by Time of Day

Figure 42 provides another view of daily trips, illustrating the distribution of trip purposes by time of day (by 1-hour interval based on the time of departure).

The distribution shows a classic profile of a concentrated AM peak dominated by commute trips to work and school (including passenger drop-off trips by those serving passengers) ending by 9:00 a.m., with other kinds of trip purposes beginning to increase at by 10:00 a.m. The extended PM peak begins mid-afternoon (at 3:00 p.m., tapering off by 6:00 p.m.) and is dominated by return-home trips, but with notable proportions of pick-up/drop-off, shopping/personal business, and social/recreational purposes.

Figure 42. Trips by Purpose by Hour of Departure



4.6.3 Mode Shares by Trip Purpose

Mode shares and volumes by trip purpose are presented in the following two tables (Table 27 and Table 28).

These results illustrate the mix of modes for work commutes, with close to six in ten (57%) as an auto driver, one-quarter (24%) walk, 9% bicycle/micromobility, and 7% passenger, with transit used for only 2% of trips to work. This aligns well with the usual commute modes reported by survey respondents (Section 3.5.4); some differences from reported usual commute mode are to be expected as the trip results here provide a snapshot of a typical day on which some workers may not work, some may telecommute, and some may choose a different mode from their usual mode.

The results also illustrate the mix of modes for trips to attend K-12 school, with four in ten such trips as an auto passenger (39%), notable shares for walking, school bus, and bicycle/micromobility (21%, 16% and 13% respectively), and transit and driving each accounting for about one in twenty trips to school (5% and 6% respectively).

Table 27. Mode Shares by Purpose

Purpose	Trips	Driver	Passenger	Transit	School Bus	Bicycle + micro-mobility	Walk	Other
Total Trips	62,190	53%	15%	2%	2%	8%	19%	1%
To usual work	11,820	57%	7%	2%	0%	9%	24%	1%
Work-related	1,850	81%	4%	0%	0%	2%	10%	2%
To post-secondary school	330	12%	32%	19%	0%	0%	36%	0%
To K-12 school	3,880	6%	39%	5%	16%	13%	21%	0%
Serve passenger	6,200	77%	15%	0%	0%	4%	4%	1%
Pick up package	480	64%	17%	0%	0%	0%	19%	0%
Shopping	5,210	63%	6%	1%	0%	6%	20%	3%
Health and personal care	1,090	52%	16%	7%	0%	4%	21%	0%
Restaurant	1,780	57%	21%	1%	0%	4%	17%	0%
Social	1,310	43%	11%	1%	1%	11%	27%	6%
Recreation	3,370	34%	22%	2%	0%	9%	33%	1%
Other	520	37%	8%	2%	0%	3%	46%	5%
Return home	24,340	51%	16%	3%	3%	8%	17%	1%

Trip volumes are rounded to the closest 10. 0% = none or less than 0.5%. Rows may not sum to 100% due to rounding. Blue shading highlights larger %. Interpret results for trips to post-secondary school, pickup package, and other with caution due to small sample sizes.

Table 28. Trip Volumes by Primary Mode and Purpose

Purpose	Trips	Driver	Passenger	Transit	School Bus	Bicycle + micro-mobility	Walk	Other
Total trips	62,190	32,830	9,350	1,430	1,250	4,740	11,810	790
To usual work	11,820	6,680	870	280	0	1,070	2,810	120
Work-related	1,850	1,510	70	0	0	40	190	40
To post-secondary school*	330	40	100	60	0	0	120	0
To K-12 school	3,880	240	1,520	180	610	500	820	0
Serve passenger	6,200	4,770	920	10	0	240	230	40
Pick up package*	480	310	80	0	0	0	90	0
Shopping	5,210	3,300	340	30	0	330	1,060	150
Health and personal care	1,090	570	170	80	0	50	230	0
Restaurant	1,780	1,010	370	20	0	70	310	0
Social	1,310	560	140	10	20	140	350	80
Recreation	3,370	1,150	730	80	0	290	1,100	20
Other*	520	190	40	10	0	10	240	30
Return home	24,340	12,490	4,000	670	610	2,000	4,250	310

Trip volumes are rounded to the closest 10. Interpret results for trips to post-secondary school, pickup package, and other with caution due to small sample sizes.

4.6.4 Trip Purpose by Gender and Age

The tables on the following page provide trip purposes by gender (Table 29) and age (Table 30).

Table 29. Trip Purposes by Gender

	Total Trips	To usual work	Work related	To post-secondary school	To K-12 school	Pick up Package	Shopping	Health and personal care	Restaurant	Social	Recreation	Escort passenger	Other	Return home	Total
Survey Total	62,200	19%	3%	1%	6%	1%	8%	2%	3%	2%	5%	10%	1%	39%	100%
Men+	30,500	20%	4%	1%	6%	1%	9%	1%	3%	2%	5%	10%	1%	39%	100%
Women+	31,700	19%	2%	1%	7%	1%	9%	2%	3%	3%	6%	9%	1%	39%	100%

Trip volumes are rounded to the closest 100. 0% = none or less than 0.5%. Rows may not sum to 100% due to rounding. Blue shading highlights larger percentages.

Table 30. Trip Purposes by Age Group

	Total Trips	To usual work	Work related	To post-secondary school	To K-12 school	Pick up Package	Shopping	Health and personal care	Restaurant	Social	Recreation	Escort passenger	Other	Return home	Age Group Total
Survey Total	62,200	19%	3%	1%	6%	1%	8%	2%	3%	2%	5%	10%	1%	39%	100%
5 to 9	4,300	0%	0%	0%	33%	2%	0%	0%	2%	2%	9%	7%	0%	44%	100%
10 to 14	3,700	0%	0%	0%	35%	0%	0%	0%	0%	5%	8%	5%	0%	46%	100%
15 to 19	2,900	3%	0%	0%	38%	0%	3%	0%	0%	3%	3%	0%	0%	48%	100%
20 to 24	3,200	31%	3%	6%	0%	0%	6%	3%	6%	0%	0%	0%	0%	44%	100%
25 to 34	10,300	27%	5%	0%	0%	0%	9%	1%	2%	1%	6%	10%	1%	39%	100%
35 to 44	15,200	21%	3%	0%	0%	1%	7%	2%	3%	3%	5%	18%	1%	36%	100%
45 to 54	10,100	29%	6%	0%	0%	1%	8%	1%	4%	1%	4%	11%	1%	35%	100%
55 to 64	8,500	18%	1%	0%	0%	1%	16%	2%	4%	2%	6%	8%	1%	40%	100%
65 to 74	3,700	8%	3%	0%	0%	0%	22%	3%	3%	3%	11%	5%	3%	41%	100%
75+	600	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%	25%	0%	50%	100%

Trip volumes are rounded to the closest 100. 0% = none or less than 0.5%. Rows may not sum to 100% due to rounding Interpret results for 5 to 19, 10 to 14, 15 to 19, 20-24, and 75+ with caution due to modest samples sizes. Blue shading highlights larger percentages.

4.7 Vehicle Occupancy

Figure 43 illustrates the proportion of auto driver trips that are single- and high-occupancy. Table 31 provides more detail, including the number of person-trips when taking into account passengers. The average number of vehicle occupants reported was 1.4 persons per vehicle, with 71% of all trips being single-occupant vehicle (SOV) trips.

Figure 43. Trips by purpose by hour of departure

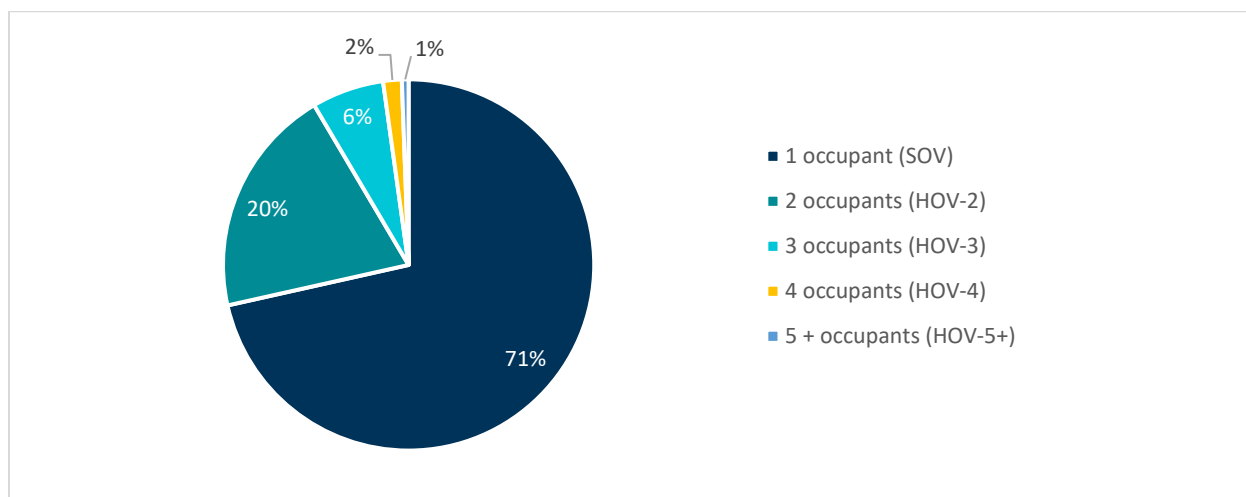


Table 31. Number of Vehicle Occupants

Vehicle Occupants	Expanded Vehicle Trips	% of Vehicle Trips	Person-Trips by Auto	% of Person Trips by Auto
1 occupant (SOV)	23,400	71%	23,400	50%
2 occupants (HOV-2)	6,500	20%	13,100	28%
3 occupants (HOV-3)	2,100	6%	6,200	13%
4 occupants (HOV-4)	500	2%	2,100	5%
5 + occupants (HOV-5+)	400	1%	1,900	2%
Total	32,800	100%	46,600	100%
Average # of occupants per vehicle	1.42			

4.8 Trip Distance

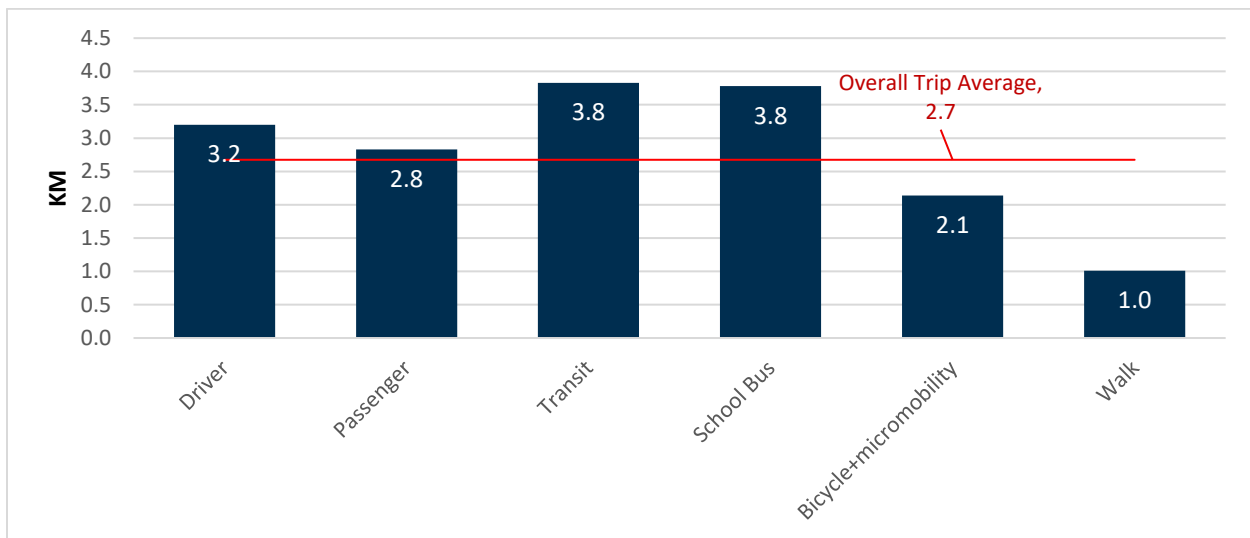
4.8.1 Average Trip Distance and Duration

Trip distances as determined by using the Google map directions API are analysed in this section. The trip origin, destination, time of day, and mode of travel were sent to the Google map directions API, returning the estimated actual distance travel on the recommended routes using routes available for the given mode (e.g., if automobile, roads; if bicycle, roads and bicycle paths, etc.). Distance and durations reflect conditions at the time the survey was completed and may vary due to factors such as time of day, road closures, or routing updates, which may not be the same as on the travel day. Note that while transit distances and durations take into account walks to and from the transit stop, driving distances and durations do not include time spent driving to parking or walking to and from parking. To ensure data quality, trips with distances greater than 100 km were treated as outliers and excluded from the analysis.

Figure 44 presents the average trip distance by mode of travel. The longest trips are via transit and school bus, averaging 3.8 km. Driving trips average 3.2 km per day, followed by passenger trips at 2.8 km per day, bicycle and micromobility trips at 2.1 km, and walk trips at 1.0 km.

Figure 45 and Figure 46 presents the average trip distance and average trip duration by trip purpose. Recreational trips have the longest distances, at just over 3.6 km on average, with post-secondary trips having the longest duration (at almost 11 minutes on average).

Figure 44. Mean Trip Distance (Average Google Distance) by Mode of Travel



Interpret results for Other mode (taxi, motorcycle, etc.) with caution due to small sample size (n = 46).

Figure 45. Mean Trip Distance (Average Google Distance) by Purpose of Travel

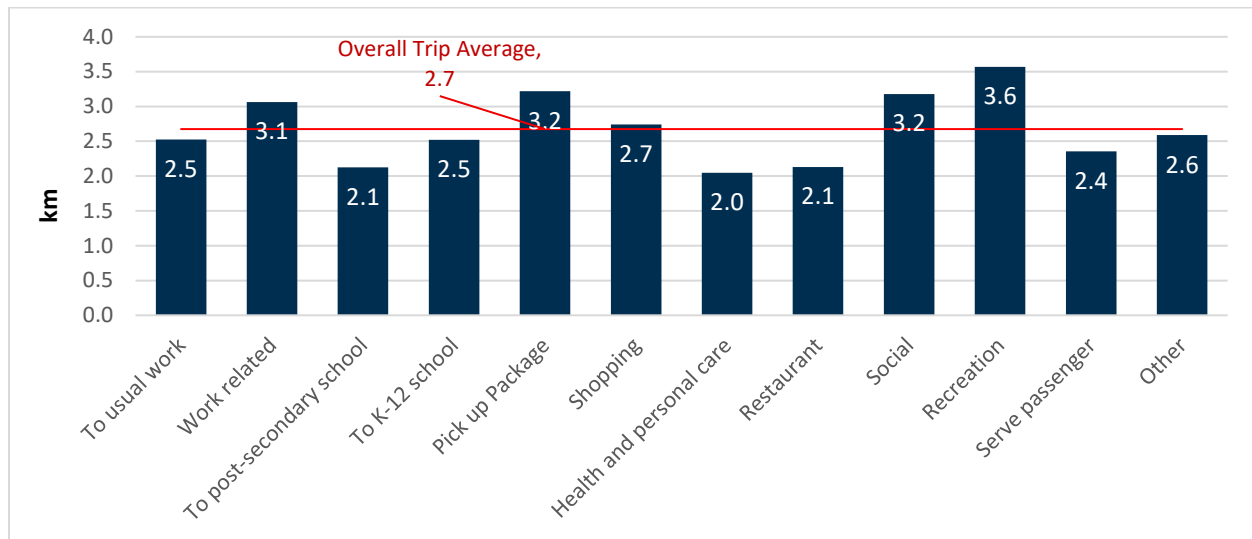
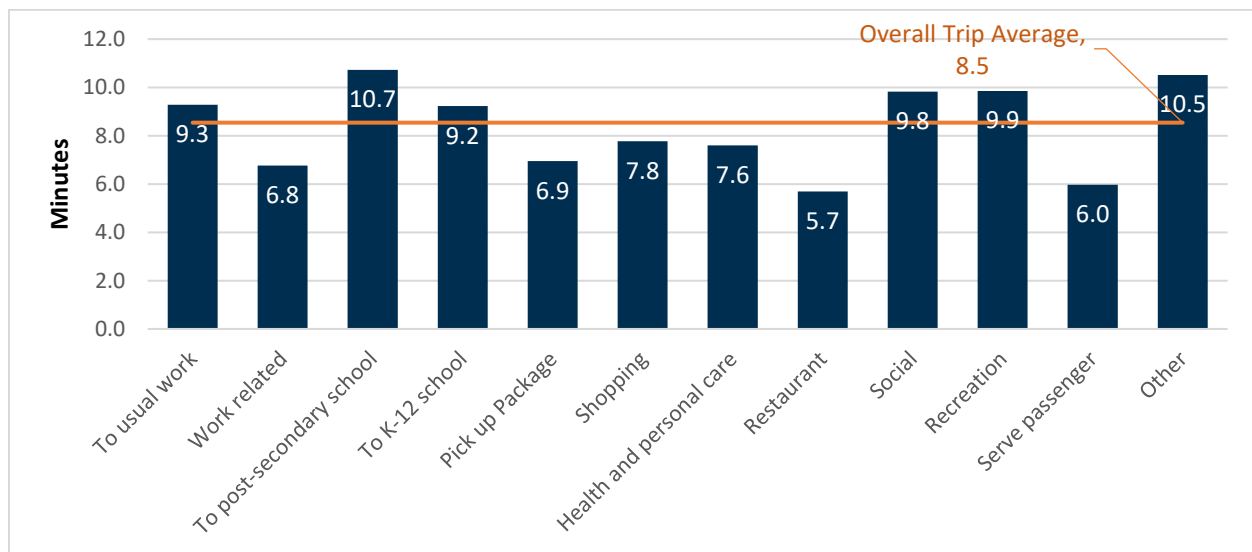


Figure 46. Mean Trip Duration by Purpose of Travel



4.8.2 Vehicle Kilometres Travelled (VKT)

This section examines daily Vehicle Kilometers Travelled (VKT), i.e., the total kilometers travelled for personal auto driver trips reported on the survey, as derived from Google distances for those trips. Note that the survey did not capture trips made by commercial drivers while at work. Readers are also reminded that this is for an average weekday and does not represent travel on weekends, which may differ considerably.

As shown in Table 32, the survey results suggest that the total daily VKT for City of Yellowknife residents is 104,700 kilometers/day with average daily VKT per capita of 4.7 km. Residents of the Rest of Yellowknife have the highest VKT per capita, at 15.9 km, while those in Downtown average the least, at 2.4 km per capita.

Table 32. VKT by Zone of Residence

Geography	Total Daily VKT	Daily VKT per capita
Downtown*	2,600	2.4
Frame Lake North / School Draw / Con Mine	28,900	3.8
Old Town / Niven / N'Dilo	18,000	5.3
Range Lake / Frame Lake South	48,000	5.0
Rest of Yellowknife*	7,200	15.9
Yellowknife Total	104,700	4.7

* Interpret results for Downtown and Rest of Yellowknife with caution due to small sample sizes

4.9 Origins and Destinations

The tables that follow detail the estimated volumes of trips to, from and entirely within each zone for total daily trips (Table 33) and for the AM Peak (Table 34).

Across an average 24-hour day, Zone 2 (Frame Lake North / School Draw / Con Mine) accounts for 17,220 of the daily trip destinations (including return home trips), almost 28% of daily trip destinations.

In the AM Peak period from 7:00 a.m. to 8:59 a.m., which provides some insight into commuting patterns:

- Zone 2 (Frame Lake North / School Draw / Con Mine) draws 5,070 trips, or 34% of AM Peak trip destinations,
- followed by Zone 1 (Downtown) at 4,350 (29% of AM Peak destinations),
- Zone 5 (Rest of Yellowknife) at 3,010 (20%), and
- Zone 4 (Range Lake / Frame Lake South) at 2,260 (15%).

Zone 2 and Zone 4 both have large numbers of internalized trips (within the same zone) in the AM Peak period, with Zone 2 at 2,230 (15% of AM Peak trips) and Zone 4 at 1,390 (9%). All other flows between zones and internalized to zones account for 11% of all AM Peak trips. Note that while Zone 1 and Zone 5, which have modest and very little population respectively, together account for almost half of AM Peak destinations, due to their concentration of work destinations.

The top 12 inter-zone and internalized trip flows in the AM Peak period are presented in Figure 47.

Table 33. Origin-Destination Matrix by Superzone – 24-Hour Trips (All Modes)

Destination		1	2	3	4	5	21	22	
Origin		Downtown	Frame Lake North / School Draw / Con Mine	Old Town / Niven / N'Dilo	Range Lake / Frame Lake South	Rest of Yellowknife	External North/East	External North/West	Total from Origin Zone
1	Downtown	3,160	3,650	1,410	2,570	1,630	30	0	12,460
2	Frame Lake North / School Draw / Con Mine	3,680	6,230	1,330	2,750	3,130	50	40	17,220
3	Old Town / Niven / N'Dilo	1,500	1,360	1,220	630	1,110	50	0	5,860
4	Range Lake / Frame Lake South	2,510	2,780	630	3,890	4,050	30	30	13,910
5	Rest of Yellowknife	1,560	3,140	1,190	3,960	2,670	10	0	12,530
21	External North/East	0	40	40	20	20	10	0	120
22	External North/West	0	20	0	30	20	0	0	70
Total to Destination Zone		12,410	17,220	5,820	13,850	12,630	180	70	62,170

Blue shading is used to highlight origin-destination pairs with higher volumes of trips, with the intensity of the shading increasing to the highest value of non-internalized trips. Orange shading is used to highlight zones with higher volumes of internalized trips (within the same zone), with the intensity of the shading increasing to the highest value of internalized trips.

Expanded survey estimates have been rounded to the closest 10. Zeros may occur due to rounding and may be less than 5 trips.

Table 34. Origin-Destination Matrix by Superzone – AM Peak (7:00 a.m. to 8:59 a.m.) Trips (All Modes)

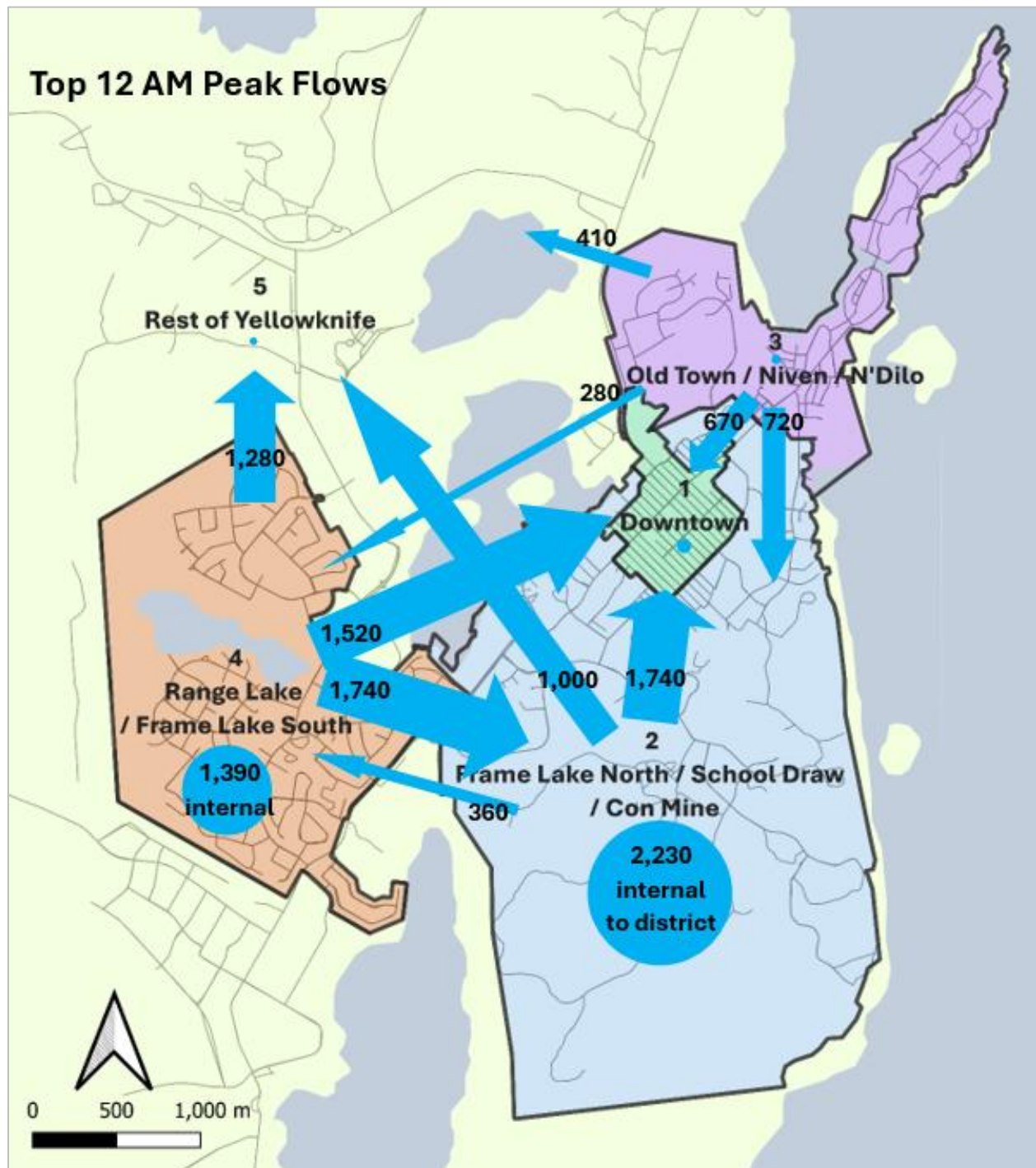
Destination		1	2	3	4	5	21	22	
Origin		Downtown	Frame Lake North / School Draw / Con Mine	Old Town / Niven / N'Dilo	Range Lake / Frame Lake South	Rest of Yellowknife	External North/East	External North/West	Total from Origin Zone
1	Downtown	220	240	60	10	200	0	0	720
2	Frame Lake North / School Draw / Con Mine	1,740	2,230	80	360	1,000	0	30	5,440
3	Old Town / Niven / N'Dilo	670	720	150	280	410	0	0	2,230
4	Range Lake / Frame Lake South	1,520	1,740	10	1,390	1,280	0	0	5,950
5	Rest of Yellowknife	200	140	40	220	120	0	0	720
Total to Destination Zone		4,350	5,070	340	2,260	3,010	0	30	15,060

Blue shading is used to highlight origin-destination pairs with higher volumes of trips, with the intensity of the shading increasing to the highest value of non-internalized trips.

Orange shading is used to highlight zones with higher volumes of internalized trips (within the same zone), with the intensity of the shading increasing to the highest value of internalized trips.

Expanded survey estimates have been rounded to the closest 10. Zeros may occur due to rounding and may be less than 5 trips.

Figure 47. Top 12 Inter-Zone / Internal Flows in the AM Peak Period (7:00 a.m. to 8:59 a.m.), Person-Trips (All Modes)



4.10 Walkable and Bikeable Trips

This section examines the extent to which trips made by auto or transit could feasibly have been made on foot or by bicycle instead. The analysis uses distance to assess ‘walkability’ and ‘bikeability.’ The distance was based on the trip length for each mode.

This section examines the extent to which trips made by auto or transit could feasibly have been made on foot or by bicycle instead. The analysis uses distance to assess ‘walkability’ and ‘bikeability.’ The distance was based on the trip length for each mode. Bikeable trips were determined as those within a 5.5 km range based on about 20 minutes travel time at average speeds being a reasonable threshold.²⁰ The distance threshold for walkable trips was set 1.6 km range, also based on 20 minutes being a reasonable threshold.²¹ For trips made via auto or transit the trip origin, destination and time of day were processed via the Google API to determine the auto trips whose lengths fell within the eligible bicycle and walk thresholds.

Figure 48 presents the findings and Table 35 details the potential shifts in auto driver trips. In the table and the discussion below, ‘mode shift potential’ refers to the potential percentage-points of the current mode share (the percentage of all trips by all modes) that could be shifted to walking or biking based on distance alone. Note that walkable trips are also bikeable, while some bikeable trips may be too long to be walkable.

Most motorized trips are bikeable, which is to be expected given size of the Yellowknife urban area, and a good portion of auto driver and auto passenger trips are also walkable.

- About nine out of 10 (91%) of auto driver trips could easily be made by bicycle. In terms of mode share, there is a 48% auto mode share that could be bikeable and an 15% auto mode share that could be walkable. These potential proportions are highest for residents of the Range Lake/Frame Lake South.
- About 19 out of 20 (96%) of auto passenger trips are bikeable, while 37% are walkable. These proportions correspond to a potential mode shift of 14% to bicycle and a potential mode shift of 6% to walking trips.
- About 19 out of 20 transit trips are bikeable (96%), while 9% of transit trips are walkable. These proportions correspond to a potential mode shift of 2% to bicycle and a potential mode shift of 0.2% to walking trips, the latter reflecting that very few transit trips are made for very short distances.

²⁰ Of bicycle/micromobility trips reported on the survey, 97% were within the 5.5 km threshold used to assess bikeability. Some cyclists and/or micromobility device users are quite comfortable travelling longer distances, particularly those who use e-bikes or e-scooters. The threshold considers what would be a comfortable and convenient distance for most people.

²¹ Of walking trips reported, the great majority, 86%, were within the 1.6 km threshold used to assess walkability.

Results should be caveated in that this examines only distance. Many of the auto or transit trips that are of walkable or bikeable distance may be impractical. For example, these trips may be part of a trip chain that requires a vehicle, an auto that is needed to carry heavy items not easily carried while walking or biking, the traveller might have disability or a health condition that limits ability to walk or bike, some cyclists will use only separated pathways rather than travelling on the road, etc. Furthermore, bikeability is seasonally weather-dependent. There may also be a need to ensure that the ‘supply’ of bicycle and pedestrian facilities is available to meet traveller needs and itineraries.

Figure 48. Walkable or Bikeable Trips by Existing Mode

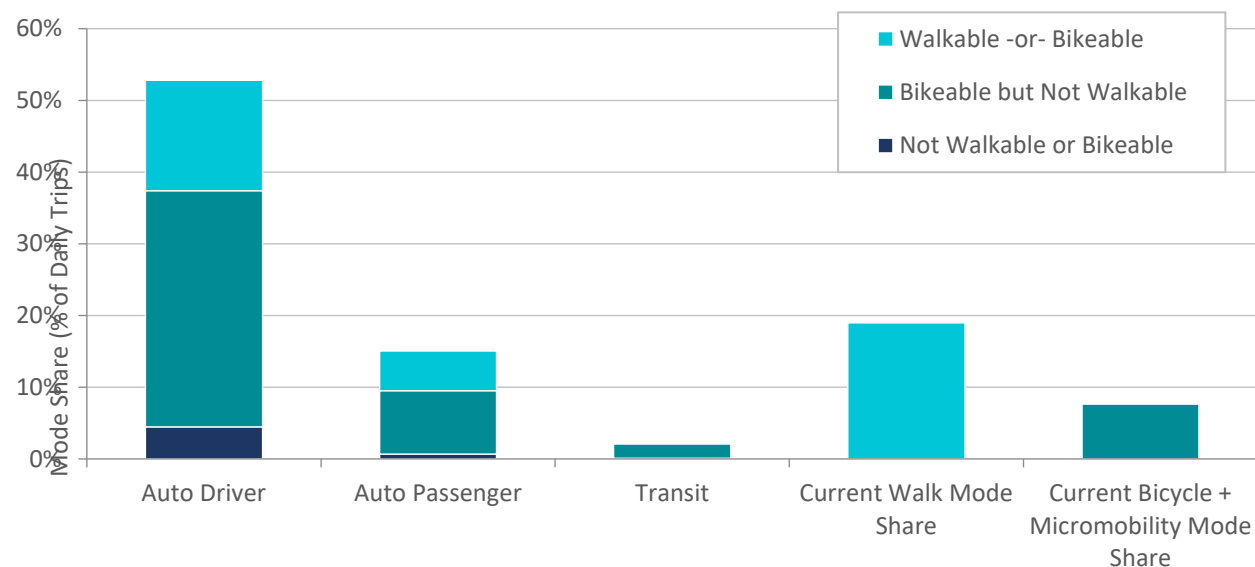


Table 35. Walkable or Bikeable Auto Driver Trips by Zone of Residence

	Yellowknife Total	Downtown*	Frame Lake North / School Draw / Con Mine	Old Town / Niven / N'Dilo	Range Lake / Frame Lake South	Rest of Yellowknife*
Auto Driver Trips	32,800	700	9,100	5,200	16,000	1,800
Auto Driver Mode Share	53%	28%	42%	49%	63%	97%
Bikeable Trips	30,000	600	8,100	4,300	15,500	1,500
% of Auto Driver Trips	91%	85%	89%	81%	97%	86%
Mode shift potential	48%	23%	37%	40%	61%	83%
Walkable Trips	9,600	0	3,600	1,500	4,200	300
% of Auto Driver Trips	29%	7%	39%	28%	26%	15%
Mode shift potential	15%	2%	17%	14%	17%	14%

‘Mode shift potential’ refers to the potential mode share (% of total trips) that could shift from auto driver to walking or biking based on the trip distance being short enough to be walkable or bikeable. This does not take into account age, ability, or other factors that could influence mode choice.

* Results for Downtown and Rest of Yellowknife should be interpreted with caution due to small sample sizes.

5 KEY INDICATORS BY ZONE

This section presents key expanded survey results by zone of residence. I.e. the trip-level results presented are for the characteristics of trips made by residents of those areas, not the trips to or from those areas.

All results are weighted and expanded to represent total households and population, except for the “Unweighted n” column, which lists the associated survey sample size (# of households surveyed, # of person records, or # of trip records) for the overall survey total.

Note: Stats are rounded to nearest 10. As such, fewer than 5 trips may show up as 0 trips. There may be slight differences in percentages and rounding when comparing to results presented in the analytical sections of this report.

5.1 Household Characteristics

Table 36. Household Key Indicators

Household Characteristic	Unweighted n	Study Area	Downtown*	Frame Lake North / School Draw / Con Mine	Old Town / Niven / N'Dilo	Range Lake / Frame Lake South	Rest of Yellowknife*
Survey meta data							
Households surveyed (n)	694	694	44	258	115	272	5
Persons surveyed (n)	1,595	1,595	71	548	276	688	12
Maximum sampling error for person-level results (accounting for data weighting)	1,595	3.3%	14.3%	5.1%	8.1%	5.4%	33.4%
Households, population							
Households (private dwelling occupied by usual residents)	694	8,460	640	3,170	1,250	3,240	160
Population in Private Dwellings (excl. pop'n in collective dwellings, unhoused people)	1,595	22,100	1,100	7,610	3,400	9,540	450
Persons / household		2.61	1.72	2.40	2.72	2.94	2.81
Number of Children 0 to 14 years	266	4,410	40	1,500	710	2,160	0
Number of Children 0 to 17 years	322	5,440	70	1,830	890	2,590	60
# of Persons 15+ Eligible for Labour Force	1,329	17,690	1,070	6,110	2,690	7,380	450
Number of Adults 18+ Years	1,273	16,660	1,030	5,770	2,520	6,950	390
Population Aged 5+ Years (had trip capture)	1,502	20,690	1,080	7,090	3,170	8,890	450
Population 16+ Years (eligible for licence)	1,307	17,320	1,070	5,930	2,620	7,250	450
Daily trips (weekdays)							
Trips (Persons 5+)	1,595	62,190	2,490	21,710	10,720	25,400	1,870
Daily Trips / Person 5+ Years of Age	1,595	3.01	2.31	3.06	3.38	2.86	4.16
Vehicles							
Households with vehicles	615	7,450	430	2,640	1,150	3,070	160
% of households		88%	67%	83%	92%	95%	100%
Total Vehicles	1,097	13,850	500	3,960	2,090	6,720	580
Avg per household		1.64	0.78	1.25	1.67	2.07	3.63
Avg per person 16+ years of age		0.80	0.47	0.67	0.80	0.93	1.29
Fuel Type							
Petrol	944	11,980	470	3,540	1,860	5,570	530
Hybrid	28	260	20	90	60	80	0

Household Characteristic	Unweighted n	Study Area	Downtown*	Frame Lake North / School Draw / Con Mine	Old Town / Niven / N'Dilo	Range Lake / Frame Lake South	Rest of Yellowknife*
Plug-in Hybrid	12	140	0	60	20	60	0
Electric	9	80	0	60	10	10	0
Diesel	42	600	0	100	50	440	0
Biodiesel	0	0	0	0	0	0	0
Gas motorcycle	56	750	0	100	70	530	40
Other	6	50	0	0	20	20	0
% of vehicles							
Petrol	944	86%	94%	89%	89%	83%	91%
Hybrid	28	2%	4%	2%	3%	1%	0%
Plug-in Hybrid	12	1%	0%	2%	1%	1%	0%
Electric	9	1%	0%	2%	0%	0%	0%
Diesel	42	4%	0%	3%	2%	7%	0%
Biodiesel	0	0%	0%	0%	0%	0%	0%
Gas motorcycle	56	5%	0%	3%	3%	8%	7%
Other	6	0%	0%	0%	1%	0%	0%
Bicycles and micromobility							
Households with Bicycles, Adult E-Bikes or E-Micromobility Devices	436	5,340	190	1,910	1,030	2,100	110
% households		63%	30%	60%	82%	65%	69%
Adult Bicycles	855	10,440	390	3,620	2,340	3,680	400
Adult E-Bikes	48	450	10	180	90	160	10
Child Bicycles	253	4,140	0	1,590	790	1,770	0
E-micromobility	28	480	0	150	150	180	0
Avg per household							
Adult Bicycles		1.23	0.61	1.14	1.87	1.14	2.50
Adult E-Bikes		0.05	0.02	0.06	0.07	0.05	0.06
Child Bicycles		0.49	0.00	0.50	0.63	0.55	0.00
E-micromobility		0.06	0.00	0.05	0.12	0.06	0.00
Dwelling Type (grouped categories used in data weighting)							
House	294	3,700	170	850	570	1,940	160
Apt 5+ Storeys	51	360	160	200	0	0	0
Apt <5 Storeys	160	2,270	300	1,340	310	310	0

Household Characteristic	Unweighted n	Study Area	Downtown*	Frame Lake North / School Draw / Con Mine	Old Town / Niven / N'Dilo	Range Lake / Frame Lake South	Rest of Yellowknife*
Other Ground-Oriented (row house, townhouse, semi-detached, secondary suite, mobile home)	189	2,140	0	770	370	990	0
% of Households							
House	294	44%	27%	27%	46%	60%	100%
Apt 5+ Storeys	51	4%	25%	6%	0%	0%	0%
Apt <5 Storeys	160	27%	47%	42%	25%	10%	0%
Other Ground-Oriented (row house, townhouse, semi-detached, secondary suite, mobile home)	189	25%	0%	24%	30%	31%	0%
Dwelling type (detailed survey answers)							
Single-detached house	294	3,700	170	850	570	1,940	160
Row house or townhouse*	57	750	0	430	90	240	0
Semi-detached (side-by-side)*	28	410	0	100	200	110	0
Apartment or condominium, <5 stories	160	2,270	300	1,340	310	310	0
Apartment or condominium, 5+ stories	51	360	160	200	0	0	0
Mobile home / other*	91	840	0	180	70	590	0
% of Households							
Single-detached house	294	44%	27%	27%	46%	60%	100%
Row house or townhouse*	57	9%	0%	14%	7%	7%	0%
Semi-detached (side-by-side)*	28	5%	0%	3%	16%	3%	0%
Apartment or condominium, <5 stories	160	27%	47%	42%	25%	10%	0%
Apartment or condominium, 5+ stories	51	4%	25%	6%	0%	0%	0%
Mobile home / other*	91	10%	0%	6%	6%	18%	0%
<i>* note the balance of other ground-oriented dwelling types may not match Census counts, as these were combined for data weighting purposes, and there may sometimes be confusion on the part of survey respondents in these types of dwellings as to which dwelling type category applies to them</i>							
Household Size							
1 person	191	2,070	330	980	240	480	40
2 persons	267	2,580	210	970	420	970	10
3 persons	109	1,510	50	540	230	630	60
4 persons	99	1,460	50	420	220	720	50
5+ persons	28	850	0	260	140	450	0
% of Households							
1 person	191	24%	52%	31%	19%	15%	25%

Household Characteristic	Unweighted n	Study Area	Downtown*	Frame Lake North / School Draw / Con Mine	Old Town / Niven / N'Dilo	Range Lake / Frame Lake South	Rest of Yellowknife*
2 persons	267	30%	33%	31%	34%	30%	6%
3 persons	109	18%	8%	17%	18%	19%	38%
4 persons	99	17%	8%	13%	18%	22%	31%
5+ persons	28	10%	0%	8%	11%	14%	0%
Dwelling Tenure: Rent or Own							
Rent	195	2,700	270	1,590	290	510	50
Own	491	5,550	310	1,480	920	2,710	110
Provided by local govt, FN, or band	8	210	60	100	40	20	0
% of Households							
Rent	195	32%	42%	50%	23%	16%	31%
Own	491	66%	48%	47%	74%	84%	69%
Provided by local govt, FN, or band	8	2%	9%	3%	3%	1%	0%
Note: dwelling tenure was not adjusted for in data weighting and the survey data may have some bias towards ownership							
Household Income							
\$0 to less than \$35,000	35	540	60	270	50	170	0
\$35,000 to less than \$60,000	37	540	170	210	10	100	50
\$60,000 to less than \$100,000	89	1,060	70	460	120	410	0
\$100,000 to less than \$125,000	74	900	30	480	110	280	0
\$125,000 to less than \$150,000	77	690	60	320	70	230	0
\$150,000 to less than \$200,000	120	1,310	60	370	230	650	0
\$200,000 and above	189	2,500	120	700	600	1,020	60
Decline / don't know	73	920	60	370	80	380	40
% of Households with Income Response							
\$0 to less than \$35,000	35	6%	9%	9%	4%	5%	0%
\$35,000 to less than \$60,000	37	6%	27%	7%	1%	3%	31%
\$60,000 to less than \$100,000	89	13%	11%	15%	10%	13%	0%
\$100,000 to less than \$125,000	74	11%	5%	15%	9%	9%	0%
\$125,000 to less than \$150,000	77	8%	9%	10%	6%	7%	0%
\$150,000 to less than \$200,000	120	15%	9%	12%	18%	20%	0%
\$200,000 and above	189	30%	19%	22%	48%	31%	38%
Decline / don't know	73	11%	9%	12%	6%	12%	25%

5.2 Demographics and Other Person Characteristics

Table 37. Demographic Key Indicators

Person Characteristic	Unweighted n	Study Area	Downtown*	Frame Lake North / School Draw / Con Mine	Old Town / Niven / N'Dilo	Range Lake / Frame Lake South	Rest of Yellowknife*
Licensed Drivers							
# with driver's licence	1,180	15,310	900	5,300	2,370	6,290	450
% of Persons 15+ years of age		86.5%	84.1%	86.9%	88.1%	85.6%	100.0%
Work status							
Total workers living in area	970	12,970	650	4,330	2,090	5,560	340
Full time workers	890	12,050	620	3,970	1,920	5,190	340
Part time workers	80	920	30	360	170	360	0
% of Persons							
Total workers living in area		58.7%	59.1%	56.9%	61.5%	58.3%	75.6%
Full time workers		54.5%	56.4%	52.2%	56.5%	54.4%	75.6%
Part time workers		4.2%	2.7%	4.7%	5.0%	3.8%	0.0%
Work location							
Work exclusively from home	55	620	20	210	160	160	60
Usual place of work - Hybrid Telecommuter	106	1,060	70	380	210	400	0
Usual place of work - Commuter	768	10,690	500	3,620	1,680	4,720	160
No fixed workplace address	43	670	60	120	30	340	110
% of Workers							
Work exclusively from home		4.8%	3.1%	4.8%	7.7%	2.9%	17.6%
Usual place of work - Hybrid Telecommuter		8.2%	10.8%	8.8%	10.0%	7.2%	0.0%
Usual place of work - Commuter		82.4%	76.9%	83.6%	80.4%	84.9%	47.1%
No fixed workplace address		5.2%	9.2%	2.8%	1.4%	6.1%	32.4%
Usual commute mode							
Auto Driver	395	5,680	120	1,460	800	3,070	230
Auto Passenger	61	740	10	260	110	360	0
Transit	23	280	40	110	0	110	0
Bicycle	74	890	50	420	300	120	0

Person Characteristic	Unweighted n	Study Area	Downtown*	Frame Lake North / School Draw / Con Mine	Old Town / Niven / N'Dilo	Range Lake / Frame Lake South	Rest of Yellowknife*
Walked	151	1,980	250	960	320	460	0
Other	9	150	0	80	10	60	0
% workers with usual workplace or no fixed workplace address							
Auto Driver		50.0%	21.4%	39.0%	46.8%	60.7%	85.2%
Auto Passenger		6.5%	1.8%	7.0%	6.4%	7.1%	0.0%
Transit		2.5%	7.1%	2.9%	0.0%	2.2%	0.0%
Bicycle		7.8%	8.9%	11.2%	17.5%	2.4%	0.0%
Walked		17.4%	44.6%	25.7%	18.7%	9.1%	0.0%
Other		1.3%	0.0%	2.1%	0.6%	1.2%	0.0%
^ Only asked of respondents who work at a usual workplace outside home or had no fixed workplace address. Excludes workers who work exclusively from home.							
Student status							
Total students living in area	277	4,850	100	1,790	670	2,230	60
Full Time student	242	4,380	80	1,500	650	2,080	60
Part Time student	35	470	20	290	10	160	0
% of Persons							
Total students living in area		21.9%	9.1%	23.5%	19.7%	23.4%	13.3%
Full Time student		19.8%	7.3%	19.7%	19.1%	21.8%	13.3%
Part Time student		2.1%	1.8%	3.8%	0.3%	1.7%	0.0%
Students K-12 vs PSE							
FT student age K-12	227	4,020	50	1,340	650	1,910	60
PT student age K-12	7	100	0	20	10	70	0
FT student PSE / other	15	360	30	160	10	160	0
PT student PSE / other	28	370	20	270	0	90	0
% of Persons							
FT student age K-12		18.2%	4.5%	17.6%	19.1%	20.0%	13.3%
PT student age K-12		0.5%	0.0%	0.3%	0.3%	0.7%	0.0%
FT student PSE / other		1.6%	2.7%	2.1%	0.3%	1.7%	0.0%
PT student PSE / other		1.7%	1.8%	3.5%	0.0%	0.9%	0.0%
Location of school attendance							
School seats K-12*	234	4,120	110	2,990	0	1,010	0
School seats PSE / other**	18	390	360	30	0	0	0

*note: may include occasional home locations if the location of schooling is distance learning or home schooling; may include external locations

Person Characteristic	Unweighted n	Study Area	Downtown*	Frame Lake North / School Draw / Con Mine	Old Town / Niven / N'Dilo	Range Lake / Frame Lake South	Rest of Yellowknife*
** note: may include some High School students; may include occasional home location if location of schooling is distance learning; may include external locations							
Detailed Occupation Status							
Work Full-Time	871	11,850	600	3,850	1,920	5,130	340
Work Part-Time	61	680	30	270	160	220	0
Student Full-Time	11	310	30	160	0	120	0
Work Part-Time / Student Full-Time	4	50	0	0	10	40	0
Student Part-Time	3	90	0	90	0	0	0
Work Full-Time / Student Part-Time	19	200	20	120	0	60	0
Work Part-Time / Student Part-Time	6	90	0	60	0	30	0
Retired	190	1,670	170	570	240	630	50
Unemployed looking for work	40	750	80	290	90	290	0
Not employed and not looking for work	30	430	50	170	80	130	0
Stay-at-home parent or caregiver	20	310	30	120	0	160	0
Other, specify	64	1,150	40	380	190	480	60
15+ High School Student Works PT	9	100	0	30	0	70	0
Not in labour force 5-14 yrs (almost all in school full-time)	174	3,010	20	980	480	1,530	0
Not in labour force nor school 0-4 yrs	93	1,410	20	520	230	650	0
% of Persons							
Work Full-Time		53.6%	54.5%	50.6%	56.5%	53.8%	75.6%
Work Part-Time		3.1%	2.7%	3.5%	4.7%	2.3%	0.0%
Student Full-Time		1.4%	2.7%	2.1%	0.0%	1.3%	0.0%
Work Part-Time / Student Full-Time		0.2%	0.0%	0.0%	0.3%	0.4%	0.0%
Student Part-Time		0.4%	0.0%	1.2%	0.0%	0.0%	0.0%
Work Full-Time / Student Part-Time		0.9%	1.8%	1.6%	0.0%	0.6%	0.0%
Work Part-Time / Student Part-Time		0.4%	0.0%	0.8%	0.0%	0.3%	0.0%
Retired		7.6%	15.5%	7.5%	7.1%	6.6%	11.1%
Unemployed looking for work		3.4%	7.3%	3.8%	2.6%	3.0%	0.0%
Not employed and not looking for work		1.9%	4.5%	2.2%	2.4%	1.4%	0.0%
Stay-at-home parent or caregiver		1.4%	2.7%	1.6%	0.0%	1.7%	0.0%
Other, specify		5.2%	3.6%	5.0%	5.6%	5.0%	13.3%
15+ High School Student Works PT		0.5%	0.0%	0.4%	0.0%	0.7%	0.0%
Not in labour force 5-14 yrs (almost all in school full-time)		13.6%	1.8%	12.9%	14.1%	16.0%	0.0%

Person Characteristic	Unweighted n	Study Area	Downtown*	Frame Lake North / School Draw / Con Mine	Old Town / Niven / N'Dilo	Range Lake / Frame Lake South	Rest of Yellowknife*
Not in labour force nor school 0-4 yrs		6.4%	1.8%	6.8%	6.8%	6.8%	0.0%
Sex							
Men+	763	10,870	490	3,730	1,650	4,740	260
Women+	832	11,240	610	3,880	1,760	4,800	190
% of Persons							
Men+		49.2%	44.5%	49.0%	48.5%	49.7%	57.8%
Women+		50.9%	55.5%	51.0%	51.8%	50.3%	42.2%
<i>For analysis, persons with non-binary/other/refused gender have been randomly apportioned to either Men+ or Women+</i>							
Age Range							
0 - 4 years	93	1,410	20	520	230	650	0
5 - 9 years	76	1,530	20	500	260	750	0
10 - 14 years	98	1,480	0	480	220	780	0
15 - 19 years	71	1,280	30	400	230	550	60
20 - 24 years	34	1,340	50	590	190	520	0
25 - 29 years	99	1,860	130	640	280	710	100
30 - 34 years	151	2,000	160	740	310	780	0
35 - 39 years	185	2,070	40	810	310	920	0
40 - 44 years	154	1,770	90	480	290	910	0
45 - 49 years	119	1,610	70	640	200	690	0
50 - 54 years	102	1,350	40	280	300	650	70
55 - 59 years	90	1,500	110	520	180	570	120
60 - 64 years	122	1,380	110	480	180	560	60
65 - 69 years	102	900	170	220	110	390	0
70 - 74 years	45	360	40	120	90	60	40
75 - 79 years	36	160	30	90	10	30	0
80 - 84 years	10	50	0	40	10	0	0
85 - 89 years	7	50	0	30	0	10	0
90 - 94 years	1	20	0	20	0	0	0
% of Persons							
0 - 4 years		6.4%	1.8%	6.8%	6.8%	6.8%	0.0%
5 - 9 years		6.9%	1.8%	6.6%	7.6%	7.9%	0.0%
10 - 14 years		6.7%	0.0%	6.3%	6.5%	8.2%	0.0%

Person Characteristic	Unweighted n	Study Area	Downtown*	Frame Lake North / School Draw / Con Mine	Old Town / Niven / N'Dilo	Range Lake / Frame Lake South	Rest of Yellowknife*
15 - 19 years		5.8%	2.7%	5.3%	6.8%	5.8%	13.3%
20 - 24 years		6.1%	4.5%	7.8%	5.6%	5.5%	0.0%
25 - 29 years		8.4%	11.8%	8.4%	8.2%	7.4%	22.2%
30 - 34 years		9.0%	14.5%	9.7%	9.1%	8.2%	0.0%
35 - 39 years		9.4%	3.6%	10.6%	9.1%	9.6%	0.0%
40 - 44 years		8.0%	8.2%	6.3%	8.5%	9.5%	0.0%
45 - 49 years		7.3%	6.4%	8.4%	5.9%	7.2%	0.0%
50 - 54 years		6.1%	3.6%	3.7%	8.8%	6.8%	15.6%
55- 59 years		6.8%	10.0%	6.8%	5.3%	6.0%	26.7%
60 - 64 years		6.2%	10.0%	6.3%	5.3%	5.9%	13.3%
65 - 69 years		4.1%	15.5%	2.9%	3.2%	4.1%	0.0%
70 - 74 years		1.6%	3.6%	1.6%	2.6%	0.6%	8.9%
75 - 79 years		0.7%	2.7%	1.2%	0.3%	0.3%	0.0%
80 - 84 years		0.2%	0.0%	0.5%	0.3%	0.0%	0.0%
85 - 89 years		0.2%	0.0%	0.4%	0.0%	0.1%	0.0%
90 - 94 years		0.1%	0.0%	0.3%	0.0%	0.0%	0.0%
Transit pass							
Has transit pass	55	980	110	380	210	280	0
% of persons 16+ years of age		6%	10%	6%	8%	4%	0%
Disability Status							
Have disability or condition that affects travel	76	990	130	320	130	400	0
Uses a mobility aid such as a wheelchair, walker, crutch, cane, or seeing-eye dog	24	340	60	50	120	110	0
% of persons							
Have disability or condition that affects travel		4%	12%	4%	4%	4%	0%
Uses a mobility aid such as a wheelchair, walker, crutch, cane, or seeing-eye dog		2%	5%	1%	4%	1%	0%
Cycling Frequency							
At least 5 days per week	55	980	110	380	210	280	0
2-4 day per week	137	1,880	60	1,060	330	420	0
One day per week to one day per month	191	2,970	20	1,080	670	1,200	0
Less than one day per month	211	3,030	110	1,150	530	1,170	70

Person Characteristic	Unweighted n	Study Area	Downtown*	Frame Lake North / School Draw / Con Mine	Old Town / Niven / N'Dilo	Range Lake / Frame Lake South	Rest of Yellowknife*
I do not ride a bicycle at all	184	2,210	80	780	240	1,040	70
I am physically unable to ride a bicycle or use an electric micromobility device (e-scooter, e-skateboard, etc.)	724	9,960	710	2,740	1,390	4,800	310
Prefer not to answer	37	450	90	160	10	200	0
Transit Frequency							
At least 5 days per week	54	860	40	170	220	430	0
2-4 day per week	72	1,320	100	540	150	530	0
One day per week to one day per month	81	1,300	80	680	220	330	0
Less than one day per month	95	1,500	100	560	350	500	0
I do not ride the bus at all	1,189	15,580	760	5,040	2,240	7,100	450
I am physically unable to take the bus	3	10	0	0	0	10	0
Prefer not to answer	8	120	0	110	0	0	0

Note that weighting by age and gender was undertaken with stratifications by 5-year age range up to age 34, by 10-year age range up to age 84, and an aggregate 85+ group, with some strata being collapsed in certain zones with small samples. Therefore, the age distribution by 5-year age group in the survey data may not always match Census distributions although it may more closely match the Census when aggregated to 10-year age range.

5.3 Trip Characteristics

Table 38. Trip Key Indicators

Trip Characteristic	Unweighted n	Study Area	Downtown*	Frame Lake North / School Draw / Con Mine	Old Town / Niven / N'Dilo	Range Lake / Frame Lake South	Rest of Yellowknife*
Daily trips (weekdays)							
Population Aged 5+ Years (eligible for trip capture)	1,502	20,690	1,080	7,090	3,170	8,890	450
Trips (Persons 5+)	1,595	62,190	2,490	21,710	10,720	25,400	1,870
Daily Trips / Person 5+ Yrs of Age		3.01	2.31	3.06	3.38	2.86	4.16
Travelled on travel day							
No trips on travel day	258	3,540	300	1,170	400	1,670	0
Yes, took trips	1,244	17,150	790	5,920	2,780	7,220	450
Aggregate Mode							
Driver	2,455	32,830	690	9,080	5,220	16,040	1,800
Passenger	653	9,350	250	3,090	1,480	4,470	60
Transit	102	1,430	160	330	230	700	0
School bus (e.g., yellow bus)	69	1,250	0	40	640	580	0
Bicycle/micromobility	395	4,740	250	2,600	1,030	860	0
Walking	872	11,810	1,140	6,080	1,960	2,620	0
Other	46	790	0	500	160	130	0
% of Trips							
Driver		52.8%	27.7%	41.8%	48.7%	63.1%	96.3%
Passenger		15.0%	10.0%	14.2%	13.8%	17.6%	3.2%
Transit		2.3%	6.4%	1.5%	2.1%	2.8%	0.0%
School bus (e.g., yellow bus)		2.0%	0.0%	0.2%	6.0%	2.3%	0.0%
Bicycle/micromobility		7.6%	10.0%	12.0%	9.6%	3.4%	0.0%
Walking		19.0%	45.8%	28.0%	18.3%	10.3%	0.0%
Other		1.3%	0.0%	2.3%	1.5%	0.5%	0.0%
Detailed Mode Shares							
Car - driver	2,455	32,830	690	9,080	5,220	16,040	1,800
Car - passenger	653	9,350	250	3,090	1,480	4,470	60
Transit Bus	102	1,430	160	330	230	700	0

Trip Characteristic	Unweighted n	Study Area	Downtown*	Frame Lake North / School Draw / Con Mine	Old Town / Niven / N'Dilo	Range Lake / Frame Lake South	Rest of Yellowknife*
School bus (e.g., yellow bus)	69	1,250	0	40	640	580	0
Accessible transit (YKFlex)	2	70	0	0	0	70	0
Work/campus shuttle bus	0	0	0	0	0	0	0
Bicycle (conventional bicycle)	337	3,940	250	2,210	820	660	0
E-bike (power-assisted bicycle with pedals)	44	610	0	360	110	150	0
E-scooter or other electric micromobility device	10	170	0	30	90	60	0
Walk (includes jogging)	872	11,810	1,140	6,080	1,960	2,620	0
Skateboard, kick scooter, roller blades, unicycle, or other human-powered device	4	20	0	10	0	0	0
Motorcycle or motor-scooter	8	130	0	0	110	20	0
Taxi or limousine	29	370	0	280	50	40	0
Other	7	220	0	220	0	0	0
% of Trips							
Car - driver		52.8%	27.7%	41.8%	48.7%	63.1%	96.3%
Car - passenger		15.0%	10.0%	14.2%	13.8%	17.6%	3.2%
Transit Bus		2.3%	6.4%	1.5%	2.1%	2.8%	0.0%
School bus (e.g., yellow bus)		2.0%	0.0%	0.2%	6.0%	2.3%	0.0%
Accessible transit (YKFlex)		0.1%	0.0%	0.0%	0.0%	0.3%	0.0%
Work/campus shuttle bus		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycle (conventional bicycle)		6.3%	10.0%	10.2%	7.6%	2.6%	0.0%
E-bike (power-assisted bicycle with pedals)		1.0%	0.0%	1.7%	1.0%	0.6%	0.0%
E-scooter or other electric micromobility device		0.3%	0.0%	0.1%	0.8%	0.2%	0.0%
Walk (includes jogging)		19.0%	45.8%	28.0%	18.3%	10.3%	0.0%
Skateboard, kick scooter, roller blades, unicycle, or other human-powered device		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Motorcycle or motor-scooter		0.2%	0.0%	0.0%	1.0%	0.1%	0.0%
Taxi or limousine		0.6%	0.0%	1.3%	0.5%	0.2%	0.0%
Other		0.4%	0.0%	1.0%	0.0%	0.0%	0.0%

Trip Characteristic	Unweighted n	Study Area	Downtown*	Frame Lake North / School Draw / Con Mine	Old Town / Niven / N'Dilo	Range Lake / Frame Lake South	Rest of Yellowknife*
Destination purpose							
Travel to Work (usual place of work)	883	11,820	490	4,200	2,070	4,940	110
Business meeting or work-related trips	79	1,410	30	470	210	580	110
Working on the road / itinerant	30	440	100	20	0	260	60
Post-Secondary School	15	330	30	160	0	130	0
Attend School (K-12)	221	3,880	30	1,340	640	1,740	130
Picking up a package or online purchase (from a store or pick-up locker)	25	480	30	100	170	110	60
Shopping or household maintenance (grocery, shoe store, auto repair, gas station)	438	5,210	210	1,710	1,030	1,850	420
Health and personal care	111	1,090	100	380	280	340	0
Restaurant, bar, or coffee (whether eat-in or take-out)	148	1,780	90	750	180	630	130
Social (visiting friends / family, religious gathering)	109	1,310	90	510	150	490	70
Recreation, sports, leisure, arts, or other recreational activities	276	3,370	110	1,500	710	1,040	0
Pick someone up	215	3,210	70	1,100	390	1,650	0
Drop someone off	220	2,990	20	1,000	450	1,520	0
Return Home	1,786	24,340	1,040	8,340	4,320	9,870	770
Other	36	520	50	120	120	230	0
% of Trips							
Travel to Work (usual place of work)		19.0%	19.7%	19.3%	19.3%	19.4%	5.9%
Work-related trips to attend meetings		2.3%	1.2%	2.2%	2.0%	2.3%	5.9%
Working on the road / itinerant		0.7%	4.0%	0.1%	0.0%	1.0%	3.2%
Post-Secondary School		0.5%	1.2%	0.7%	0.0%	0.5%	0.0%
Attend School (K-12)		6.2%	1.2%	6.2%	6.0%	6.9%	7.0%
Picking up a package or online purchase (from a store or pick-up locker)		0.8%	1.2%	0.5%	1.6%	0.4%	3.2%
Shopping or household maintenance (grocery, shoe store, auto repair, gas station)		8.4%	8.4%	7.9%	9.6%	7.3%	22.5%
Personal business (e.g., bank, dentist, health appointments, personal care)		1.8%	4.0%	1.8%	2.6%	1.3%	0.0%

Trip Characteristic	Unweighted n	Study Area	Downtown*	Frame Lake North / School Draw / Con Mine	Old Town / Niven / N'Dilo	Range Lake / Frame Lake South	Rest of Yellowknife*
Restaurant, bar, or coffee (whether eat-in or take-out)		2.9%	3.6%	3.5%	1.7%	2.5%	7.0%
Social (visiting friends / family, religious gathering)		2.1%	3.6%	2.3%	1.4%	1.9%	3.7%
Recreation, sports, leisure, arts, or other recreational activities		5.4%	4.4%	6.9%	6.6%	4.1%	0.0%
Pick someone up		5.2%	2.8%	5.1%	3.6%	6.5%	0.0%
Drop someone off		4.8%	0.8%	4.6%	4.2%	6.0%	0.0%
Return Home		39.1%	41.8%	38.4%	40.3%	38.9%	41.2%
Other		0.8%	2.0%	0.6%	1.1%	0.9%	0.0%
Mode of first trip to work							
Auto Driver	399	5,710	120	1,490	800	3,070	230
Auto Passenger	61	740	10	260	110	360	0
Transit	23	280	40	110	0	110	0
Bicycle	74	890	50	420	300	120	0
Walked	152	1,990	250	960	320	460	0
Other	9	150	0	80	10	60	0
% of workers with a usual workplace outside home or no fixed work address							
Auto Driver		58.5%	25.5%	44.9%	51.9%	73.4%	100.0%
Auto Passenger		7.6%	2.1%	7.8%	7.1%	8.6%	0.0%
Transit		2.9%	8.5%	3.3%	0.0%	2.6%	0.0%
Bicycle		9.1%	10.6%	12.7%	19.5%	2.9%	0.0%
Walked		20.4%	53.2%	28.9%	20.8%	11.0%	0.0%
Other		1.5%	0.0%	2.4%	0.6%	1.4%	0.0%
Travel to Work on Travel Day*							
Total workers who travelled to work or for a work-related purpose on travel day*	718	9,750	480	3,320	1,550	4,180	230
% of workers		75.2%	73.4%	76.7%	74.1%	75.2%	67.4%

*%s are based on total workers including those who work exclusively from home or who have no fixed workplace address. Caution should be exercised when comparing Census Journey to Work data against the survey data. The survey has reported modes of travel for current workers scheduled to work at a usual workplace outside the home on a sampled weekday (with some workers not travelling due to work from home, some workers not scheduled to work on the given weekday, and some workers absent from work due to illness) as well as workers who had work-related errands. The Census, on the other hand, has reported habitual mode choice for a typical

Trip Characteristic	Unweighted n	Study Area	Downtown*	Frame Lake North / School Draw / Con Mine	Old Town / Niven / N'Dilo	Range Lake / Frame Lake South	Rest of Yellowknife*
journey to work on any day of the week for any frequency per week. In addition, the 2021 Census was conducted at the height of the COVID-19 pandemic, and the labour force characteristics, workplace arrangements, and commuting patterns may vary considerably in 2024.							
Vehicle occupants for auto driver trips							
1 occupant (SOV)	1,736	23,360	510	6,390	3,650	11,260	1,550
2 occupants (HOV-2)	536	6,540	180	1,800	1,090	3,210	250
3+ occupants (HOV 3+)	183	2,920	0	880	480	1,560	0
% auto driver trips							
1 occupant (SOV)		71.2%	73.9%	70.4%	69.9%	70.2%	86.1%
2 occupants (HOV-2)		19.9%	26.1%	19.8%	20.9%	20.0%	13.9%
3+ occupants (HOV 3+)		8.9%	0.0%	9.7%	9.2%	9.7%	0.0%

APPENDICES

Appendix 1: Survey Invitation Letter



CITY OF YELLOWKNIFE

Street Address

Yellowknife, NT X1X 1X1

DATE



Log in at
YKtravelsurvey.ca
Your secure access code is
Y123ABC

Help shape your city's transportation future!

Dear resident of Yellowknife,

I'm pleased to let you know that your household has been randomly selected to participate in the City of Yellowknife's **2025 Household Travel Survey**. The survey is being conducted as part of Let's Move YK — Yellowknife's Transportation Plan. The plan will create 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.

Your participation will go a long way towards improving transportation in your community. By understanding how, where, and why residents travel within Yellowknife, we can better plan our future transportation system and services to help you get to where you need to go.

You can complete the survey in two ways:

- Take the survey online at **YKtravelsurvey.ca** using the secure access code at the top of this letter; OR
- Complete the survey over the phone by calling the survey toll-free hotline at **1-855-688-1137**.

You may also receive a phone call requesting your participation. R.A. Malatest & Associates Ltd., an independent Canadian research firm, is conducting the survey on behalf of the City of Yellowknife.

In appreciation of your time, you'll be entered for a chance to win a \$500 grand prize gift card for a local merchant or a \$25 gift card for a local merchant.

If you have questions about the survey, call the toll-free survey hotline at **1-855-688-1137** or email info@YKtravelsurvey.ca

Thank you for your participation in this important survey.

Sincerely,

Ben Hendriksen

Mayor



LET'S MOVE YK!
YELLOWKNIFE TRANSPORTATION PLAN

Appendix 2: Survey Questionnaire

City of Yellowknife 2025 Household Travel Survey**Survey Questionnaire****Online / Phone Interview Scripts****INDEX**

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Questionnaire numbering is non-sequential and refers to numbering within the original template.

Grey shading indicates scripts for the telephone interview version that differ from the online version.

Orange text indicates a key variable name in the final data file that is associated with a given question. Names are from a template, but may be adjusted in the final data deliverable to match client preferences.

How survey is identified (name, where it is, who is it for)

These should be generally consistent whenever mentioned in the survey and in communications materials

Full Survey name: 2025 Yellowknife Household Travel Survey
Agency survey: City of Yellowknife
Scope of the survey: Residents of the City of Yellowknife.
Trips to/from/within Yellowknife and the surrounding area.

Survey Contact information

Survey Portal URL: YKtravelsurvey.ca
Survey toll-free help line: 1-855-688-1137
Survey email: info@YKtravelsurvey.ca
City contact(s) for respondents:
City of Yellowknife:
Richela Solatorio
Community Engagement Advisor
rsolatorio@yellowknife.ca
867-669-3413

Client Privacy Contact (if different from main City contact for the public)
Same as above for now (Richela)

City's webpage for this project:
<https://www.yellowknife.ca/TransportationPlan/>

Incentives: a \$500 grand prize gift card to a local merchant or one of 20 \$25 gift cards to a local merchant

Project / client logo(s):

City logo



City logo used as header with dotted arc and logotype reading City of Yellowknife



Project / client colours: primary / secondary colours

Crest colour palette

Blue	R0 G143 B197 #008FC5	Pantone 640 C		reversed .
Red	R227 G27 B35 #E31B23	Pantone 1797 C		reversed .
Green	R0 G133 B63 #00853F	Pantone 356 C		reversed .
Black	R0 G0 B0 #000000	Black 100%		reversed .
Yellow	R255 G239 B0 #FFEF00	Pantone Yellow C		reversed .

Project logo:

Transportation Plan project logo



LET'S MOVE YK!
YELLOWKNIFE TRANSPORTATION PLAN

**2025 Yellowknife Household Travel Survey
Online Survey / Telephone Interview Script**

INTRODUCTION – ONLINE HOUSEHOLD TRAVEL SURVEY

[City of Yellowknife][CLIENT LOGO]

[Project logo]

Secure Access Code: _____

Begin Survey

Welcome to the 2025 Yellowknife Household Travel Survey.

The City of Yellowknife is undertaking a Household Travel Survey to learn more about the travel patterns of residents. The goal of the survey is to understand where people are going and how they get there by collecting information on the trips made by each member of your household.

Survey invitation letters have been sent to randomly selected households.

The survey will support the development of the Let's Move YK – Yellowknife's Transportation Plan. The Transportation Plan will be a comprehensive long-term plan to guide the future of Yellowknife's transportation network.

The information you provide will be used to make informed decisions on future planning for roads, public transit, cycling and pedestrian infrastructure, and other transportation-related projects for years to come.

In appreciation of your time, you'll be entered for a chance to win a **\$500 grand prize gift card or one of 20 \$25 gift cards** for a local merchant upon the completion of this survey.

[FAQ's below will be in expand-on-click format]

How long does it take to complete the survey? Approximately 10-25 minutes depending on the size of your household and number of trips. It is extremely important all your data is entered completely and accurately. You can also complete the survey by telephone with one of our professional interviewers by calling us toll-free at **1-855-688-1137**.

What kinds of questions are asked? The first two sections of the survey contain questions about your household and the people living in your household. The final section asks questions about the trips taken by each member of your household that is 5 years of age or older on a particular weekday (your Travel Day).

Will my privacy be protected? Yes. Your survey responses will be combined with others' responses before they are analyzed. Your contact information will be permanently deleted once the survey is concluded. Click here to view our [Privacy Statement](#).

How was I selected for the survey? Your household was selected at random from households across Yellowknife. Only a limited number of invitations are sent out, so the few minutes you take to participate will have a big impact. The survey is voluntary, but to truly represent the travel behaviour of all types of residents in your neighbourhood, we hope that you will choose to participate.

Who is being surveyed? We will be surveying randomly selected households across the City of Yellowknife. Only a limited number of invitations may be sent out, so your participation is very important.

Who is conducting the survey? The City of Yellowknife has contracted independent research firm R.A. Malatest & Associates Ltd. to conduct the survey.

What day of the week should I report on? We are interested in your travel on the most recent previous weekday. It is important that you provide a snapshot of what you actually did on that day, even if it was not a typical day, and even if you did not make any trips.

I've also been asked to participate in a Community Survey. Is this the same thing? No, it is a different survey. Both surveys are being conducted as part of Let'sMoveYK, Yellowknife's Transportation Plan. This Household Travel Survey collects factual data about travel from randomly selected households, so that we can build an accurate picture of daily travel patterns. The Community Survey is open to all residents and gathers feedback on what you see as the priorities, challenges, and opportunities for transportation in Yellowknife. It would be of great help if you can complete both surveys. A link to the Community Survey is included at the end of this survey.

Who do I contact for more information or for help?

- If you would prefer to complete the survey by telephone, please call 1-855-688-1137 (toll free).
- You may also call the number above for assistance with the online survey, or email us at info@YKtravelsurvey.ca.
- If you wish to validate the authenticity of this survey you may contact the City of Yellowknife at [867-669-3413](tel:867-669-3413) or visit the City of Yellowknife [webpage \[https://www.yellowknife.ca/TransportationPlan/\]](https://www.yellowknife.ca/TransportationPlan/).
- For more information about this survey, please visit YKtravelsurvey.ca.

Please note that your answers to the survey are saved each time you click on the Previous or Continue Buttons.

A1. **The survey should be completed by a person in your household 16 years of age or older who is familiar with your household's weekday travel. Are you that person?**

1. Yes
2. No

A1X. [if A1=No]

This survey must be completed by someone 16 years of age or older who is familiar with your household's weekday travel.

The survey may only be completed by someone under the age of 16 if consent is provided by their parent or legal guardian.

Please have a parent or legal guardian review and answer the following question before proceeding:

The goal of the **Yellowknife Household Travel Survey** is to understand where people are going and how they get there by collecting information on the trips made by each member of your household. The information you provide will be used to make informed decisions on future planning for roads, public transit, cycling and pedestrian infrastructure, and other transportation facilities. All the information you provide is strictly confidential.

1. I am a parent or legal guardian of a person in this household who is under the age of 16 and I consent to this young person filling out the **Yellowknife Household Travel Survey** on behalf of the household
2. No, I do not consent to having a younger household member fill out the survey

[If consent is not given, please click 'Previous' to go back to the introduction and ask an older member of the household to complete the survey.]

[If answer is No, do not allow respondent to proceed. Provide the following error message]

Please either obtain consent or ask an older member of the household to complete the survey.

If you are 16 years of age or older, click the Previous button to change your answer.

If you are under the age of 16, please have an older person in your household fill out the survey.

A1Z. [Ask ALL] Notice and Consent to Participate

The 2025 Yellowknife Household Travel Survey is being conducted by the City of Yellowknife. This survey will provide critical information for making future decisions about Yellowknife's transportation systems.

An independent, Canadian research firm, R.A. Malatest & Associates Ltd., has been contracted to administer the survey. The City of Yellowknife and R.A. Malatest & Associates Ltd. are dedicated to protecting the privacy of participants.

This survey is voluntary and the personal information you provide will be kept confidential and will only be used for the purpose of conducting this survey. Click here to view our [Privacy Statement](#).

Select "I Agree" to confirm that you have read the above statement and agree to participate in the survey.

1. I agree
2. I do not agree [end survey]

Questions about this survey and use of your personal information may be directed to:

[Richela Solatorio, Community Engagement Advisor, City of Yellowknife](#)

email: rsolatorio@yellowknife.ca

INTRODUCTION – TELEPHONE INTERVIEW

[This introduction is for phone interviews. The Persuaders section includes script interviewers can read to answer common questions from respondents]

Hello, my name is _____, and I am calling on behalf of the City of Yellowknife to follow up on an invitation we recently sent you to participate in the Yellowknife Household Travel Survey.

The data collected in this study will help inform decisions to improve transportation infrastructure and services in the City of Yellowknife. In this survey, we will ask you some questions about the trips made by members of your household yesterday.

(INTERVIEWER: If respondent sounds young, verify over the age of 16. If no, ask to talk to appropriate person and restart intro or ensure that the parent provides consent for the younger person to complete the survey on behalf of the household, or schedule a call back)

USE FOLLOWING SCRIPTS AS NECESSARY:

- This survey is about the transportation choices people make. The survey results will be used to help plan improvements to roads, transit infrastructure, and pedestrian and cycling facilities in Yellowknife.

- Your household has been randomly selected to participate in this study. The last time this important transportation study was undertaken was 17 years ago, in 2008. This was a year before video streaming was available in Canada. It is time to update our understanding of residents' transportation habits. The survey is voluntary, but to truly represent the travel behaviour of residents in your area, it is important that you participate in the study.
- The survey takes about 10-20 minutes depending on the size of your household and your answers.
- The survey contains questions about your household and the people in your household. It also asks about the trips people in your household make.
- Even if you did not make any trips yesterday, it is important that we record that information as well. The survey will be shorter for you.
- I work for R.A. Malatest & Associates Ltd, a professional research firm. The City of Yellowknife has contracted our firm to conduct this survey on their behalf.
- If you wish to validate the authenticity of this survey you may contact the City of Yellowknife at **867-669-3413** or visit the City of Yellowknife [webpage](https://www.yellowknife.ca/TransportationPlan/).
[<https://www.yellowknife.ca/TransportationPlan/>]
- I can send you an email with information about the study, and a link to the website for this study.
- In appreciation of your time, you'll be entered for a chance to win a \$500 grand prize gift card for a local merchant or one of 20 \$25 gift cards for a local merchant upon the completion of this survey. The prize draw is administered by R.A. Malatest & Associates Ltd. and will be drawn once the survey administration period is completed.

A1. Please note that this call may be recorded for quality control purposes. I need to talk to a person, 16 or older, who is most familiar with your household's trips made yesterday. Are you that person?

1. Yes (confirmed correct person)
2. No

A1X. [if A1=No]

This survey must be completed by someone 16 years of age or older who is familiar with your household's weekday travel. May I speak to someone in your household who is over the age of sixteen and who is familiar with your household's travel?

INTERVIEWER: Click Previous to change the answer on previous page and proceed.

A2. [ONLY ASKED OF TELEPHONE INTERVIEW RESPONDENTS. ASSUME ONLINE RESPONDENTS HAVE RECEIVED THE LETTER IN THE MAIL IN ORDER TO GET ACCESS CODE TO LOG ON]

Have you received the letter in the mail describing this study?

1. Yes
2. No
3. Don't know

INTERVIEWER: IF RESPONDENT DID NOT RECEIVE LETTER AND WISHES FOR MORE INFORMATION BEFORE PROCEEDING:

I can send you an email with information about the study, and a link to the website for this study.

A3. The 2025 Yellowknife Household Travel Survey is being conducted by the City of Yellowknife. As part of the survey, you will be asked questions about the trips made by each member of your household and information about your household (such as the type of building you live in, number of vehicles you have access to, and age of each household member). The information will be used for transportation planning purposes only.

If you have questions about this survey and use of your personal information, I can provide you with contact information for the project contact at the City of Yellowknife.

IF ASKED:

Richela Solatorio, Community Engagement Advisor, City of Yellowknife,
rsolatorio@yellowknife.ca, 867-669-3413

A1Z. This survey is voluntary, and I can assure you all personal information will be kept confidential and will only be used for the purpose of this survey. (Interviewer: click here for the [Privacy Statement](#) if more info is required).

Do you agree to take part in the study?

- 1: Agree
- 2: Call later / appointment
- 3: Refuse

SURVEY PRIVACY STATEMENT

[available anywhere there is a link to the [Privacy Statement](#)]

Participation in this survey is voluntary.

The City is dedicated to protecting your privacy. Collection of information for the survey is being undertaken in accordance with the Northwest Territories' *Access to Information and Protection of Privacy Act* (ATIPPA) and the federal *Personal Information Protection and Electronic Documents Act* (PIPEDA). The confidentiality of any information collected is protected under the provisions of the Acts.

Your survey data will remain confidential and will only be analyzed when combined with the information of other households.

Data collected through this survey will be used by the City of Yellowknife for future transportation and land use planning purposes. It may not be accessed or used for other purposes except as required by law.

Any information obtained from each household through the survey is processed, stored, and used in a form that does not permit any particular household to be identified. Your contact information will not be shared with anyone for any other purpose outside of this survey. Your contact information will not be included in the survey dataset delivered to the City of Yellowknife.

Canadian-based research firm R.A. Malatest & Associates Ltd. is conducting the survey data collection under the direction of the City of Yellowknife with the highest standards of the protection of privacy and confidentiality. Click here for a link to the firm's Privacy Policy [URL: <http://www.malatest.com/Privacy.htm>] [LAUNCH IN SEPARATE WINDOW].

For more information, please contact 1-855-688-1137 (toll free) or email info@YKtravelsurvey.ca.

If you wish to validate the authenticity of this survey, or if you have any questions or concerns regarding the collection, use, disclosure, retention or disposal of personal information in connection with the survey, you may contact [Richela Solatorio, Community Engagement Advisor, City of Yellowknife](#) at rsolatorio@yellowknife.ca. You may also visit the City of Yellowknife's [webpage](#) for more information. [<https://www.yellowknife.ca/TransportationPlan/>]

Your information will be retained for at least 12 months after conclusion of data collection. If after completing the survey you wish to withdraw your consent to collect your information, please contact [Richela Solatorio, Community Engagement Advisor, City of Yellowknife](#), rsolatorio@yellowknife.ca, 867-669-3413. After 12 months, the research contractor will delete your personal information from the data.

For more information about this research study please visit [YKtravelsurvey.ca](#).

HOUSEHOLD INFORMATION

[B1A Web] Please provide a phone number and email that we can reach you at if we need to clarify your responses.

PHONE: Can you please provide a phone number and email address in case one of our staff need to reach you?

Name: [NAME] [optional]

Phone Number: [PHONE NUMBER] [optional] Extension: _____ [optional]

Email: _____ [optional]

Your contact information will be kept confidential and will not be shared with anyone. We will contact you only in the event we need to verify your responses. After 12 months, we will delete any contact information you provide on this page.

All fields on this page are optional; you may select Continue to proceed if you do not wish to provide your contact information.

B2. [If address exists in sample file AND street address flag=1 (i.e., address is not a mailing address like a rural route or PO Box)]]

The home address we have for you is listed below. Please verify the address and edit the fields below if necessary. This information is required to identify the location of your trips.

We are interested in the physical address of your home, not your mailing address or unit number. Please review the following address and correct it if necessary.

STREET ADDRESS

CITY / TOWN

POSTAL CODE

Please confirm the address is correct, or edit the fields displayed and select confirm to proceed.

1. Yes, I confirm this address is correct

99. Decline to answer / don't know

B2X. [IF DECLINE TO ANSWER IN B2]

Unfortunately, the survey cannot proceed without an answer to this question. Your participation is very important, and all personal information you provide will be kept strictly confidential. Click here to view our [Privacy Statement](#).

If you are uncomfortable providing us your exact street address and you live in an urban area, you may provide your postal code. If you live in a rural area, please provide your street address, or at least the closest cross-streets.

PHONE: Rather than terminating the survey, would you reconsider answering this question?

1. Yes, I will provide my street address [if agree, go back to previous question]
3. I would prefer to report a nearby location by finding my postal code or the closest cross-streets with Google Map [if selected, go back to map address capture page]
2. I will not give my address or a nearby location [If still refuse:] Unfortunately, we cannot continue the survey without this information. Thank you for your time. Have a pleasant day / evening.

HomeLat, HomeLong, etc.

HOME_LOCATION

B2Y. Where do you live?

Please use the buttons below the map to either confirm that the location is correct or to search for the correct location. [Map the address provided using Google Maps]

[If no address in sample or if address flag indicates a mailing address such as PO Box and address page was skipped]: **Please provide the address of your place of residence. This information is required to identify the location of your trips. Please do not provide a postal code or P.O Box.**

[If confirmed address on previous page:] [display confirmed address above Google Map]

WEB: Does the map correctly show where your home address is located? If not, click "Search again" to search for your correct address? If not, please move the marker to where it is located, or use the Search box to search for your correct address.

PHONE: CONFIRM WITH RESPONDENT WHAT THE MAP SHOWS: E.g., I am looking at the location on Google Maps. It looks like your home is near the intersection of [STREET] and [STREET]. Is that correct?

OUTSIDE_STUDY_AREA_TERM

[If address location mapped appears to be out of bounds of the study area (the City of Yellowknife)]

Your household address appears to be outside of the [study area](#) (the City of Yellowknife municipal boundaries).

[PROGRAMMER: on click "[study area](#)", display pop up modal window with map]

Please check the location of the marker on the map. If the marker is not precisely where your home is physically located, move the marker, or search again. If the location of the

marker is correct, then you live outside of the survey area and we cannot proceed any further in the survey, but we thank you for your participation!

Please contact us at 1-855-688-1137 or info@YKtravelsurvey.ca if there has been an error or to confirm if your household should participate in this study, or click the Previous button if you have mapped your household address incorrectly.

PHONE: I will stop the interview here and thank you for your time. Have a good day / evening.

DwellingType

B3. What type of dwelling do you live in?

1. single-detached house, laneway house, or detached garden suite
2. semi-detached house or duplex
3. house with a secondary suite
4. townhouse / row house
6. apartment or condo in a building with 1 to 4 floors
7. apartment or condo in a building with 5 or more floors
8. mobile home or movable dwelling (manufactured home)
77. other, please specify: _____

Mouseovers:

Single-detached house: A single dwelling not attached to any other dwelling or structure (except its own garage or shed). Has open space on all sides and has no dwellings either above it or below it. Includes mobile homes if they are permanently attached to a foundation. Includes laneway houses and garden suites that are separate buildings not attached to other dwellings.

Semi-detached house or duplex: Two dwellings attached side by side, back to back or one above the other. Include basement apartments in houses with only two dwelling units.

House with a secondary suite: Choose this option if you live in a house with a secondary suite (including if you live in the primary suite or the secondary suite in that house), and you are not sure whether it should be classified as a semi-detached house or duplex or an apartment in a building with 1 to 4 floors.

Townhouse / row house: Three or more dwellings joined side by side or occasionally back to front, such as a townhouse or garden home, but not having other dwellings either above or below. Include triplexes or quadruplexes only if all dwelling units are on the same level.

Apartment or condo in a building with 1 to 4 floors: A dwelling unit attached to other residential dwelling units, commercial units, or other non-residential space in a building that has fewer than five storeys. Includes basement apartments in houses with three or more dwelling units. Include triplexes or quadruplexes if there are dwelling units on different levels (some units are above or below). If condo townhouse, please select 'Townhouse'.

SecondarySuite

B3B. [if dwelling type = 3 house with a secondary suite]

Is the secondary suite in a building with 3 or more apartments or dwelling units?

1. Yes
2. No

[this question exists to help us determine whether or not to classify it as an apartment]

RentOwn

B3C. Do you rent or own your place of residence?

1. Rent
2. Own
99. Decline to answer

HaveVehicles, NumVehicles, NumVehPetrol, NumVehHybrid, etc.

B7. **How many licensed motor vehicles (including cars, SUVs, light trucks, vans and motorcycles) of each fuel type are available to the members of your household, including yourself?**

INTERVIEWER: prompt as necessary. You can ask how many vehicles are available to members of your household, then ask how many are of each fuel type.

Include all personal and business vehicles. Include vehicles provided by employers and which household members use to go to work or for personal use.

Exclude vehicles that are not currently insured to be on the road. Exclude bicycles, ATVs, UTVs, and RVs. Exclude car share vehicles.

Regular gasoline (not a hybrid) ____ [allow entry of numbers from **0 to 19**]

Hybrid ____

Plug-in hybrid ____

Electric-only ____

Diesel ____

Biodiesel ____

Gas motorcycle ____

Other / unsure of fuel type*: ____

77. None (no vehicles)

99. Don't know

* Other / unsure of type, please describe: _____

Total vehicles: ____ [DISPLAY RUNNING TOTAL AS RESPONDENT MAKES ENTRIES]

NumVehConfirm

B7X [if response to # of vehicles anything other than 77 none (no vehicles) and 99 don't know]
The sum of your entries on the previous question is **[RECALL TOTAL VEHICLES]**.

Is **[RECALL TOTAL VEHICLES]** the correct total number of licensed motor vehicles available to members of your household?

1. Yes
2. No

NumVehAlt

B7Y [if B7=99 don't know or if B7X=2 total vehicles not correct]

[if B7=99 don't know:] If you do not know the number of vehicles of each fuel type, can you tell us how many licensed motor vehicles are available to members of your household in total?

[if B7X=2 total vehicles not correct:] You said **[RECALL TOTAL VEHICLES]** is not the correct total number of vehicles.

What is the correct total number of licensed motor vehicles available to members of your household?

Include all personal and business vehicles. Include vehicles provided by employers and which household members use to go to work or for personal use.

Exclude vehicles that are not currently insured to be on the road. Exclude bicycles, ATVs, UTVs, and RVs. Exclude car share vehicles.

___ [allow entry of numbers from 1 to 15]

99: Decline to answer / don't know

HaveBikes, NumBikesChild, NumBikesAdult, NumEBikesAdult, NumEmobility

B8. **How many working bicycles, electric bicycles or other e-mobility devices are available to members of your household, including yourself? (Please only record bicycles or devices that have been used in the last year).**

[INTERVIEWER: prompt for each of the options below]

Children's bicycles: ___

Adult bicycles: ___

Adult e-bicycles – (electric-assist): ___

E-scooter or other electric mobility device (e-skateboard, hoverboard, e-unicycle/mono-wheel, "throttle e-bike" that does not require pedalling): ___

77. None

99. Decline / don't know

NumHouseholders

B4. **How many people are currently living in your household, including yourself?**

Include all persons who normally live in the household unit, including babies, children, grandparents. Include children in joint custody if living in your household on your **Travel Day [MONTH DAY YEAR]**. Include roommates, live-in housekeepers and lodgers who share communal facilities.

Exclude anyone living in a separate apartment or suite within the building. Exclude persons living elsewhere for more than 1 month (e.g., son or daughter living away at school). Exclude temporary guests living here for less than 1 month.

___ **Total # persons in household [Allow entry from 1 to 15]**

(confirm with respondent)

99. Decline / don't know [go to B5]

B5. [IF DECLINE TO ANSWER IN B4]

Unfortunately, the survey cannot proceed without an answer to this question. Your participation is very important, and all personal information you provide will be kept strictly confidential. Click here to view our [Privacy Statement](#).

PHONE: Rather than terminating the survey, would you reconsider providing this information?

WEB: Click the Previous button to go back and provide a response, or click End Survey to quit
[if agree, go back to previous question]

[If still refuse, record as refusal:] Thank you for your time. Have a pleasant day / evening

DEMOGRAPHICS INTRO

The next section is about your household's demographics. You will be asked to provide some information about yourself and the other members of your household.

Your responses are entirely confidential. Your personal information will be protected and will not be shared with anyone for any other purpose outside of this survey. Click here to view our Privacy Statement.

If anyone is missing, click the + sign to add another person to the list.

Please fill in the following table with a way of identifying each person. This will make it easier to refer to them in questions later in the survey. You could use a name, nickname, initials, or family relationship ('spouse', 'son #2', 'child 12 years old', etc.). These names or nicknames will be removed from the final data file to preserve your household's anonymity.

Household Member #1 ID: You

[Add fields for other HH members according to # in B4)

[Option for respondent to add more HH members]

+ Add new person

Upon selecting 'Continue,' the information provided thus far will be saved and processed.

[IF ONE PERSON HOUSEHOLD OR B4B=2 NO]

The next section is about your household's demographics.

Please click on the 'begin demographics' link to answer your demographic questions.

If the number of people in the household is not correct, use the Previous button to go back to the question about the number of people in the household.

Upon selecting 'Continue,' the information provided thus far will be saved and processed.

Person #1 ID	Begin Demographics
--------------	------------------------------------

[once all demographics complete:] To edit your demographic information, please click on the Edit Demographics link in the above table. Once your demographic questions are complete, you can enter your trips.

[IF MORE THAN ONE PERSON]

Please click on the links beside each household member to answer the demographic questions.

If the number of people in the household is not correct, use the Previous button to go back to the question about the number of people in the household.

Upon selecting 'Continue,' the information provided thus far will be saved and processed.

Household Member	Age	Gender	Status	
You	-	-	Complete	Edit
[recall Person #2 ID]	-	-	Begin Demographics	
[recall Person #3 ID]	-	-	Begin Demographics	
Etc.				

1 record complete out of 3

Click 'Begin Demographics' to start entering demographics for each person.

[Once completed for all household members, display the following instructions:]

The demographics section of the survey is now complete. You can use the Edit links to update/edit your previously entered responses, or click Continue to start entering information about your trips.

Before proceeding, please ensure that all information provided is accurate.

Upon selecting 'Continue,' the information provided up to this point will be saved and processed.

DEMOGRAPHICS – GENDER, AGE, LICENCE, ETC.**Age**

C2. **What is [your/PERSON's] age?**

____[0-98]

98. older than 98 years of age

99. decline to answer

[If PERSON # >=2:] If younger than 1 year of age, please enter 0.

Gender**C1. What gender [do you/does PERSON] most identify with?**

Refers to current gender which may be different from sex assigned at birth and may be different from what is indicated on legal documents.

[INTERVIEWER: do not ask unless necessary – record only]

1. Male
2. Female
3. Non-binary
4. Two-spirit
77. Prefer to self-identify: _____
99. Prefer not to say

AgeRangeResponse**C2A. [If decline to answer:] What age group do [you/PERSON] belong to?**

(INTERVIEWER: Read the age ranges, starting at a relevant one)

- 1: 0-4 years
- 2: 5-9
- 3: 10-15
- 4: 16-19
- 5: 20-24
- 6: 25-29
- 7: 30-34
- 8: 35-39
- 9: 40-44
- 10: 45-49
- 11: 50-54
- 12: 55-59
- 13: 60-64
- 14: 65-69
- 15: 70-74
- 16: 75-79
- 17: 80-84
- 18: 85-89
- 19: 90-94
- 20: over 95 years of age
- 99: decline to answer

[NOTE: Age categories are in five-year age ranges except to differentiate above or below age of driver's licence, and with survey trip capture cut-off age of 5+. Including this follow up question if C2 was refused allows us to at least capture an age range. Within that range, the age will be randomly assigned within certain limits (e.g., if 16-19, random assignment of age will also be guided by whether enrolled in school and type of school enrolled in).]

AgeCategory

C2B. [if 99 to C2A]

**Unfortunately, the survey cannot proceed without an answer to this question.
Demographic information such as age is crucial to transportation research.**

Your participation is very important, and all personal information you provide will be kept strictly confidential. Click here to view our [Privacy Statement](#).

PHONE: Rather than terminating the survey, would you reconsider answering this question?

If you are uncomfortable providing us [your / PERSON's] exact age, please select from the ranges below to continue the survey.

INTERVIEWER: Go back to previous question if precise range given or select from broad ranges below

1. 0-4 years (infant or toddler, trips will not be captured)
2. 5-14 years (child or youth not eligible for driver's licence)
3. 15-19 years (youth eligible for driver's licence)
4. 20-29 years
5. 30-49 years
6. 50-64 years
7. 65+ years of age
99. Decline to answer

[If still refuse:] Unfortunately, the survey cannot proceed without this information. Thank you for your time. Have a pleasant day / evening.

[WEB:] Close your browser window to end the survey

C2C. [if (PERSON #1<16 IN C2 or PERSON#1=C2A age range<4 (under 16)or PERSON#1=C2B age category <3 (under 16))

[Cul-de-sac page with only Previous and End Survey buttons]

[if # of people in household=1]: You indicated that only one person lives in your household, and that you are [AGE years or AGE RANGE] old.

[All]: This survey must be completed by someone 16 years of age or older who is familiar with your household's weekday travel.

[if # of people in household=1]: If you are 16 years of age or older, click the Previous button to change your answer.

[if # of people in household>1]: **If you are 16 years of age or older, click the Previous button to change your answer. Please fill in the information for Person #1 identified as “You” with your own information.**

If you are under the age of 16, please have a member of your household who is 16 years of age or older fill out the survey.

DriversLicence

C3. [if age >= 15, or C2A>=4 or C2B >=3]

[Do you/Does PERSON] have a valid driver’s licence?

[*mouseover for valid driver’s licence:* This includes any category of motor vehicle licence, including a temporary learner’s permit. Answer ‘No’ if the licence has expired and has not been renewed or if it has been suspended.]

1. Yes
2. No
99. Decline / don’t know

[Note: residents can obtain a learner’s permit at age 15+]

TransitPass

C3B. [if 13+ years of age (C2>=12 or C2A>=3 or C2B>=2)]

Do you/does PERSON] have a monthly or annual transit pass?

A transit pass is a product that allows unlimited travel for a month or a year (or the school year for discounted passes for secondary school students). Do not count single tickets, cash fares, or 10-ride passes into account.

1. Yes
2. No
99. Decline / don’t know

[note: children 12 years and younger ride free on YKTransit, so above question only asked for ages 13+]

OccStatus, WorkFt, WorkPT, StudentFt, StudentPT, Etc.

C4. [If age 5+]

Which of the following apply to [you/PERSON]? Select all that apply.

PHONE:

[If 15+years:] INTERVIEWER: ASK ABOUT BOTH EMPLOYMENT STATUS AND STUDENT STATUS

[Are you/Is PERSON] currently working (i.e., an employee or self-employed)? Is that full-time or part-time?

[Do you/does PERSON] currently attend school or another educational institution? (K-12 or post-secondary) Is that full-time or part-time?

1. Work full-time (30 or more hours per week), including self-employment [only display if age 12+]
2. Work part-time (less than 30 hours per week), including self-employment [only display if age 12+]
3. Student full-time
4. Student part-time
5. Unemployed (available for and actively seeking work) [display only if age 15+]
51. Not employed and not looking for work (disability, unpaid volunteer, parental leave) [display only if age 15+]
6. Retired [only display if age 40 +]
7. Stay-at-home parent or caregiver [only display if age 16+]
77. Other, specify: _____

[PROGRAMMING NOTE: cannot select 'unemployed' or 'not employed and not looking for work' if work full-time or part-time]

SchoolProbe

[If age between 5 and 16 and C4 response did not include either student full-time or student part-time. PROGRAMMER: This is a warning, so allow the respondent to proceed.]

Earlier you indicated that [you are/PERSON is] under the age of 17 ([RECALL Age OR AgeRange]) and you did not indicate [you/they] are a student.

If [you/they] are a student, please select student full-time or student part-time.

If [you/they] are not a student, please indicate so in the 'Other specify' text field if you have not already done so.

Use the Next button to proceed to the next question.

DEMOGRAPHICS – SCHOOL DETAILS

FTWorkFTSchool

C4X. [if respondent indicated both f/t student and f/t worker, provide confirmation message:]

From your answers, it appears that [you attend/PERSON attends] school full-time and also [work/works] full-time (more than 30 hours per week at [your/PERSON's] main job).

Is this correct?

1. Yes, attend **school full-time** and **work full-time** (more than 30 hours/week)
2. No, attend **school part-time** and **work full-time** (more than 30 hours/week)
3. No, attend **school full-time** and **work part-time** (less than 30 hours/week)
99. Unsure

SchoolType

C4A. [IF C4 = 2 OR 3 student full time or student part-time]

What kind of school [do you/does PERSON] attend?

1. Elementary school
3. High school
5. College or university [display if age $\geq$ 16]
6. Adult basic education or other adult non-postsecondary [display if age $\geq$ 18]
77. Other, specify: _____
99. Decline / don't know

SchoolName

C4B. [if student]

What is the name of [your/PERSON'S] school?

(you can choose from suggestions that appear as you type, or, if none of the suggestions applies, you can type the name exactly as you know it)

School Name: _____ [Auto-suggest as you type]

8. Home schooled [PROGRAMMER: do not display home schooled option if schooltype = 5 college/uni or 6 adult basic ed]

[List of K-12 schools in study area, supplemented with public post-secondary, and larger private post-secondary]

[Include street address and municipality in description of school location]

SchoolAttend

C4B1. [if C4B not home schooled and C4A school type greater than high school]

Which best applies to how [you/PERSON] [attend/attends] class:

PHONE: [Do you/does PERSON] travel to school to attend classes, are [your/PERSON's] classes online only, or a mixture of both?

1. Travel to school to attend classes in person
2. Attend school online, home-based or virtual learning **only**
3. Mix of in-person and online classes

SchoolAddress, SchoolLat, SchoolLong, etc.

C4D. [if student, but can skip location capture only if C4A School Name = home schooled or if C4BB SchoolAttend = 2 online/distance education only]

[If not in list] **What is the location of the school?**

[If in list in C4B or C4B1, map location:] **Does this location appear to be correct?** (If it is not correct, please drag the marker on the map, double-click, or use the search bar to find the correct location)

LOCATION CAPTURE [SCHOOL CO-ORDINATES]

*DEMOGRAPHICS – WORK DETAILS***Workplace**

C6B. [if employed]

Do [you/PERSON] have a usual place of work outside the home?

This is the worksite that [you/PERSON] normally commute[s] to, even if [you/PERSON] sometimes work from home.

6. Workplace away from home that [you/PERSON] travels to regularly or occasionally as part of a hybrid scheme (use Google Map on the next page to map your usual workplace)

3. No fixed workplace address / no usual place of work / work on the road / work site changes daily

1. Work exclusively from home (and do not have a workplace [you/PERSON] would usually travel to)

Mouseover on “workplace away from home”: A permanent workplace location outside the home that you travel to for work, whether you go there frequently or only occasionally.

Mouseover on “No fixed workplace address”: If you regularly work outside the home but do not travel to the same worksite every day, please select “No fixed workplace address”. Do not use this option if you work from home all of the time. Do not use this option if you have a fixed workplace address, terminal, or base outside the home that you start or end your day at.

Mouseover on “Work exclusively from home”: Please only select ‘work exclusively from home’ as your response if you do not work at any other locations. If there is an office, business or other work location outside the home that is available for you to work at, please select ‘workplace away from home’ and use Google maps on the next page to map your work location.

Work Location Capture

What is the address or location of your usual place of work (main job)?

(This is the address of the worksite that you normally commute to, whether regularly or occasionally)

To search for an address, start typing in the searchbox, or double-click on the map.

Mouseover on “regularly or occasionally”: Even if you are currently working from home some weekdays, identify the worksite you would normally commute to.

WorkTelecommute, WorkCommute

If [you/PERSON] traveled to work and telecommuted on the same day, you can select the same day of the week for both questions.

C6C. [if work at a usual workplace outside the home OR if have no fixed workplace address (i.e., exclude only those who work exclusively from home or who are not workers)]

In the last week, on which weekdays did [you/PERSON] work from home/telecommute rather than travel to [your/PERSON's] usual workplace? Select all that apply

1. Monday

2. Tuesday

3. Wednesday

4. Thursday

5. Friday

77. Did not work from home at all in the last week [PROGRAMMER: mutually exclusive to 1 through 5]

88. Don't know

C6D. [if work at a usual workplace outside the home or if have no fixed workplace address (i.e., exclude those who work exclusively from home)]

In the last week, on which weekdays did [you/PERSON] travel to work or travel for work-related purposes? Select all that apply

1. Monday

2. Tuesday

3. Wednesday

4. Thursday

5. Friday

77. Did not travel to work or for work purposes in the last week [PROGRAMMER: mutually exclusive to 1 through 5]

88. Don't know

TRAVEL HABITS**WorkUsualMode**

C6U. [if work at a usual workplace outside the home OR have no fixed workplace address (i.e., exclude those who work exclusively from home)]

What is [your/PERSON's] usual mode of transportation at this time of year for trips to or from work? Select one only.

If you usually use more than one mode (such as auto and transit on the same trip), please select the one used for most of the travel distance. If you alternate between modes on different days, pick the one you use most often.

[see mode list from mode question in trips section]

[Cycle through above questions for as many people in household as were indicated. Some questions may not be applicable for children under the age of 5 for whom we will not ask about trips]

PersonCycleFreq

C3C. [if 5+ years of age ($C2 \geq 5$ or $C2A \geq 2$ or $C2B \geq 2$)]

About how often have [you/PERSON] used a bicycle, e-bike, other electric micromobility device (e-scooter, e-skateboard, etc.) in the past month?

1. At least 5 days per week
2. 2-4 days per week
3. One day per week to one day per month
4. Less than one day per month
5. [I do/PERSON does] not ride a bicycle at all
6. [I am/PERSON is] physically unable to ride a bicycle or use an electric micromobility device (e-scooter, e-skateboard, etc.)
99. Prefer not to answer

PersonTransitFreq

C3D. [if 5+ years of age ($C2 \geq 5$ or $C2A \geq 2$ or $C2B \geq 2$)]

About how often have [you/PERSON] taken the bus (YKTransit) in the past month?

1. At least 5 days per week
2. 2-4 day per week
3. One day per week to one day per month
4. Less than one day per month
5. [I do/PERSON does] not ride the bus at all
6. [I am/PERSON is] physically unable to take the bus
99. Prefer not to answer

TRIPS INTRODUCTION

D1. [Begin with primary respondent, section is tailored as appropriately for subsequent respondents]

This section consists of questions about the trips taken by the members of your household **during a single weekday** (your Travel Day).

In order to ensure the most accurate recollection of your travel, please use [yesterday/TRAVELDAY] as your Travel Day.

Please report any trips made during the 24-hour period between 4:00 AM [TRAVEL DAY] and 3:59 a.m. [TRAVEL DAY +1], whether for work, school, shopping, or any other purpose.

This section will have a series of questions for each separate trip. [if any member of the household is under the age of 5, i.e., C2<5 or C2A=1 or C2B=1:] We will only ask for trip details for children 5 years of age or older.

[CYCLE THROUGH TRIPS SECTION FOR ALL HOUSEHOLDERS >= age 5]

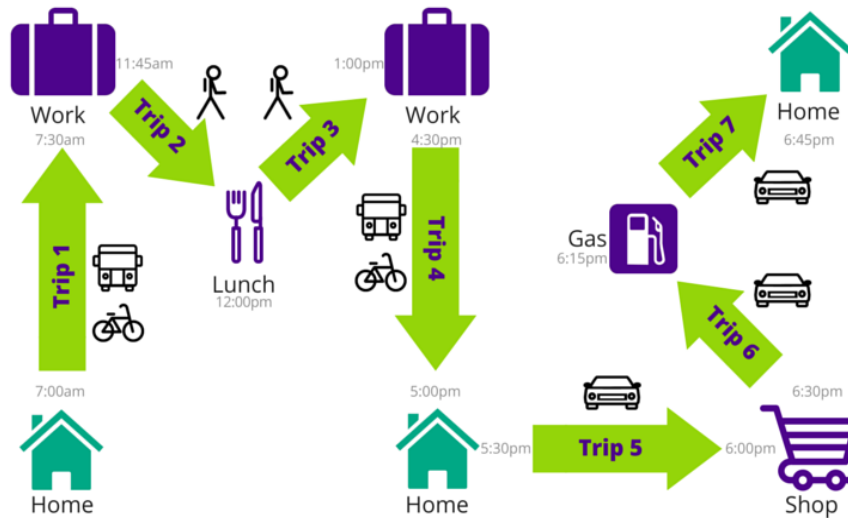
What is a trip? A trip is a one-way journey from one location to a destination for a single purpose. A trip may include more than one mode of travel, such as car and transit.

How to report trips

- It is important to report **all trips**, even for a short distance, on foot for instance.
- If you stopped off on your way to somewhere else, such as to drop off a child at school or pick up a coffee, then that journey would have two trips. The return portion of a journey is also considered a separate trip.
- Report all trips, whether made by walking, car, truck, bicycle, transit, or any other mode of travel.
- The return portion of a journey is considered a separate trip.
- Report any picking up or dropping off of a passenger as a separate trip. For example, if you drop someone off at their school on your way to work, report the school you dropped them off at, with a purpose of 'drop off a passenger'; The next trip you report will be from their school to your workplace, with a purpose of 'work'.
- [if person is employed:] Report your trips for business meetings and work-related purposes.
- For trips requiring air travel, please treat the trip to or from the airport as a separate trip from the trip on the airplane.

Do not report

- Do not report walking the dog with no destination. (However, report the trip if you walk the dog to a specific destination, such as a park.)
- Do not report going for a jog in the neighbourhood with no destination. (However, if you jog to work, please report jogging to work as a trip to work).
- Do not report moving around between classes on campus or within the same building complex.



How precise do locations need to be? We will ask you where you travelled to. Please try to describe locations as precisely as possible, to the accuracy of street address. Use the Google Map provided to search for a specific business or place, or double click on the map to set a ‘pushpin’ marker. You can drag the marker to the exact location. If possible, try to avoid placing markers at intersections – drag them to the actual destination you travelled to.
[if person is employed:]

If [you are/PERSON is] a commercial driver (bus driver, taxi driver, courier, traveling salesperson): You do not have to tell us about the all the work trips [you/PERSON] made for commercial deliveries, or while driving a taxi or bus. But please report the following:

- Your first trip to where you started your work day (terminal, office) or your first delivery or stopping point if you started your delivery/work schedule directly from home.
- Your final work-related stopping point if it is different from the one above.
- A return trip to your home or other non-work-related location at the end of your work day.
- All personal trips by any mode of travel.

(INTERVIEWER: If the person was out of town yesterday, we can capture their travel if it passed through or ended up in Yellowknife).

[CYCLE THROUGH TRIP SECTION FOR PRIMARY RESPONDENT]

[NEXT, CYCLE THROUGH INTRODUCTION AND TRIP FOR EACH HOUSEHOLD MEMBER]

*TRIP CAPTURE – START OF TRAVEL DAY***QSTART_HOME**

E1. **Did [your/PERSON] first trip start from home [Travel Day]?**

[If SchoolType=college or university:]

Do report trips to or from school campuses or any trips made off-campus.

Do not report trips moving around between classes on the same campus or within the same building complex.

1. Yes, my first trip started from home
7. No, my first trip started somewhere else
2. I did not take any trips [Travel Day]

WhyNoTrips

E1X. [If E1=2 (no trips):]

Why did [you/PERSON] not leave home or make any trips [yesterday/TRAVEL DAY]?

1. Out of town for entire day
2. Sick/ill or care for other sick/ill household member
3. Not scheduled for school classes or activities [ONLY SHOW IF STUDENT]
4. Not scheduled for work or on extended leave from work (paternity/maternity, short-term disability) [ONLY SHOW IF EMPLOYED]
5. Worked from home, and did not leave home for any reason [ONLY SHOW IF EMPLOYED]
6. Attended class remotely from home, and did not leave home for any reason [ONLY SHOW IF STUDENT]
7. No need to leave home
8. Could not leave home, no transportation available
77. Other (specify): _____
100. **Actually, [I/PERSON] did leave home to go to work or school or to make at least one other kind of trip** [GO BACK TO E1]

WhyNoWork1

E1X1. [if employed (whether pt or ft) AND (E1X IN 2, 3, 6, 7, 8, 9, 77), regardless of whether work from home or not]

You did not report [going to work / that [PERSON] went to work] [yesterday/on TRAVEL DAY].

Were [you/PERSON] working at home?

1. Yes, [I/PERSON] worked from home/telecommuted
2. Away on business / working on the road / attended a meeting or worked at a location other than the usual place of work
3. Did not work (not scheduled to work, or off work for some other reason)
100. Actually [I/PERSON] worked and did take work-related trips
77. Other, specify: _____

E1X2. [if E1X1=100 actually did make work trips]]

Please report [your/PERSON's] trips to and from work, or for work-related purposes, whether [you/PERSON] walked or used another mode of travel.

[PROCEED TO E4]

WhyNoSchool1

E1X3. [if a student AND (E1X=2,4,5,7,8,77), regardless of whether home-schooled or not]

You did not report [going to school / that PERSON went to school]. Did [you/PERSON] attend school [yesterday/on TRAVELDAY]?

5. [I/PERSON] started the travel day at school, and did not make any other trips to school
1. Attended school from home (home schooled, distance learning)
2. No, did not have any scheduled classes, stayed home sick, or did not attend school for another reason
3. No, away on a field trip or other travel
100. Yes, [I/PERSON] did travel to school
77. Other, specify: _____

E1X4. [if E1X3=100 Yes, did go to school]

Please report [your/PERSON's] trips to and from school, or for school related purposes, whether [you/PERSON] walked or used another mode of travel.

[PROCEED TO E4]

OriginLat, OriginLon, etc.

E4. **Did [your/PERSON's] first trip start from home?**

1. Yes, [my/PERSON's] first trip started from home
2. No, [my/PERSON's] first trip started somewhere else

OriginNotHomeReason

E4A. [If E4 <> home]

You mentioned that [your/person's] first trip of the day started at a location other than your home. Is it that [you were/PERSON was]...?

1. Working a night shift (past 4 am, the start of the travel day)
2. Staying overnight at another household within Yellowknife? (friend's, relative's, parent's, etc.)
3. Away from home on business, vacation, or other personal travel outside Yellowknife?
77. Another reason, please specify: _____

E4B. [if E4A=3, 4 (away on business or vacation travel)]

You mentioned that [you/PERSON] started the travel day away from home because [you were/PERSON was] away on business or vacation travel. Did you travel back to Yellowknife between 3:59 a.m. [yesterday/TRAVEL DAY] and 4:00 a.m. [today/TRAVELDAY +1]?

1. Yes
2. No

[Programmer: Include pop-up modal window on click Yellowknife, with map of the study area]

E4X. [If E4B=no]

You said that [you were/PERSON was] away the entire day due to business or vacation. Since [you/PERSON] did not return to the survey area, you do not have to enter trips for this day.

If [you/PERSON] did return, please click the Previous button below to change your answer to Yes, and then please report on your travel for the day.

[PROGRAMMING NOTE: if E4B=no, conclude trip capture and log person as "No trips" in (should be reflected in person table in household overview)]

E4C. [If E4=another location and (E4B=yes or E4A=1,2,or 77)]

What was the starting point of your first trip [yesterday/TRAVEL DAY]?

LOCATION CAPTURE [ORIGIN CO-ORDINATES]

[PROGRAMMER: if first trip and E1=1 Yes started from home, then automatically populate first trip origin with home location and skip this question. For subsequent trips, trip origin is by default the destination of the previous trip.]

*TRIP CAPTURE – LOCATION, TIME, PURPOSE, MODES***DestLat, DestLong, etc.**

E5. [if trip=1 and started from home:] **Where did [you/PERSON] go first?**

[if trip=1 and started from other than home:] **Where did [you/PERSON] go from there?**

[if trip>1:] **Where did you go next?**

(Note: For trips requiring air travel to another region outside Yellowknife: please treat the trip to the airport as a separate trip from the trip on the airplane)

[If workplace is a usual fixed workplace outside the home and last trip was to usual work:]

LOCATION CAPTURE [DESTINATION CO-ORDINATES / TAZ]

[WORK LOCATIONS AND SCHOOL LOCATIONS FOR ALL HOUSEHOLD MEMBERS ARE INCLUDED IN LIST OF KNOWN LOCATIONS]

PHONE: If needed: "Could you tell me the name of the place, address or street intersection?"

Depart

E2. **At what time did [you/PERSON] leave on this trip?**

Please enter a time between 3:59 a.m. the previous day [TRAVELDAY] and 4:00 a.m.

[TRAVELDAY+1]

Time: [Dropdown with hours and AM/PM] Minutes: _____ [0-59]

Please provide your best guess if you cannot give the exact time.

TIME VALIDATION

E2B. [If this trip's depart time < depart time of previous trip, then display warning]

The time you entered for this trip (DEPART TIME FOR CURRENT TRIP) is prior to the time you entered in your previous trip (DEPART TIME FOR PREVIOUS TRIP). Please select "Previous" to go back and correct the time of this trip, or select "Continue" to leave this trip time out of sequence with your previous trip.

Purpose

[if destination selected above = home, assume purpose is RETURN HOME and do not ask this question]

E3. **What was the main purpose of this trip?**

10. **Going to work (usual place of work)**

11. **Business meeting or work-related (other than usual place of work)**

[mouseover: Trips to attend meetings, and for other work-related purposes.

If job hunting or volunteering, please select 'Other.']

12. **Working on the road / itinerant workplace / no fixed work address**

20. **Attend Post-Secondary School (university, college, private post-secondary)**

30. **Attend School (K-12 grade school)**

[mouseover: Trips made for the purpose of attending school.

If driving someone to/from school, select 'Pick up a passenger' or 'drop off a passenger.'

If parent attending parent-teacher meeting, select 'Other'.

If work at the school, select Work.]

40. Picking up a package or online purchase (from a store or pick-up location)

[mouseover: Picking up a package or groceries ordered online or over the phone from a store (but not doing other shopping there) or picking up a package from Canada Post, a UPS/Fedex/Purolator outlet, , or other pickup location away from home to which the goods were delivered.

Do not include take out orders from restaurants. Select "Restaurant bar or coffee" if you picked up a takeout order.

Select "Shopping" if you did other in-person shopping on the same visit when picking up the package from the store.]

41. Shopping or household maintenance (groceries, gas station, bank, mechanic, lawyer, vet, etc.)

43. Health and personal care

[mouseover: Doctor, dentist, chiropractor, massage therapist, barber, hairdresser, aesthetician, etc. If the traveller's trip is to take someone else to their health and personal care appointment, choose "drop someone off"]

44. Restaurant, bar or coffee (including take-out or drive-through)

45. Social (visiting friends, family, religious gathering)

46. Recreation, sports, leisure, arts, or other recreational activities

51. Pick someone up (e.g., pick up child at school or daycare, pick up someone at work, etc.)

52. Drop someone off (e.g., drop off child at school or daycare, drop off someone at work, etc.)

80. RETURN HOME ([recall address]) [DO NOT DISPLAY IF (LOCATION SELECTED IS 'USUAL WORK') OR IF ((ORIGIN IS HOME AND DESTINATION IS NOT HOME)) OR IF (ORIGIN IS WORK AND USUAL WORK = HOME)]

77. Other, please specify: _____

E5B. [Include probes to clarify if trip purpose = RETURN HOME but did not select home as destination]

E5C. [Include probes to clarify if trip purpose <> RETURN HOME but select destination=home]

Mode1, Mode2, Mode3, Mode4, Mode5

E7. **How did [you/PERSON] get there? Please select up to 5 modes, in order of use.**

INTERVIEWER: If Transit bus in first mode, probe: how did you get to the bus stop?

If only one mode, prompt: did you use another mode of transportation?

If answer of "carpooling": was that as a passenger or as a driver?

What was your first mode of transportation?

1. Auto driver
2. Auto passenger
3. Transit bus (YKTransit)
41. Accessible transit (YKFlex)
6. Bicycle (conventional bicycle)
61. E-bike (power-assisted bicycle with pedals)
64. E-scooter or other electric micromobility device (e-skateboard, hoverboard, e-unicycle/mono-wheel, throttle e-bike that does not require pedalling)
7. Walked (including jogging)
71. Assisted mobility device (wheelchair, mobility scooter)
72. Skateboard, kick scooter, roller blades, unicycle, or other human-powered device
8. Motorcycle or motor-scooter
9. Taxi or limousine
46. Airplane
77. Other, please specify: _____

[note re other, please specify: If your mode of travel is not on this list, use this category to record the other mode of travel.]

[note: response numbering is not in sequence as it matches how modes are already numbered in the underlying programming template]

*TRIP CAPTURE – TRANSIT***TransitAccessModeCheck**

E7A. [if first mode recorded was 3. transit bus or other transit mode between 31 and 35]

How did [you/PERSON] get to the bus stop?

19. Bus stop was right in front of my origin (the starting point of the trip: [previous destination])

[+ Same list of modes as above excluding public transit (mode=3 or between 31 and 35)]

TransitEgressModeCheck

E7B. [If last of the modes recorded was 3. transit bus or other transit mode between 31 and 35. (last mode could be in any of Mode 1-5)]

How did [you/PERSON] get from the bus stop to your final destination ([destination of this trip])? Or did the bus drop you off right in front of your destination?

19. Bus stop was right at my destination ([recall current destination])

[+ Same list of modes as above excluding public transit mode=3 or between 31 and 35]

BusRoutes

E7C. [If answer to E7 is public transit other than regular school bus, i.e., mode=3 or 31 to 35]

Which transit routes did [you/PERSON] take on this trip? (from [ORIGIN] to [DESTINATION]).

Please list all routes taken. List each route in the order that [you/PERSON] took them.

Bus 1: ____

Bus 2: ____

Bus 3: ____

*TRIP CAPTURE – AUTO DRIVER OR PASSENGER***DriverNoLicence**

E19A. [if (E7 mode or E7A or E7B = auto driver OR motorcycle) AND not licensed to drive]
[if auto driver:] **You reported that [you were/PERSON was] an automobile driver for this trip; however, you previously indicated that [you do/PERSON does] not have a driver's licence. Which of the following best applies...?**

[if motorcycle:] **You reported that [you were/PERSON was] traveled by motorcycle on this trip; however, you previously indicated that [you do/PERSON does] not have a driver's licence. Which of the following best applies...?**

1. [YOU actually have/Person actually has] a driver's licence

2. [YOU were/Person was] a [if motorcycle: motorcycle] passenger, not the driver

77. Other, please specify: _____

DriverNoHhVehicles

E19B. [If (E7 mode or E7A or E7B = auto driver OR motorcycle) AND no vehicles available to the household (B6=0)]

You reported that [YOU were/PERSON was] an automobile driver for this trip; however, you previously indicated that your household has no vehicles available for your use.

Which of the following applies...?

1. I drove a work vehicle, rental, or borrowed vehicle

2. I drove a car share vehicle

3. My household actually has vehicles. Please specify how many: _____

6. No, [I/PERSON] was actually a passenger, not the driver

VehicleOccupants

E10. [if E7 mode or E7A or E7B = automobile driver OR auto passenger (look at answers of all of main mode question and of access and egress mode questions)

How many people were in the car, including [yourself/PERSON]?

Include the driver and all passengers.

1. 1
2. 2
3. 3
4. 4
5. 5
6. 6
7. 7 or more people
99. Don't know

TRIP CAPTURE – OTHER STOPS

[Note: answers in this section will be used to split original trip record reported into multiple trip records, but will not be included in the final dataset.]

OtherStop

E50. [ask this question if Age>14 and {(Origin=Home and Destination=any householder's work or school) OR (Origin= any householder's work or school and Destination=Home)}. Intent is to capture missed incidental trips during commute trips without forcing respondent to go back and correct previous info.]

In [your/PERSON's] trip from [ORIGIN] to [DESTINATION], did [you/PERSON] make any other stops along the way? (stopped for gas, went through drive-through, picked someone up, or dropped someone off)

1. Yes
2. No

OtherStopLat, OtherStopLong, etc.

E50B. [If E50=Yes]

Where did [you/PERSON] stop?

LOCATION CAPTURE

OtherStopPurpose

E50C. [If E50=Yes]

Why did [you/PERSON] stop there?

[Repeat list of trip purposes]

OtherStopPickup

E50D. [If E50=Yes and E50C = picked someone up and Mode=Driver]

How many people did [you/PERSON] pick up there?

OtherStopDropoff

E50E. [If E50=Yes and E50C = dropped someone off and Mode=Driver]

How many people did [you/PERSON] drop off there?

OtherStopArrive

E50F. **What time did [you/PERSON] arrive at [location in E50B]?**

Please enter a time between 3:59 a.m. the previous day [TRAVELDAY] and 4:00 a.m. [TRAVELDAY+1]

Time: [Dropdown with hours and AM/PM] Minutes: _____ [0-59]

OtherStopDepart

E50F. **What time did [you/PERSON] leave [location in E50B] to go to [E5 DESTINATION]?**

Please enter a time between 3:59 a.m. the previous day [TRAVELDAY] and 4:00 a.m. [TRAVELDAY+1]

Time: [Dropdown with hours and AM/PM] Minutes: _____ [0-59]

*TRIP CAPTURE – OTHER INFORMATION***TripNotes**

E11N.

PHONE: INTERVIEWER: If there is anything unusual about a trip (e.g., round trip from home to home) or the individual trip chains, or if useful information, please make notes here, otherwise proceed to next question without delay. Use only when necessary.

WEB: Is there any additional information you would like to provide about this trip (e.g. clarification of location, purpose, etc.)?

For assistance, please contact 1-855-688-1137 or email us at info@YKtravelsurvey.ca.

OtherTrip

E12. **Prompt: Did [you/PERSON] make another trip after that?**

1. Yes
2. No

*TRIP CAPTURE – END OF TRAVEL DAY***NotReturnHome**

E13. [if E12 = No AND (destination <> home OR trip purpose <> home)]

From your answers, it appears [you/PERSON] did not return home.

Just to confirm, [were you/was PERSON] at this final destination, [RECALL DESTINATION], until at least past 4:00 a.m. [today/TRAVEL DAY+1] (the end of the travel day)?

1. Did not return home, was at this final destination until past 4:00 a.m.
2. Returned home, more trips to record (including the trip to return home) [RETURN TO E12 AND CORRECT ANSWER]
3. Returned home, but already entered the return home trip earlier in the survey

NotReturnHomeReason

E14. [if E13 = 1. Did not return home]

Why did [you/PERSON] not return home before the end of the day?

(We are only asking as a check to ensure that we captured [your/PERSON's] entire travel)

1. Worked a night shift past 4:00 a.m.
2. Stayed overnight at another household (whether friend, relative, parent)
3. Away from home on business travel
4. Away from home for vacation travel
77. Other, please specify: _____

[Note: When respondent is directed to record an additional trip record for their return home trip (after answering 'returned home' to E13, response pattern of no to E12 any more trips, then yes to did you return home, E13): Display customized text about recording your return home trip:]

On the next page please record another trip record to note the mode and time of your return trip home when asked 'where did you go next'. When you have finished entering all of your trips for the day, please select 'no' when asked if you took another trip.

[Note: the same conditions / warning text above is displayed when student but no trip to school recorded or for worker with no work trip recorded, with slight variation of text for 'trip to work' 'trip to school' and 'return trip home']

WhyNoWork2

E16. [if employed full time, part time, and self-employed AND did not make a work or work-related trip AND no trip destination of 'usual workplace' (E5<>main work location) AND E12=777 (No more trips)].

From the trips described, it does not appear that [you/PERSON] made any work-related trips.

Did [you/PERSON] work between 4:00 a.m. Thursday and 3:59 a.m. Friday?

9. [if B2A= 1 or B3 dwelling type=5 on-campus student residence :] No, worked on the same campus where [I/PERSON] live, so did not have off-campus trips to work.
1. Yes, [I/PERSON] worked from home/telecommuted
 2. Away on business / working on the road / attended a meeting or worked at a location other than the usual place of work
 3. Did not work (not scheduled to work, or off work for some other reason)
 5. [I/PERSON] started the travel day at work (i.e., worked an overnight or graveyard shift), and did not make any other trips to work
 100. Actually, [I/PERSON] worked and did take work-related trips
 77. Other, specify: _____

E17A. [if E16=100 Yes actually did work]

Please add your trips to and from work on the Trips Overview page, whether you walked or used another mode of travel.

Please also record any other trips by modes other than walking that you may have missed. *Link to Trips Overview page*

WhyNoSchool

E16A. [if a full-time student AND did not make a school-related trip AND no trip destination of 'school' (E5<>person's own school) AND E12=777 (No more trips)]

You did not report [going to school / that PERSON went to school]. Did [you/PERSON] attend school [yesterday/on TRAVELDAY]?

100. Yes, [I/PERSON] did travel to school
1. Attended school from home (home schooled, distance learning)
2. No, did not have any scheduled classes, stayed home sick, or did not attend school for another reason
3. No, away on a field trip or other travel
5. [I/PERSON] started the travel day at school, and did not make any other trips to school
[PROGRAMMER: only display if age >=17]
77. Other, specify: _____

E17B. [if went to school E16A=100 Yes and usual school location other than 'home']

Please add your trips to and from school, on the Trips Overview page, whether you walked or used another mode of travel. *Link to Trips Overview Page*

Please also record any other trips by modes other than walking that you may have missed.

[CYCLE THROUGH TRIPS FOR EACH PERSON]

[Error message when people try to continue from this page when they haven't finished entering trips for all HH members]:

Unfortunately, you may not proceed forward until the trip diary section has been completed. Click the "begin entering trips" or "edit" links in the table below to complete the trip entries for your household.

- E20. Your household trips can be reviewed and edited on this page before exiting the trip section of the survey. You can also add additional trips here that you may have missed. Can you think of any other trips you or other members of your household made [yesterday/TRAVEL DAY] either during the day or in the evening that we may have missed? If so, click on Add Trips or use the Edit trip links to edit a trip you've already entered. If you are done entering trips, click on Go to Household Summary where you can continue through the final questions of the survey once you've finished your trip entries for your household.

FINAL HOUSEHOLD AND PERSON QUESTIONS

Income

- B9A. **Thank you for reporting your travel information. We just have a few final questions for you. This information is used for transportation planning purposes, to better understand households and their travel patterns, and to ensure there is representation of all demographic groups. Your answers will remain entirely confidential. Click here to see our Privacy Statement.**

WEB: Which of the following ranges corresponds to your household's total income last year?

Please consider all sources of income before income taxes.

PHONE: May I ask which of the following ranges corresponds to your household's total income last year? (Consider all sources of income, before income taxes)? (INTERVIEWER: read answers until confirmation)

1. \$0 to less than \$35,000
2. \$35,000 to less than \$60,000
3. \$60,000 to less than \$100,000
4. \$100,000 to less than \$125,000
5. \$125,000 to less than \$150,000
6. \$150,000 to less than \$200,000
7. \$200,000 and above
99. Decline / don't know

[Displayed online, or available to the interviewer if necessary:]

Why do we ask this question? [This question will help us understand whether we have surveyed a representative sample of the entire population. It will help us better understand the different transportation needs and travel patterns of all residents of our city, including how easy or difficult it is for households of different income levels to travel

around our city. This question, like other questions on the survey, is entirely voluntary. Your answers will remain entirely confidential.

B34A. [Household size = 1:] **Do you have a disability or cognitive or physical condition that affects or limits your ability to travel?**

[Household size is greater than 1:] **Does any member of your household have a disability or cognitive or physical condition that affects or limits their ability to travel?**

This includes both ongoing and temporary conditions.

1. Yes

2. No

99. Don't know / Prefer not to answer

B34B. [if yes (at least one person in the household has disability)]

[if household size=1, prefill the disability radio button for PERSON 1]

Do you use a mobility aid such as a wheelchair, walker, crutch, cane, or seeing-eye dog?

If so, please select the appropriate option in the table below.

[if household size >1:]

Please indicate each person who has a disability or cognitive or physical condition that affects or limits their ability to travel.

PHONE: Which people in your household have a disability or cognitive or physical condition that affects their ability to travel? Select all that apply:

INTERVIEWER: For those with such conditions, prompt:

Do they use a mobility aid such as a wheelchair, walker, crutch, cane, or seeing-eye dog?

	Disability or condition that affects travel	Uses a mobility aid such as a wheelchair, walker, crutch, cane, or seeing-eye dog	
PERSON1	☐	☐	
PERSON2	☐	☐	
...etc...	☐	☐	

[Programmer: mobility aid and accessible parking placard should only be allowed if disability selected]

SurveyNotes

B10A. Did you have any difficulty reporting your trip information? Or do you have any comments about the information you provided on your survey?

1. Yes:

2. No

INTERVIEWER: Do not ask the respondent if they have any final comments to make. Do not record any information here unless it pertains to potential issues in the trip data collected (e.g., you think you made an error in capturing trips, or the system did not perform as expected).

FutureResearch

B11. Would you be willing to be contacted to participate in future transportation-related research?

Your contact information will only be used to contact you for future transportation-related research conducted by the City of Yellowknife. Your answers to the 2025 Yellowknife Household Travel Survey may be used to select groups of participants for future research (for example, some research might target only bicycle users, transit users, or people living in a neighbourhood).

Your contact information will never be sold or shared with any other agency, or used for any other purpose other than to invite you to participate in City of Yellowknife transportation research in the future. Click here to see our [Privacy Statement](#).

1. Yes

2. No

PRIZE DRAW**PrizeDraw**

F1. Participants are eligible to enter a prize draw. Would you like to enter into the draw?

Details of the prize draw can be found [here](#) [Link to contest rules and other related consent/privacy statement]

INTERVIEWER: If more information requested:

Prizes include: a **\$500 grand prize gift card for a local merchant** or one of **20 \$25 gift certificates for a local merchant**

The prize draw is administered by R.A. Malatest & Associates Ltd. and will be drawn once the survey administration period is completed.

1. Yes
2. No

FutureContactName, FutureContactPhone, FutureContactEmail

F2. [If yes to prize draw F1 or Yes to future research B11]

PHONE:

[if F1=Yes and B11<>Yes:] **May I confirm your name and phone number or email address, so that we can contact you to let you know if you have won?**

[if F1<>Yes and B11=Yes:] **You said you would be interested in participating in future transportation-related research conducted by the City of Yellowknife. May I confirm your contact information ?**

[if F1=Yes and B11=Yes:] **May I confirm your contact information so that we can contact you if you win a prize or to let you know about future transportation-related research in Yellowknife?**

[if F1=Yes and B11<>Yes:] Your name and phone number will be kept confidential and will be used only to contact you in the event your name is selected in the prize draw.

[if F1<>Yes and B11=Yes:] Your name and phone number will be kept confidential and will be used only to contact you to let you know of future transportation research in Yellowknife.

[if F1=Yes and B11=Yes:] Your name and phone number will be kept confidential and will be used only to contact you in the event your name is selected in the prize draw or to let you know of future transportation research in Yellowknife.

WEB:

[if F1=Yes and B11<>Yes] **Please confirm your contact information, so that the survey administrator can contact you at this phone number in the event your name is selected in the prize draw.**

[if F1<>Yes and B11=Yes] **You said you would be interested in participating in future transportation-related research conducted by the City of Yellowknife. Please confirm your contact information.**

[if F1=Yes and B11=Yes] **Please confirm your contact information, so that the survey administrator can contact you at this phone number in the event your name is selected in the prize draw, or to let you know about future research in Yellowknife.**

This personal information will not be used for any other purpose, nor will it be shared with anyone else.

Name: _____ [prepopulate with first name, if respondent provided their name earlier]

Phone: _____ [prepopulated with household phone number. Allow edits in case respondent wants to be contacted at another number]

Email: _____ [prepopulate with household email, allow edits]

CONCLUSION

Please click on the Submit button to submit your survey answers and conclude the survey.
After you click Submit, you will no longer be able to edit your answers.

That concludes the Household Travel Survey.
Thank you very much for your participation!

Your survey answers have been saved. Click here to see our [Privacy Statement](#).

If you wish to change any of your answers, or if you have any concerns about the household travel survey, please contact **info@YKtravelsurvey.ca** or **1-855-688-1137**

**PHONE ONLY: That concludes the survey. Thank you very much for your cooperation.
Have a pleasant day/evening.**

For more information about the household travel survey, please visit: **YKtravelsurvey.ca**

Let us know your thoughts on transportation in the City

As part of the work on the city's Transportation Plan, a separate Community Survey is taking place.

The Community Survey gathers residents' feedback on what you see as the priorities, challenges, and opportunities for transportation and mobility in Yellowknife. The results of the survey will help shape the new Transportation Plan.

It would be greatly appreciated if you could also fill out the Community Survey before October 3, 2025, if you have not already filled it out.

To participate, please visit:

<https://www.yellowknife.ca/TransportationPlan/>