

Policy, Planning, and Standards Review



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INTRODUCTION

This document provides an overview of the existing plans, policies, bylaws, and design standards that are currently in place to plan, design, and maintain the City of Yellowknife's transportation network. The review of these documents will help shape the recommendations for the Transportation Plan.

Completed in Fall 2025 as part of [Interim Report 1: Transportation in Yellowknife Today](#), this review helped establish an understanding of the current transportation and mobility context in Yellowknife and identify opportunities for future improvements.

This summary is broken down into three sections:

City of Yellowknife Documents: These documents have been developed by the City of Yellowknife to guide and regulate the City's decisions and designs related to transportation. This section provides a review of each of the documents and identifies opportunities to update these documents to align with current best practices and/or to integrate into the Transportation Plan.

Territorial and Federal Initiatives: This section outlines the territorial and federal documents and initiatives that can help support the implementation of the Transportation Plan.

Community Partners and Planning Resources: This section outlines the existing community planning resources and guidance for the city. These resources are largely compiled by the non-profit organizations.

CITY OF YELLOWKNIFE

The City of Yellowknife's Transportation Plan will be informed by many of the City's key planning documents that contain active transportation, transit, roadway, goods movement and parking-related policies, plans, goals and visions.

Planning and Strategy Documents Underway

[Community Plan Update \(2025 – ongoing\)](#)

The [Community Plan update](#) is underway. It will be developed on a timeline that aligns closely with the Transportation Plan.

POTENTIAL INTEGRATION WITH TRANSPORTATION PLAN

The visions, goals, and strategies from the Community Plan will help inform the development of the Transportation Plan. We will work closely with the Yellowknife Planning team to ensure there is alignment and integration between both Plans.

[Climate Action Plan \(2026\)](#)

The City is developing a Climate Action Plan to assess how climate change considerations are incorporated into its objectives and to establish a strategy for integrating mitigation and adaptation actions into both short-term and long-term planning.

Sustainable Transportation was identified as one of the six themes where strategies and actions focused on embracing active transportation, public transit, and decarbonizing city fleet:

- 1.1: Incorporate Sustainable Transportation in Land-use Planning
- 1.2: Enhance City Operations and Services
- 1.3: Enhance Active Transportation Infrastructure
- 1.4: Increase Low and Zero-emission Vehicles and Infrastructure

POTENTIAL INTEGRATION WITH TRANSPORTATION PLAN

Reference and support Climate Action Plan actions related to land use planning, sustainable transportation, and low- and zero-emission vehicle infrastructure.

[Corporate and Community Energy and GHG Emissions Inventory and Forecast Report \(2025\)](#)

As part of the Climate Action Plan, a 2023 Corporate and Community GHG emission inventory was completed to forecast 2050 GHG emissions.

Fleet transportation (City non-transit vehicles for corporate use and public transit fleet vehicles) represented 4% of the 2023 Corporate GHG emissions inventory. For the City's 2023 Community GHG emissions inventory, the two highest contributing sectors were off-road transportation (40%) and on-road transportation (20%). Aviation turbojet fuel represents 95% of estimated GHG emissions from

off-road transportation, while passenger light-duty gasoline and diesel vehicles represent 50% of estimated GHG emissions from on-road transportation.

The Corporate business-as-usual GHG emission forecast projects that Corporate and public transit fleet transportation emissions are expected to increase with the city's projected population growth. Under the Community business-as-usual scenario, gasoline emissions from on-road passenger vehicles (not within Corporate control) are expected to decrease by approximately 56% from 2023 to 2050, with regulations driving increases in vehicle fuel efficiency and passenger vehicle fleet conversion to battery electric vehicles over fossil fuel vehicles.

Climate Vulnerability Assessment (2025)

As part of the Climate Action Plan, a climate vulnerability assessment was performed on the City's infrastructure portfolio. This assessment identified applicable climate-related hazards, evaluated their historical impacts on infrastructure, services, and the community, and provided recommendations to inform climate action and adaptation strategies that will enhance the City's resilience to climate change.

The assessment found that transportation networks (roadways, bridges, bike lanes, and sidewalks) are highly vulnerable to climate hazards due to their susceptibility to damage and medium adaptive capacity. These assets often face degradation from permafrost thaw and freeze-thaw cycles. Road conditions are also impacted by ice and snow accumulation, hindering transportation and supply routes during winter months.

Transportation-related exposure and impacts of climate hazards include:

- Transportation within the city (e.g., public transit) has been impacted by climate hazards that influence road conditions, such as snowfall and freezing rain.
- Winter weather impacts on transportation and distribution networks have resulted in disruption of supply routes.
- Extreme cold and winter hazards have made commuting more difficult for public transit users and result in delays in transportation of goods to and from the City.
- Ice accumulation and freeze-thaw cycles can lead to cracks, potholes, and uneven surfaces, making trails hazardous for pedestrians and cyclists. Increased freeze thaw cycles have accelerated road deterioration of roadways.

Transportation-related vulnerabilities identified include

- Key transportation and supply routes: Yellowknife's key transportation routes are critical for supporting supply chains to smaller, remote NWT communities. Climate impacts on these routes can disrupt internal operations and affect downstream supply chains, highlighting their sensitivity to extreme events.
- Population changes: Yellowknife has seen an influx of NWT residents seeking employment, with future population growth expected to be concentrated here. This demographic shift

heightens the need for climate relief infrastructure, such as cooling centres, green spaces, and bus shelters.

Existing Planning and Strategy Documents

Community Plan (2019)

The 2019 Community Plan is a comprehensive planning document that outlines the strategic vision and framework for the city's growth and development over a specified period. The plan serves as a blueprint for land use, infrastructure, housing, transportation, and community services, guiding the municipality's decisions to foster sustainable and balanced development.

Transportation Policies

The Community Plan recognizes the important relationship between land use and transportation, emphasizing the City's commitment to a safe, efficient, and accessible transportation system that encourages a shift from private vehicles to sustainable modes like walking, cycling, and public transit. The Plan supports compact urban growth and mixed-use development along transit-served arterial roads, while enhancing connectivity and safety by addressing gaps in the active transportation network.

Roads and Motorized Vehicle Trails

- 1-a. - High collision areas will be identified and plans will be made to improve these areas.
- 2-a. - The road network will be maintained in good condition.
- 3-a. - Active transportation and public transit will be promoted by City administration.

Active Transportation Infrastructure

- 1-a. - Safe and accessible active transportation infrastructure for all ages and abilities will be constructed to better connect residential and commercial areas of the City.
- 1-b. - The McMahon-Frame Lake Trail will be improved to make it more accessible for users with varying abilities.
- 1-c. - Better signage will be installed along active transportation networks to assist users with wayfinding.

Public Transit

- 1-a. Changes to service hours to better serve public transit users will be considered based on recommendations in the 2019 Yellowknife Public Transit Review.
- 1-b. More direct routes will be considered based on recommendations in the 2019 Yellowknife Public Transit Review.
- 2-a. - Service to currently unserved areas and improvements to underserved areas of the City will be considered.
- 2-b. - Service to the airport will be considered.
- 2-c. - Increased service frequency will be considered.

- 2-d. - Frequent and direct service between key activity areas (Old Town, Downtown, Recreation Hub, Old Airport Road, and Airport) will be considered.

Land Use Designation Policies

While the Community Plan does is largely focused on land use designations outlining the intent and character of the land use for that area with corresponding land use objectives and strategies. There are supportive policies within each land use designation's objectives.

Downtown – City Core

- 2-a. - No new surface parking lots will be permitted.
- 2-b. -The City will work with developers to build alternatives for parking that supports new development.
- 2-c. - The City will work with existing developments to build alternatives for parking if desired.
- 3-a. - Improvements will be made to walking and cycling infrastructure so that it is accessible for people of all ages and abilities.
- 3-b. - Increase in level of service for public transit into and within City Core will be considered based on recommendations in the 2019 Yellowknife Public Transit Review.
- 4-a. - Implementation plan for shifting trips to active transportation and public transit will be created.
- 5-a. - Active transportation infrastructure will be safe, connected, accessible, direct and available year round.
- 5-b. - Recommendations from City of Yellowknife Accessibility Audit, with respect to accessibility of City infrastructure, will be implemented.
- 7-a. - Off-street parking minimums will be removed.
- 8-a. - Specific revenue tools for investing in public realm improvements will be created (on-street parking revenue, business improvement district levies density bonusing payments, etc.).
- 9-a. - Parking, unless screened with active uses, will not be permitted in buildings at street level as defined in the Yellowknife Zoning Bylaw
- 13-a. Large open spaces will include amenities that support larger community events of 50 people or more such as public washroom areas, vehicle and bicycle parking and walkways that support accessibility
- 14-a. Incentive programs for outdoor patios that were created in 2017 will be evaluated and considered for zoning bylaw amendment.

Downtown - Central Residential

- 1-a. - Improvements will be made to intersection safety, sidewalks, cycling paths, and trail networks.
- 4-a. - Off-street parking minimums will be reduced.
- 4-b. - Walking and cycling connections will be improved to support active modes of transportation.

- 8-a. - Any future development of Tin Can Hill will maintain space for passive recreation opportunities and maintain appropriate natural buffers between trails and development.
- 10-a. - Gaps in walking and cycling paths to Tin Can Hill will be identified and improved.

Old Town

- 3-a. - Motor vehicle-oriented uses such as non-accessory surface parking lots and drive-thrus will not be permitted.
- 4-a. - Off-street parking minimums for new development will be reduced.
- 6-a. - Gaps in accessible walking infrastructure will be identified and filled.
- 6-b. - Entrances to buildings shall be street oriented and accessible.
- 6-c. - Recommendations from Yellowknife Accessibility Audit for accessibility upgrades to public facilities will be implemented.
- 7-a. - Improve walking and cycling networks between Old Town and other areas of the City.
- 7-b. - Improvements to public transportation based on the 2019 Yellowknife Public Transit Review will be considered.
- 11-a. - The causeway/narrows area between Latham Island and the mainland will be preserved for commercial operations namely aviation and supporting uses, tourism operator activities that require waterfront access and boat docks.
- 16-a. - Smaller emergency vehicles that can more easily manoeuvre in narrower streets will be considered, when existing emergency vehicle fleets are due for replacement, to account for geographic constraints in Old Town.
- 16-b. - Parking policy for emergency vehicles will be reviewed.

Old Airport Road Commercial

- 2-a. Commercial uses will continue to be required to accommodate all customer and delivery motor vehicle parking in off-street parking facilities.
- 3-a. Commercial activities should be designed to accommodate a variety of transportation modes including walking, cycling, and public transit.
- 4-a. Commercial site design must consider needs of users with limited mobility.
- 5-a. - Parking options such as shared parking will be considered to reduce off-street parking requirements.
- 5-b. - New buildings will front the street with street fronting landscaping and off-street parking will be accommodated behind buildings.
- 12-a. - Large commercial blocks will be designed to incorporate wide, tree-lined sidewalks that will allow pedestrians clear, safe, direct and comfortable access through parking lots, from the street to the main entrance of commercial buildings that are located at the rear of the lot.
- 14-a. - The city will consider changes to public transit level of service to Old Airport Road in line with recommendations from the 2019 Yellowknife Public Transit Review.
- 14-b. - Gaps in walking and cycling infrastructure will be identified and an implementation plan will be created to address the gaps.

Capital Area

- 1-a. - Development proposed in proximity to the McMahon Frame Lake Trail will be screened to protect the natural state of the area and outdoor experience for trail users.

Niven Residential

- 1-a. - Gaps in active transportation infrastructure will be identified and filled.
- 1-b. - Active transportation trail improvements will be considered based on the City of Yellowknife Trail Enhancement and Connectivity Strategy.
- 2-a. - Public transit service will be reviewed based on recommendations in public transit studies.
- 3-a. - Walking and cycling infrastructure connecting to downtown for all ages and abilities will be constructed.

West Residential

- 1-a. - Maintain sidewalks and trail networks, identify gaps in active transportation networks and develop a plan to better connect walking and cycling infrastructure to other areas of the City.
- 2-a. - Construct safer and more direct walking and cycling infrastructure for all ages and abilities.
- 2-b. - Increase level of service of public transit and make routes more direct to other key activity nodes in the City.

Grace Lake

- 4-a. - Public access to the south shoreline of Grace Lake will be maintained for recreational activities
- 4-b. - Trail networks will be considered along the southern shoreline based on the general recommendations in the City of Yellowknife Trail Enhancement and Connectivity Strategy for a comprehensive city wide trail network.

Kam Lake

- 3-a - Transportation networks will be maintained to accommodate large motor vehicles, including turning radius, height clearance, provisions for loading areas, staging and off-street parking to support the nature of commercial and light industrial activities.

Kam Lake South

- 1-c. - Public access to waterfront of Kam Lake will be maintained.
- 1-d. - The dog mushing trail network will be preserved.
- 8-a. - Road design will accommodate all users in the area.
- 8-b. - Signage and speed limits will be used to maintain safety for dog teams and motor vehicle traffic.

- 8-c. - Clear sight lines on roads will be maintained to reduce blind spots or visually obstructed corners.

Engle Industrial Business District

- 4-a. - The City shall design the transportation network to a standard that accommodates large industrial vehicles by considering turning radius, height clearance, provisions for loading areas, and staging and off-street parking to support the nature of the heavy industrial activities.
- 6-b. - Road access and widths shall be designed to accommodate emergency response vehicles.
- 7-a. - Future development shall provide safe pedestrian crossings and vehicular movements.

Con Redevelopment Area

- 5-a. - Public access to the waterfront must be maintained. No future development that segments the shoreline and creates exclusive private use will occur.

Recreation Hub

- 2-a. - Public parking for private motor vehicles will be available at recreational facilities.
- 2-b. - Bicycle parking will be available at all recreational facilities.
- 2-c. - Access to the facilities will be made safe with appropriate infrastructure for pedestrians, cyclists, public transit users, and motorists.
- 3-a. -The City will improve the trail connections and networks to the Multi-plex and field house.
- 3-b. - Trails will be well marked and safe for pedestrians and cyclists in all seasons.
- 4-c. - Transportation networks will remain efficient and easily accessible to support prompt response times for emergency services.

Akaitcho

- 1-a. - The City will provide any required relevant municipal information, in good faith, to the parties involved in the ADFN land, resource, and self-government negotiation.
- 2-a. - No development within the jurisdiction of the City will be permitted on withdrawn lands until land negotiations have been settled.
- 3-a. All future development of withdrawn lands, once Agreement is settled, will comply with City's development standards and by-laws.

Fred Henne Park and Yellowknife River Park

- 1-a. - The City will improve walking, cycling and public transportation networks between Fred Henne Territorial Park and built areas of the City.

Special Management Zone

- 4-a. - Trails and watercourses will continue to be used as transportation networks by all-terrain vehicles, snowmobiles and recreational skiers/hikers.

Trail Enhancement and Connectivity Strategy (2018)

The Trail Enhancement and Connectivity Strategy provides an assessment of the City's existing trail network, identifies elements of a trails strategy applying it to the McMahon Frame Lake trail, and provides an action and monitoring plan to ensure these elements are implemented effectively. This report uses active transportation interchangeably with trail use and focuses specifically on the McMahon-Frame Lake trail since it is a key connecting feature of the Yellowknife trail system.

Six trail elements and their corresponding actions are noted below:

Well Connected and Designed Network

- McMahon-Frame Lake Trail – Yellowknife's Trail: Work with land use partners to complete a strong trail connection to the Coop Corner.

Responsive and Sustainable Operations

- Improve maintenance programs and activity (safety) along Frame Lake Trail and along primary road corridors
 - To be incorporated within existing budgets and through coordination with other City departments (Public Works and Engineering, Public Safety and Policy, Communications and Economic Development)
 - Clearing and sanding the paved Frame Lk trail, clearing snow (winter) and gravel (spring) from bike lanes
- Address 'low hanging fruit' user experience issues, including curb cuts and asphalt cracking/repair and boardwalk and stair repairs (to be contracted out)
 - Curb cut on McMahon-Frame Lake Trail at Byrne Rd
 - Curb cuts along Old Airport Rd at Canadian Tire, RTL, Cemetery Rd, and at end of trail across from Bristol Ave
 - Curb cut at end of multi-use trail along Kam Lk Rd
 - Asphalt repair along Taylor Road
 - Asphalt filling or drainage improvements with ponding water at 52nd St and Franklin
 - Repair and cut vegetation along Range Lk boardwalks, Jackfish and Frame Lk stairs

Effective Signage and Communication

- Improve signage and wayfinding in the existing network
 - Install trailhead signage at Range, Frame, Jackfish, Niven, Grace, and Rat Lakes, Backbay, Rotary Park, and Tin Can Hill
 - Update and replace trail wayfinding along Frame, Jackfish, Range, Grace Lakes, and Tin Can Hill
 - Install painted lines on McMahon-Frame Lake Trail to avoid confrontation
 - Paint bike lanes along Kam Lk to Dehcho Blvd and to Grace Lk, and along Old Airport Rd and Bristol Ave to the airport

Coordinated and Accountable

- Formalize a trail representative/contact role within the City (part-time allocation)
- Dedicate annual funding for trail maintenance and expansion (for signage and general upkeep)

Youth Focused

- Prioritize school zones for trail development in Community Plan updates and road construction plans
- Work with schools to create education and outreach events with municipal by-law, library and recreation staff
- Work with schools to create walking and biking programs

Holistic Approach

- Update the Yellowknife Community Plan and By-laws to reference active transportation and support trails
- Grow the network to serve increasing trail users and to provide additional trail opportunities
 - Expansion as funding and community support is available, connecting Grace Lk with Dehcho Blvd, Range Lk to Borden, Frame, Niven, and Jackfish with the Ski Club and Back Bay, circling Kam Lk, Rat Lk boardwalk

POTENTIAL INTEGRATION WITH TRANSPORTATION PLAN

Incorporate relevant recommendations from the Trail Enhancement and Connectivity Strategy into the active transportation network, strategies, and actions identified in the Transportation Plan.

Cycling Routing Network (2017)

This map shows the cycling network in 2017, providing descriptions of each of the cycling facility types:

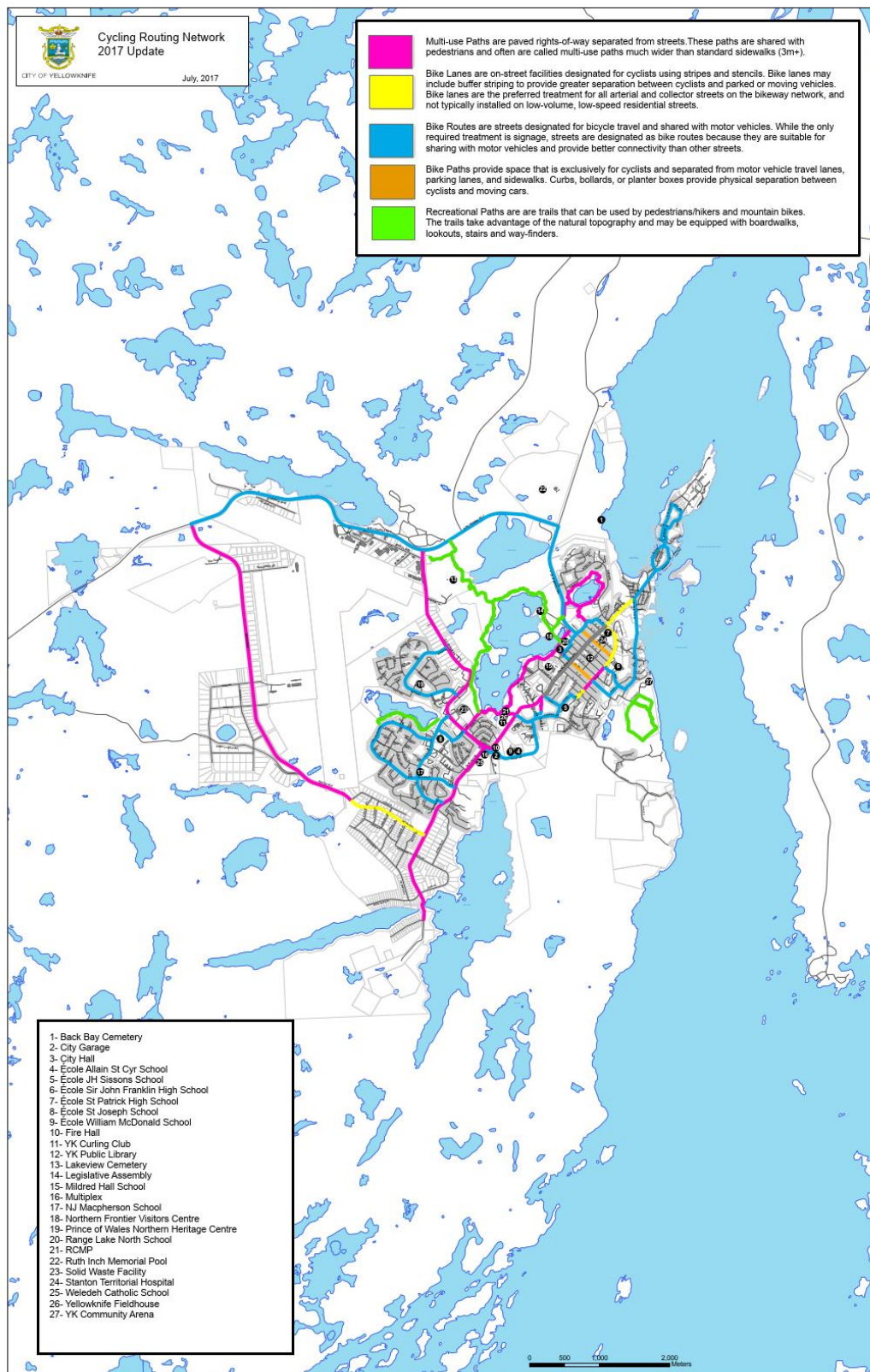
- **Multi-use Paths** are paved rights-of-way separated from streets. These paths are shared with pedestrians and often are called multi-use paths much wider than standard sidewalks (3m+) Bike Lanes.
- **Bike Lanes** are on-street facilities designated for cyclists using stripes and stencils. Bike lanes may include buffer striping to provide greater separation between cyclists and parked or moving vehicles. Bike lanes are the preferred treatment for all arterial and collector streets on the bikeway network, and not typically installed onflow-volume, low-speed residential streets.
- **Bike Routes** are streets designated for bicycle travel and shared with motor vehicles. While the only required treatment is signage, streets are designated as bike routes because they are suitable for sharing with motor vehicles and provide better connectivity than other streets.
- **Bike Paths** provide space that is exclusively for cyclists and separated from motor vehicle travel lanes, parking lanes, and sidewalks. Curbs, bollards, or planter boxes provide physical separation between cyclists and moving cars.

- **Recreational Paths** are trails that can be used by pedestrians/hikers and mountain bikes. The trails take advantage of the natural topography and may be equipped with boardwalks, lookouts, stairs and way-finders.

POTENTIAL INTEGRATION WITH TRANSPORTATION PLAN

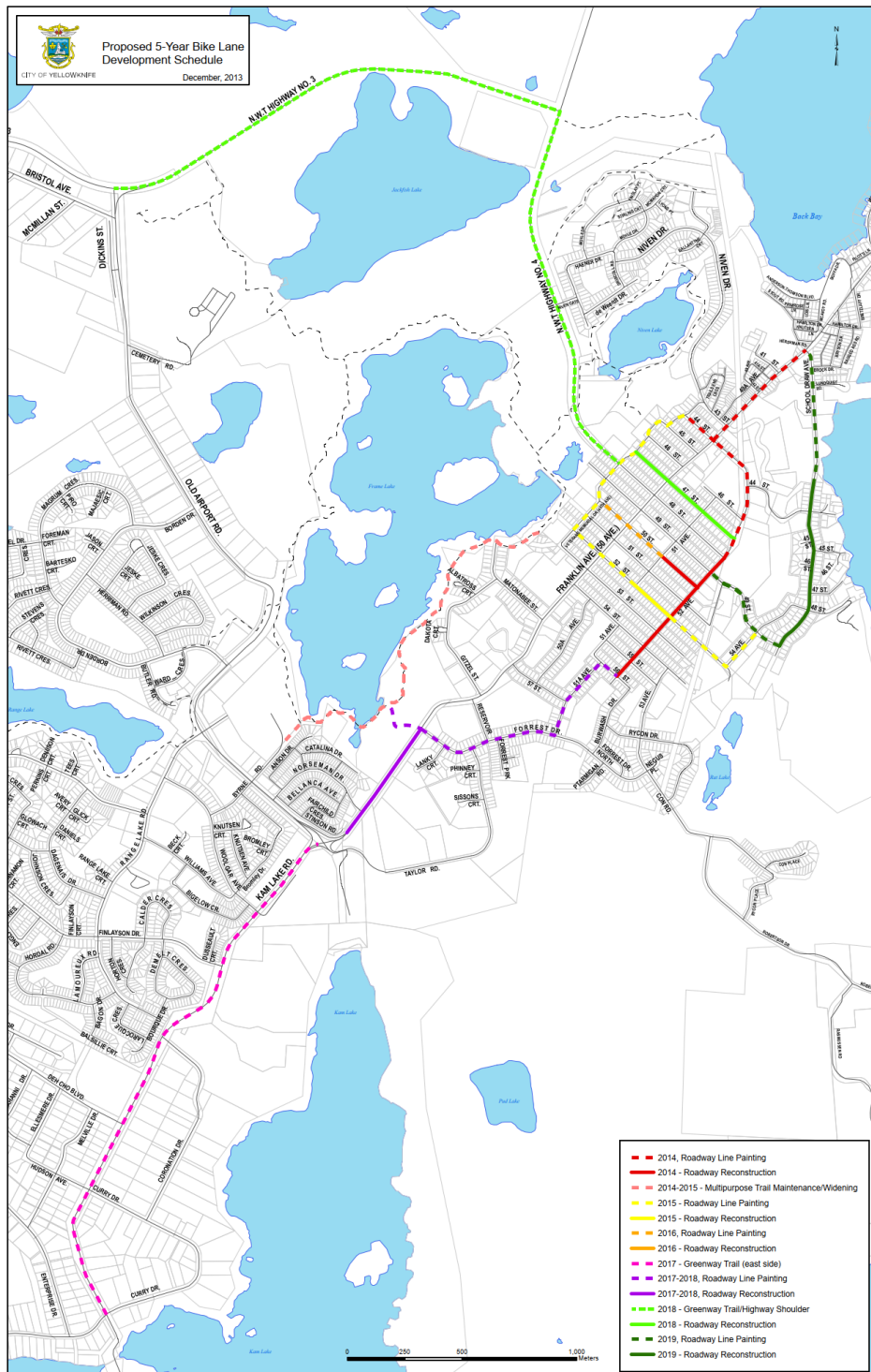
Use the cycling facility classifications as the foundation for mapping and communicating the existing cycling network, updating them as needed to reflect current conditions.

Figure 1: Cycling Routing Network, 2017 Update



This map shows the proposed 5-year bike lane development schedule.

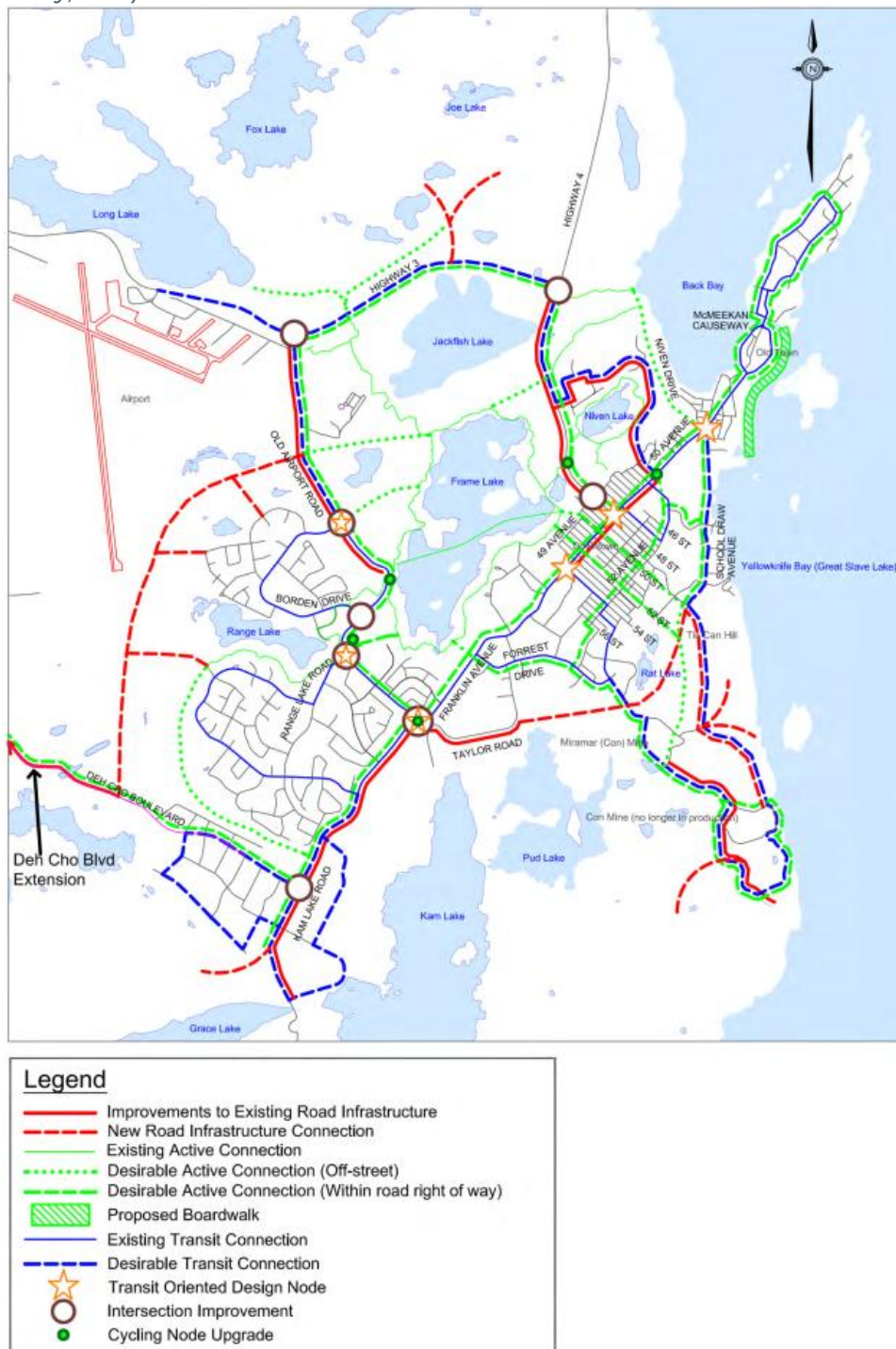
Figure 2: Proposed 5-Year Bike Lane Development Schedule, 2013



Smart Growth Development Plan Transportation Improvement Study (2010)

This map shows the proposed 5-year bike lane development schedule.

Figure 3: Long-term Transportation Proposed Improvements (Source: Transportation Improvement Study, 2010)



Bicycle Routing for the City of Yellowknife (2008)

The Bicycle Routing for the City of Yellowknife report outlines a plan to enhance cycling infrastructure and promote active transportation throughout the city. The report includes maps of proposed bicycle routes across the city. As a part of the report, several hot spot locations were identified:

- **Area in the vicinity of the Yellowknife Co-op:** Lack of safety for both bicycling and walking area including difficulty connecting with existing trail, high traffic volumes and the concert barricade.
- **The area behind Stanton Hospital:** Boardwalk and ramp and underpass area are dangerous for walkers and bicyclists.
- **The Multiplex area:** Traffic at the intersection of Airport Rd. and access & egress to and from the Multiplex creates safety problems for bicyclists.
- **Highway 4: Access Road to City:** No linkage to trails and difficulty to access trails in both directions.
- **43rd Street:** No left hand turns permitted.
- **Old Airport Road. at Borden Avenue:** Safety issues on road , bike lane striping on one side-very faint, difficulty with number of driveways, street irregularities and higher traffic volumes from commercial and industrial land uses.
- **Highway 4:** Narrow shoulder and lack of linkages to safer bicycle areas
- **MacDonald Dr.- Old Town- One Way section:** Lack of safety driving space on the street.

Figure 4: Proposed Bicycle Routes and Lanes - Old Town, Niven, Yellowknife Access Road

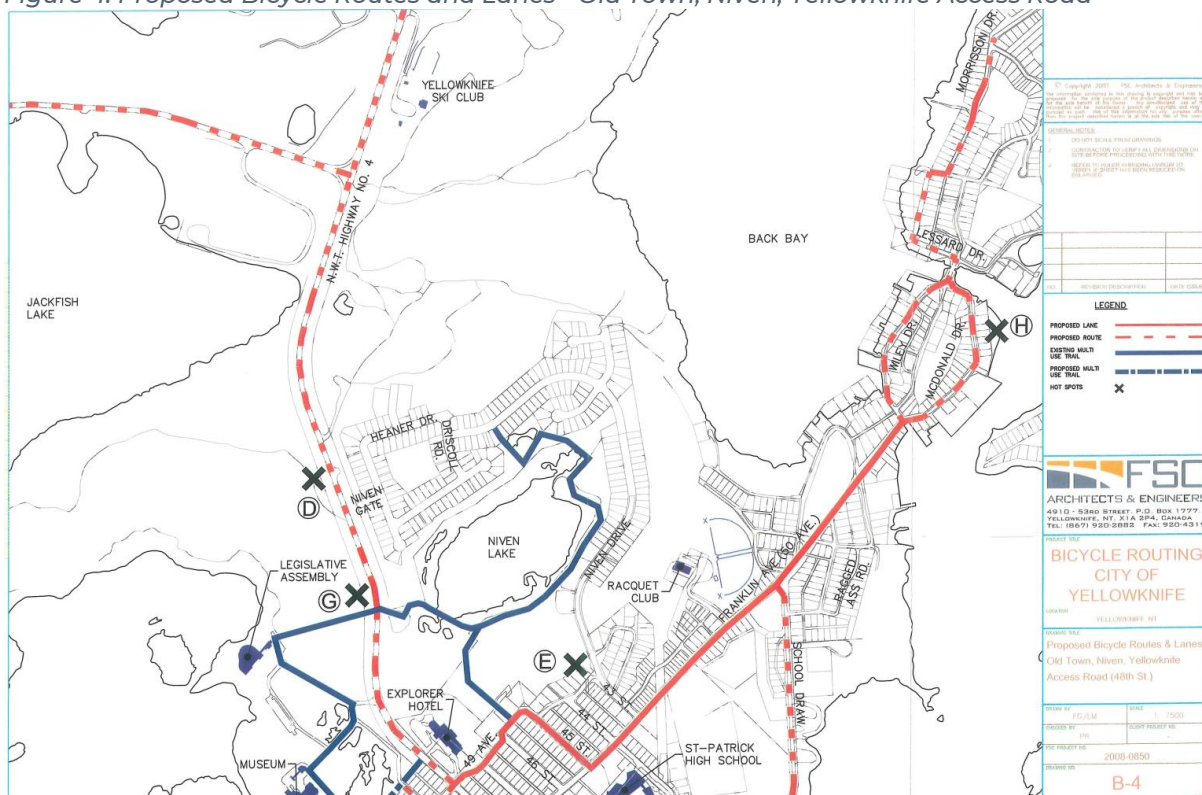


Figure 5: Proposed Bicycle Routes and Lanes – Highway #, Airport, Old Airport Road North



Figure 6: Proposed Bicycle Routes and Lanes – Highway 3, Sand Pit, Shooting Range Access Road



Figure 7: Proposed Bicycle Routes and Lanes – Old Airport Road, Borden Drive, Finlayson Drive

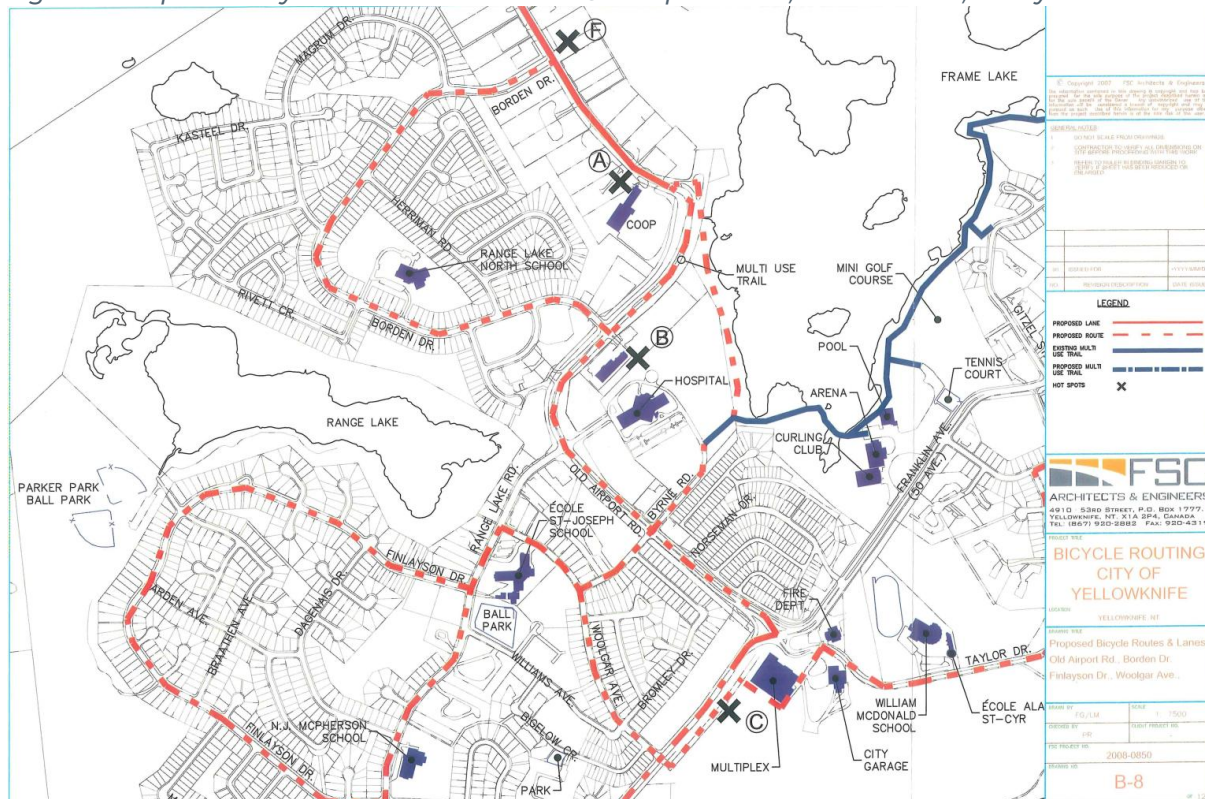


Figure 8: Proposed Bicycle Routes and Lanes – Downtown, School Draw, Forrest Drive, Frame Lake South

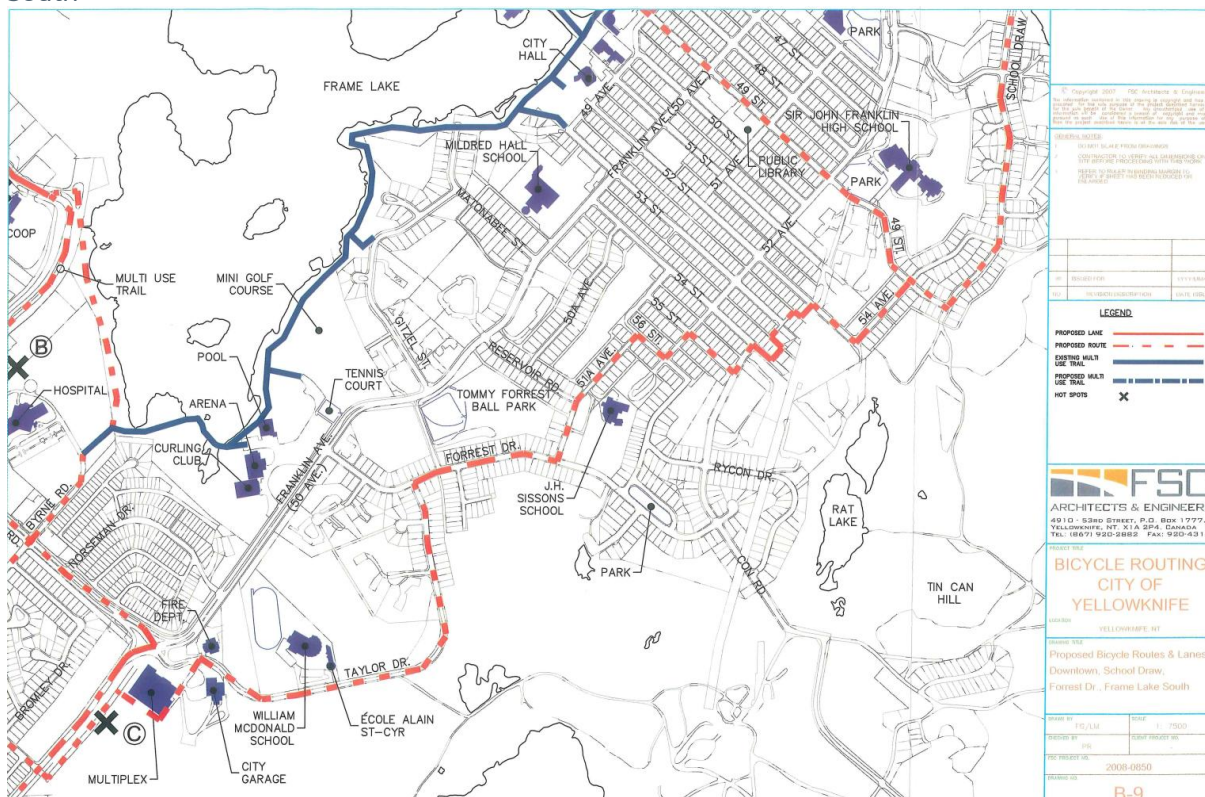
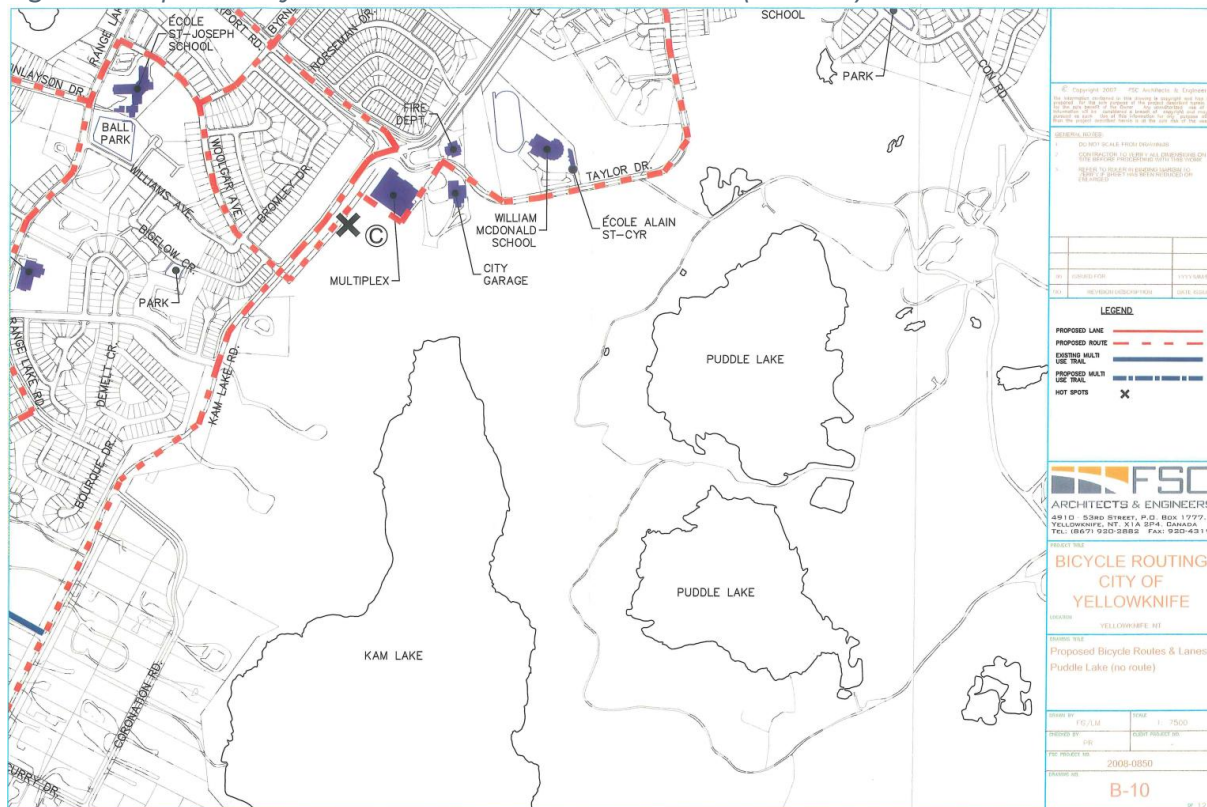


Figure 9: Proposed Bicycle Routes and Lanes – Puddle Lake (no route)



POTENTIAL INTEGRATION WITH TRANSPORTATION PLAN

Review proposed cycling routes and identified collision hot spots to prioritize cycling safety improvements.

Yellowknife Public Transit Review (2020)

The 2020 Yellowknife Public Transit Review provides recommendations that include service change options to improve the performance of transit in Yellowknife.

Service options were divided by service options for immediate consideration and service options for longer term considerations.

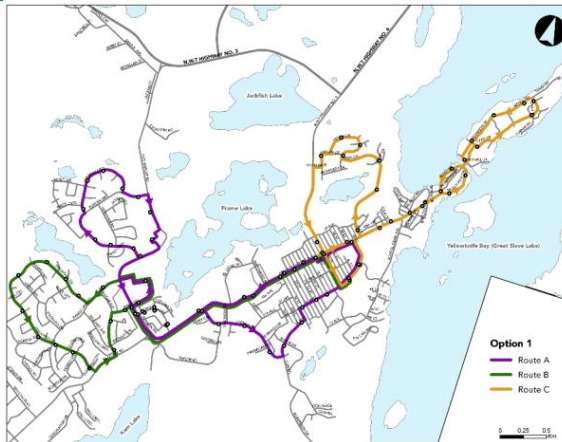
Table 1: Service Options for Immediate Consideration

Service Option

Service Route

Service Frequency

Service Option 1: Minor Route Restructuring



Option 1

Route A

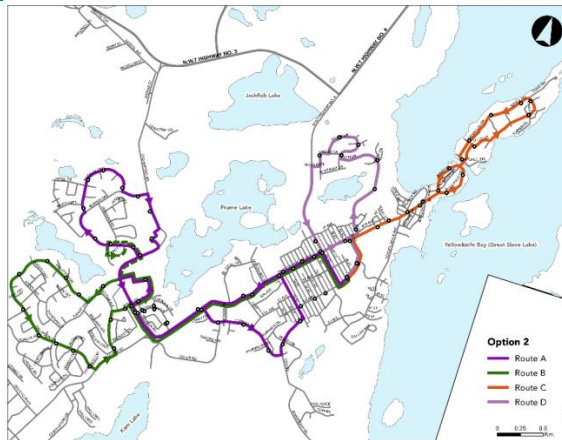
Route B

Route C

Option 1 Frequency: In minutes

	AM Peak	Midday	PM Peak	Evening	Saturday
	7AM - 9AM	9AM - 3PM	3PM - 6PM	6PM - 7PM	7AM - 7PM
Route A	40	40	40	40	40
Route B	40	40	40	40	40
Route C	40	40	40	40	40
Route B Express	2 trips (no change)		2 trips (no change)		

Service Option 2: Revised Routing + Offset Midday Schedule



Option 2

Route A

Route B

Route C

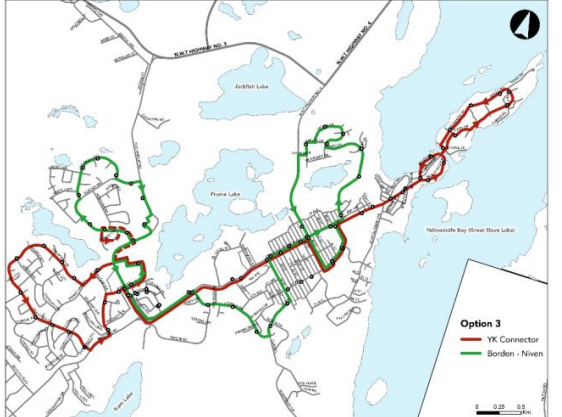
Route D

Option 2 Frequency: In minutes

	AM Peak	Midday	PM Peak	Evening	Saturday		
	7AM - 9AM	9AM - 3PM	3PM - 6PM	6PM - 7PM	7AM - 11AM	11AM - 6PM	6PM - 7PM
Route A	40-50*	60**	40-50*	60**	60**	60**	60**
Route B	40-50*	60**	40-50*	60**	60**	60**	60**
Route C	40-50*	60	40-50*	60	60	60	60
Route D	40-50*	60	40-50*	60	60	60	60
Route B Express	2 trips (no change)		2 trips (no change)				

* Commuter service would align as much as possible with existing trip arrive / departure times.
** Trips on Routes A & B would be offset during the midday to offer 30 min service between major destinations.

Service Option 3: Rerouting to Better Match Service to Demand



Option 3

YK Connector

Borden - Niven

Option 3 Frequency: In minutes

	AM Peak	Midday	PM Peak	Evening	Saturday		
	7AM - 9AM	9AM - 3PM	3PM - 6PM	6PM - 7PM	7AM - 11AM	11AM - 6PM	6PM - 7PM
YK Connector	30	60**	30	60**	60**	30	60**
Borden - Niven	40-50*	60**	40-50*	60**	60**	60**	60**
Route B Express	2 trips (no change)		2 trips (no change)				

* Commuter service would align as much as possible for Borden and Niven areas with existing trip arrive / departure times.
** Trips on the YK Connector and Borden - Niven routes would be offset during the midday to offer 30 min service between major destinations.

Service Option

Service Route

Service Frequency

Service Option 4: Flex-routed Service

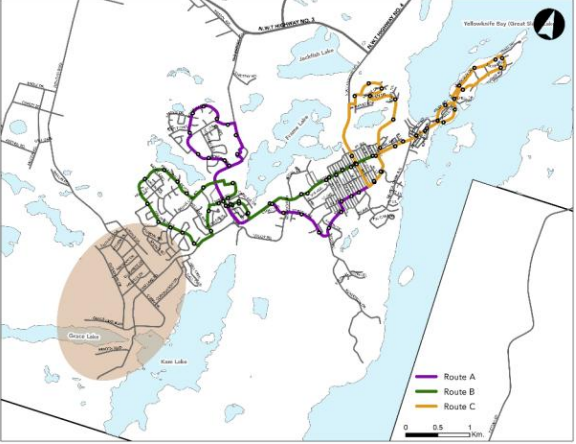
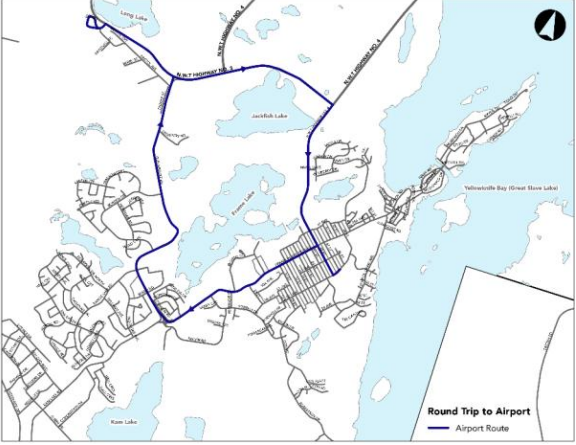
Option 4 Frequency: In minutes

	AM Peak 7AM - 9AM	Midday 9AM - 3PM	PM Peak 3PM - 6PM	Evening 6PM - 7PM	Saturday 7AM - 7PM
Route A	40	40	40	40	40
Route B	40	40	40	40	40
Route C	*	*	*	*	*
Route B Express	2 trips (no change)		2 trips (no change)		

*On-demand Service

- Progress: The City of Yellowknife has updated their transit routes and schedules on October 1, 2024.

Table 2: Service Options for Longer Term Considerations

Service Option	Service Route
Service Option 6: Service to Kam Lake Community	
Service Option 2: Revised Routing + Offset Midday Schedule	

- Progress: The City of Yellowknife has updated their transit routes and schedules on October 1, 2024. There is Kam Lake service via the Express bus service twice a day on weekdays.

Infrastructure Priorities

- IP 1: Ensure accessibility for transit vehicles to bus stops and pick-up / drop-off locations
 - Recommendation: The City should prioritize snow removal for transit routes, especially at bus stops. YATS could benefit from designated parking at: 1) Primary Care (48th Street), 2) Barrier Free Building (53rd Street). Fixed route transit stops that can be prioritized for snow removal are: 1) Centre Square Mall, 2) Aven Manor, 3) Byrne Rd & Reddi Mart
 - **Progress: Major bus routes have been included as a primary snow removal priority, additional bus routes are identified as a secondary snow removal priority.**
 -
- IP 2: Increase visibility of transit in downtown through improved passenger waiting facilities
 - Recommendation: If the City moves forward with route structure changes, part of the implementation process should also include creation of a detailed bus stop plan that indicates which stops may need to move, close, be added or re-signed to support the changes. (As the route structure options have been designed to work using as much of the existing system as possible, it is expected that the number of stops required to change will be minimal). This work should also assess and prioritize future stop changes that would be helpful for the system. Some of the suggestions that arose from this Review process include:
 - Creation of a stop in the vicinity of 48 Street at the access road to the Legislative Assembly and Northern Heritage Centre as access to this area is a frequent request by visitors. (An inset map of the core area on transit system materials showing how visitors can access these destinations from downtown via the trail network may also be helpful).
 - Further improvements such as a shelter and accessible landing pad to the southbound stop at Old Airport Road at Byrne Road to serve residents of the western end of Norseman Drive.
 - Consideration of an additional stop on Niven Drive near the intersection of the Niven Lake Trail access and the trail to the Racquet Club.

Policy Priorities

- PP1: Consider Reviewing YATS Policies, Procedures and Guidelines
- PP2: Consider Future Implementation of an In-Person Registration Process for YATS
- PP3: Alignment with Planning Documents and Development Process
- PP4: Ongoing Performance Monitoring

Fare Priorities

- FP1: Concession Fare
 - The discount offered for concession fares for seniors, youth and people with a disability) is lower than what is typically found in other transit systems.
 - Many systems are moving towards offering a single cash and ticket fare to improve the simplicity of their fare structure and reserving deeper discounts for bus passes as a way of rewarding regular users.
 - Adjusting the balance between full and concession fares could be considered as part of the next fare change, with the \$3 adult fare moving down and the \$2 concession fare moving up to a unified cash fare of \$2.50.
- FP2: Day Pass
- FP3: Provide Incentives to the Commuters and Regular Users
 - Setting up an employer-based program whereby larger employers with a certain number of participating employees (a 5 or 10 person minimum is often set for administrative purposes) can pay for their pass through automatic payroll deduction each pay period.
 - Incorporating payment towards as part of a rental agreement, whereby residents of participating buildings could add an additional amount to their rent to cover a monthly amount towards the annual pass.
 - Setting up an automated monthly transaction using a credit card.
- FP4: Consider a semester pass program if none of the other longer-term pass payment options are feasible.
- FP5: Holiday “On the Bus Day Pass”
- FP6: Family Travel Program
- FP7: Further Fare Technology

Customer Information Priorities

- CIP1: Clarify Existing Maps and Schedules
 - Include arrows to indicate the direction of the route on the maps.
 - Instead of using numbers for some significant bus stops, consider adding timepoint letters that can be shared across the three routes, to reduce the amount of numbers on the map and more easily convey which destinations are served by multiple routes.
 - Divide the schedule tables and identify the inbound and outbound direction to make it more intuitive for new users.
 - Include information on bus etiquette and key information for new users that is available on the transit website within the transit schedule.
 - Add information on system accessibility. For instance, note which trips are guaranteed to use low floor vehicles, provide information on the YATS service within the fixed

route schedule and describe how both services work together to serve people with a disability in the community

- CIP2: Create Visitor Information Specific Materials
 - City could produce a visitor-specific version of the Yellowknife Transit brochure that would be a smaller and more focused item than the existing full transit schedule. For instance, this item could be a double-sided “rack card” that is typically 10.2 cm by 22.9 cm (4 inches by 9 inches) and sized to fit in hotel lobby and visitor information centre brochure racks.

POTENTIAL INTEGRATION WITH TRANSPORTATION PLAN

Align the Transportation Plan's transit recommendations with priorities identified through the Yellowknife Public Transit Review and community engagement process.

Council Strategic Directions (2023-2026)

The Council's Strategic Directions: 2022-2026 outlines the City of Yellowknife City Council's strategic priorities for the 2022-2026 term, focusing on providing an overarching framework rather than specific actions. With a vision centered on prioritizing people, delivering service excellence, and ensuring a sustainable future, the Council commits to these principles in all decisions and resource allocations. The aim is to make Yellowknife a welcoming, inclusive, and prosperous community with a strong sense of pride in its unique history, culture, natural beauty, and role as the capital city and gateway to the Northwest Territories.

Relevant transportation related key initiatives include:

- Supporting design standards that are multi-modal including recognizing Yellowknife's advantages as a winter city
 - Progress: The Development and Design Standards were last updated in April 2022.
- Providing public transit that meets user needs
 - Progress: As of October 2024, new routes were introduced as a result of the Yellowknife Public Transit Review (2019) and YKTransit Realign projects.

Housing Needs Assessment (2024)

The 2024 Housing Needs Assessment report identifies several transportation-related issues and opportunities to housing needs.

Opportunities include encouraging mixed-use development and expanding commuter trail networks while the high cost of living was identified as a barrier.

As a part of the report, focus group sessions included a question asking whether people feel there is enough public transportation or alternative transit infrastructure connecting areas to essential services like healthcare, schools, and grocery stores.

Yellowknife Old Town Emergency Circulation Review and Parking Study (2021)

The 2021 Emergency Circulation Review and Parking Study identifies parking supply and demand patterns, road access and requirements, and recommended solutions for managing parking in Old Town, an area known for its compact development pattern, narrow streets and alleyways, tourist attractions, and recreation and commercial boating operations.

The study identified three preliminary recommendations:

- Increase and introduce no-parking signage in areas of Old Town in order to maintain effective emergency servicing;

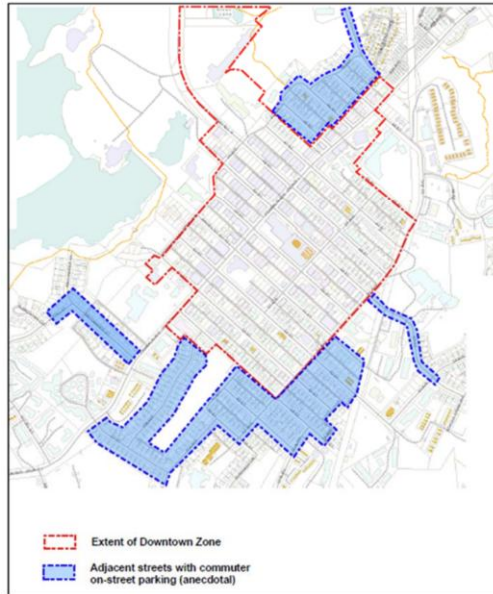
Figure 10: Old Town Emergency Circulation Review and Parking Study Area



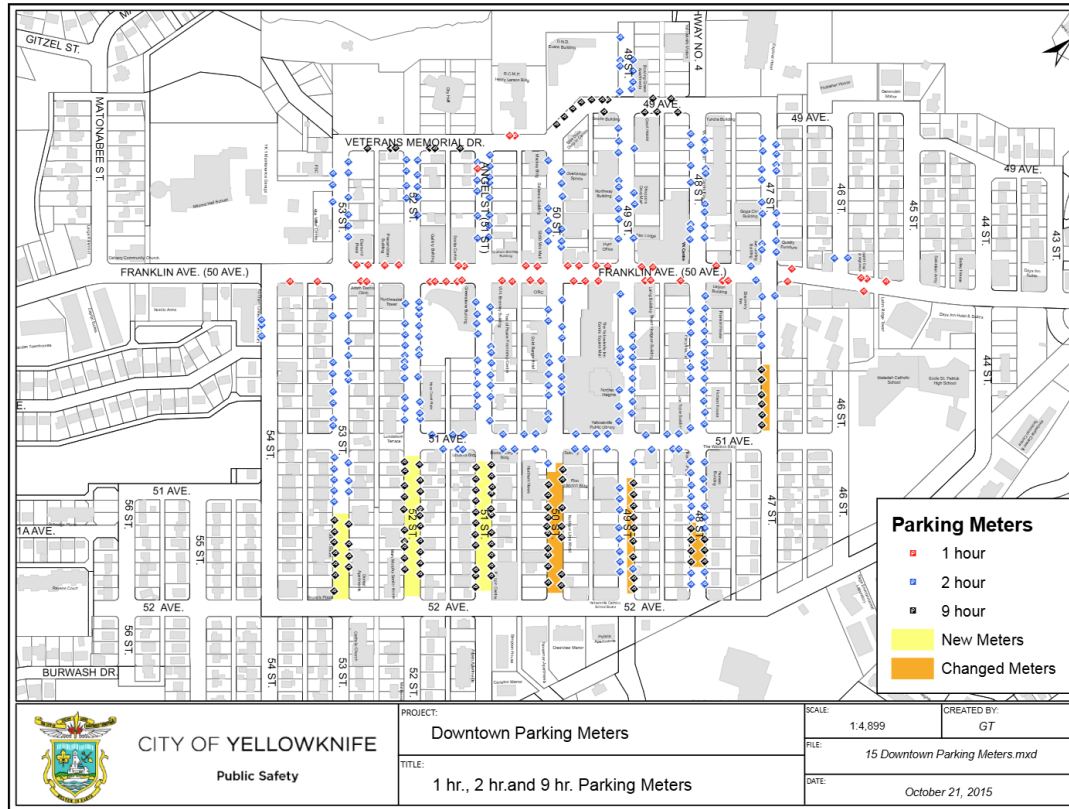
- Capitalize on existing off-street parking areas, such as the Old Town Parking Lot and increase on-street parking through infrastructure improvements; and
- Consider implementing a residential parking pass program in the residential parking areas of Old Town.

Yellowknife Parkade Feasibility Study (2021)

As a part of the Yellowknife Parkade Feasibility Study, a desktop review of 2019 aerial photography was conducted to assess downtown Yellowknife's parking supply.



Type of Parking	Details	Number of Spaces
On-Street	Metered	534
	Unmetered	558
Off-Street	Surface Lots	2548
	Lanes	465
	Centre Square Mall Parkade	550
Total:		4655



The Study found that there is a surplus of parking downtown during peak demand periods (but this needs to be verified with utilization surveys after COVID-19) and that a downtown Parkade may not be necessary to serve future parking demand in downtown Yellowknife.

Economic Development Strategy 2020-2024 (2020)

The Economic Development Strategy outlines goals, strategies, performance measures, and an implementation plan for economic development between 2020 to 2024. With the resource sector being the primary driver for Yellowknife's economic growth, the anticipated closure of several diamond mines has resulted in concerns about Yellowknife's economic outlook. The Strategy highlights how Yellowknife's position as a strategic gateway to the north, quality of life as a community-oriented, family-friendly city, and tourism industry are strengths that can be leveraged.

Transportation-related strategies include:

Tourism Sector

- Prepare an Arts & Culture Master Plan and update the Tourism Strategy
- Implement wayfinding strategy and signage improvements

Downtown Revitalization

- Work to draw more residents into the area by promoting the development of events, concerts, food markets, patios and other places, improving public transit (providing more ready access to the downtown area), working to change resident perceptions of the area, and improving

the attractiveness of the area (incentivizing leasehold improvements, streetscaping, improved lighting, cleaning, and improved wayfinding).

- Encourage the establishment of a local business improvement area (BIA), which would also help to coordinate and implement revitalization activities. The Revitalization Strategy noted that the City of Yellowknife devotes some municipal staff time and that several private sector organizations organize some downtown activities and events.

Yellowknife 2025-2028 Tourism Strategy (2025)

The Yellowknife Tourism Strategy provides the City with a roadmap on how to catalyze tourism investment in the region as a key economic driver for the next three years. Four strategic goals with corresponding initiatives were identified to support tourism in Yellowknife.

Transportation-related goals and initiatives include:

Enhancing the visitor experience:

- Coordinate efforts to enhance the downtown cleanliness/safety/beautification including public art.
- Work with business operators to address accessibility standards.
- Improve access to water for tourism activities (e.g., SUP, canoeing, kayaking, motorboat).
- Create a unique neighborhood environment in Old Town/waterfront (e.g., culinary, events, retail, arts/ culture).
- Work closely with the airport to ensure a seamless/ accessible-friendly experience when arriving into Yellowknife
- Enhance the wayfinding options for visitors as they arrive into Yellowknife.
- Further develop the Visitor Information Centre as a focal point for visitors, residents, and operators including expanding availability of print materials and improved signage to international standards.

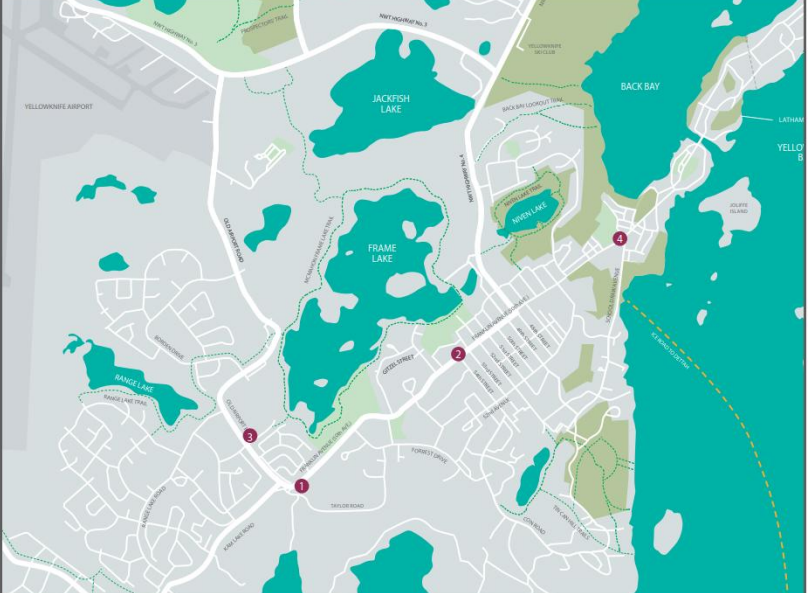
Building strategic partnerships:

- Work with partners to better leverage existing infrastructure for multi-season use (e.g., parks, trails).
- Establish partnerships with transportation providers to offer convenient and affordable transportation options for tourists.
- Create a working relationship with the Yellowknife Airport to increase the number of flights into the city and explore opportunities to enhance airport infrastructure to support the NWT tourist experience (e.g., amenities, strategic plan).

City of Yellowknife Wayfinding Strategy (2019)

In 2019, the City develop a comprehensive wayfinding strategy to meet the needs of residents and visitors. There are 9 key recommendations to help provide a consistent framework for wayfinding in Yellowknife.

Table 3: Family of Signage Recommendations by Location

Family of Wayfinding Signage	Wayfinding Recommended Locations
Welcome Signage	Recommended Locations 1 Ice Road Welcome Sign 2 "Welcome to Yellowknife" site improvements 3 Airport Welcome Sign  Figure 10. Recommended Welcome Signage Locations Map.
Information Kiosks	Recommended Locations 1 RV Dump Station - Kam Lake & Old Airport Road 2 Downtown - Franklin Avenue & 54th Street 3 Old Airport Road - at Byrne Road 4 Old Town Entry - Franklin Avenue & School Draw Avenue  Figure 14. Recommended Information Kiosk Location Map

Family of Wayfinding Signage

Wayfinding Recommended Locations

Trailhead Signage

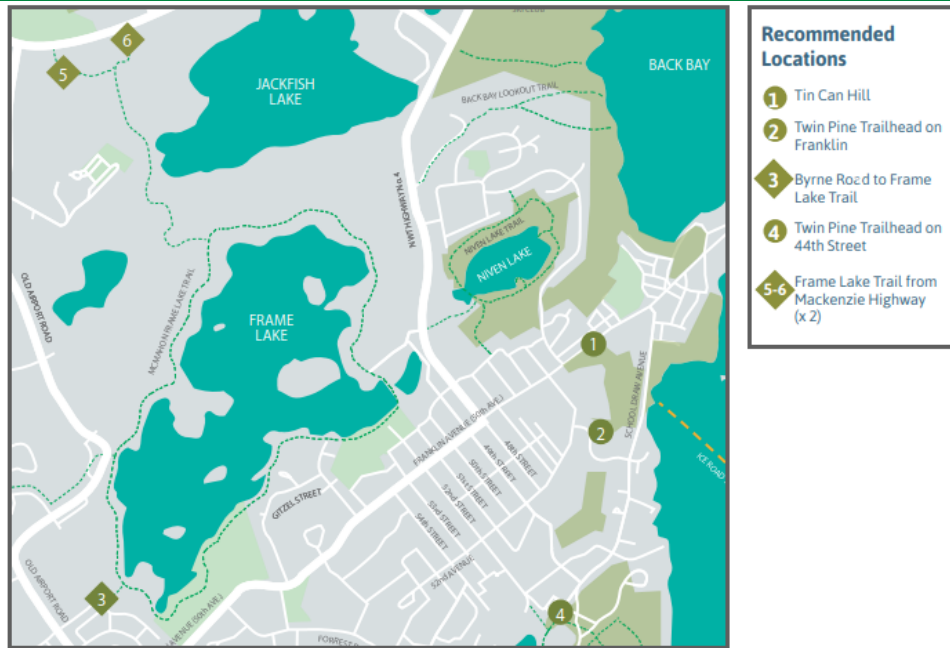
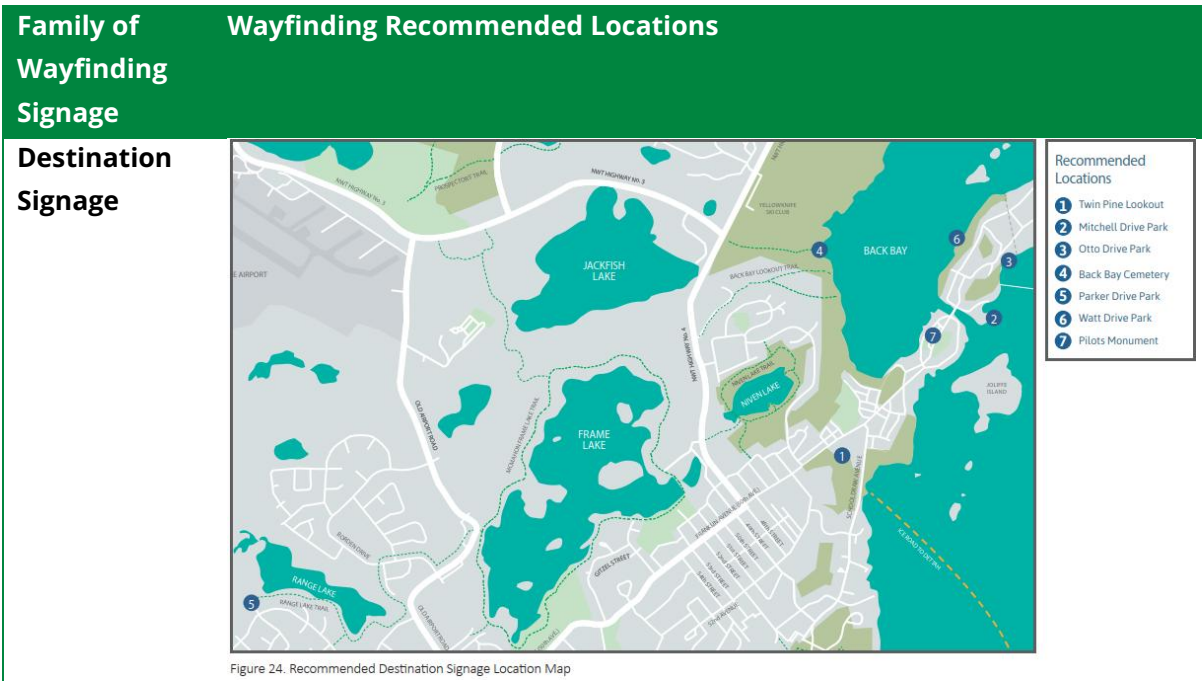


Figure 15. Recommended Trailhead Signage Location Map

Direction Signage (Update and Replace)



Figure 23. Recommended Directional Signage Location Map



The Strategy also provides an implementation plan outlining the prioritization of existing signs for updating, a map of phased wayfinding improvements, and budget recommendations by phase.

Figure 11: Wayfinding Signs Prioritized for Updating

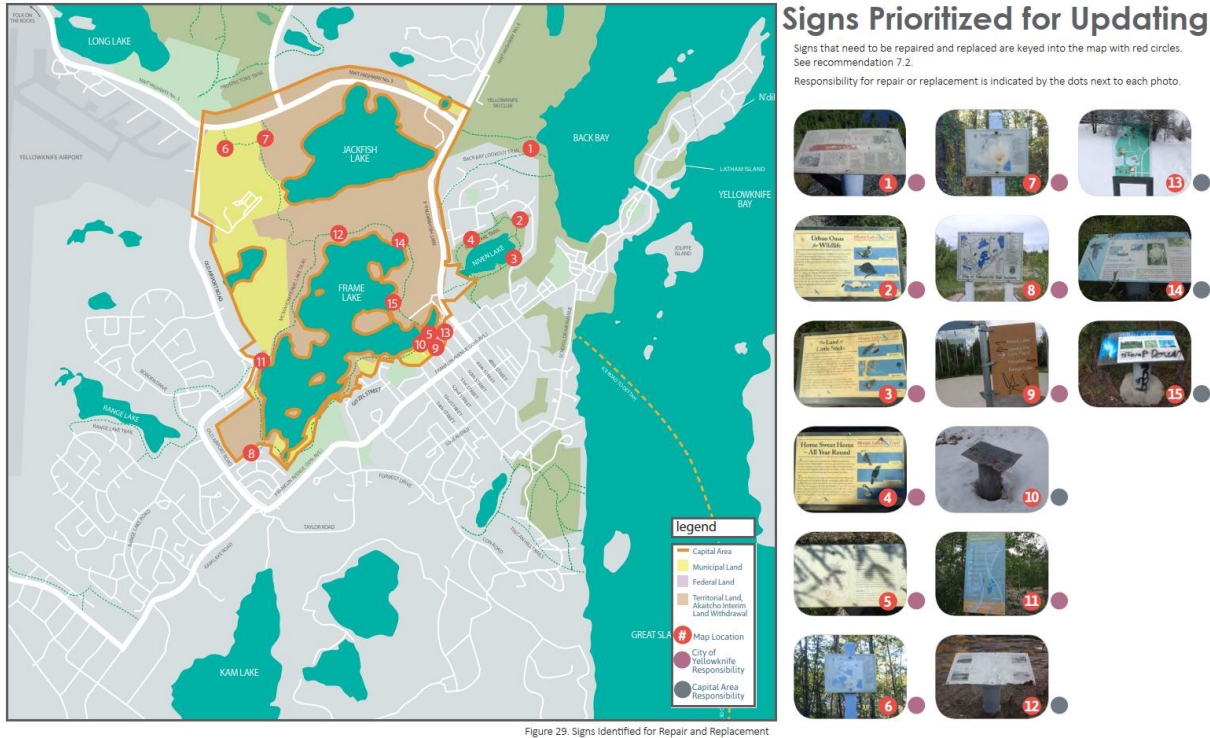


Figure 12: Phased Wayfinding Improvements

Phased Wayfinding Improvements

The map at right provides a visual summary of the proposed signage and wayfinding improvements by phase. Please refer to the numbered recommendations for further description.



Figure 30. Map of Phased Wayfinding and Signage Improvements

Figure 13: Budget Recommendation by Phase
Budget Recommendation by Phase

#	Key Recommendations	Priority & Budget Recommendations			Responsibility & Partnerships
		Year 1	Year 2-3	Year 4-5	
1.0	Improve "Welcome Signage" in Yellowknife				
1.1	"Welcome to Yellowknife" sign and surrounding landscape near Bristol Monument.				
	a. Landscape design;	Staff time	\$30,000	\$60,000	
	b. Construction;				
1.2	Ice Road Entry at Rotary Centennial Park: Add welcome signage in multiple languages, including indigenous languages.			\$5,000	
1.3	Airport: Add welcome signage in multiple languages, including indigenous languages.		\$5,000		
2.0	Add Information Kiosks at Key Decision Points				
2.1	Place at Key Decision Points.		\$6,000 x 2 kiosks	\$6,000 x 2 kiosks	
2.7	Artist Participation: Highlight the creativity and eclecticism of Yellowknife by seeking artists and designers to:				
	a. Participate in designing signage look maps following a terms of reference;	Staff time	\$1,000 x 2 kiosks	\$1,000 x 2 kiosks	
	b. Exhibition copyright fee* for artworks on information kiosks.				
3.0	Trail head Signage				
3.2	Add updated trailhead signs at identified locations.	\$1,800 x 2 signs	\$1,800 x 2 signs	\$1,800 x 2 signs	
4.0	Update + Replace Directional Signage				
4.2	Add updated directional signs at identified locations.	\$1,000 x 5 signs	\$1,000 x 7 signs	\$1,000 x 2 signs	
5.0	Destination Signage				
5.2	Add or update destination signs at identified locations:	\$1,800 x 3 signs	\$1,800 x 3 signs		
	a. Exhibition copyright fee* for artworks on destination signage.	\$600 x 3 signs	\$600 x 3 signs		
6.0	Develop Wayfinding Website				
6.1	Develop an interactive wayfinding website with Chamber of Commerce, Destination Marketing Organization, Visitor Centre.		\$45,000		
7.0	Improve Maintenance of Signs				
7.3	Replace identified damaged or misleading signage.	\$1,800 x 15			
8.0	Continue to Utilize + Strengthen Partnerships				
8.1	Indigenous Languages: Work with the Intercultural Placemaking Committee and the YKDFN to identify the best ways to utilize Tetsetine on signage and wayfinding materials;	Staff time	Staff time	Staff time	
8.2	Foreign Languages: Coordinate with NWTT Tourism annually to identify popular international languages to incorporate printed interpretive and wayfinding materials;	Staff time	Staff time	Staff time	
8.3	Funding: Seek funding opportunities that can be applied to wayfinding;	Staff time	Staff time	Staff time	
8.4	Capital Area Committee: Use the Capital Area Committee Standing meetings to allow partners to review proposed icons, names and sign locations.	Staff time	Staff time	Staff time	
8.5	Support Signage and Wayfinding Improvements through partnerships:	Staff time	Staff time	Staff time	
	a. Ensure Yellowknife paper visitor map is available at Fred Henne Park.	Staff time	Staff time	Staff time	
8.6	Work with partners to re-establish a permanent visitors centre.	Staff time	Staff time	Staff time	
9.0	Increase Signage Visibility without Signage Lighting				
9.1	Increase visibility of signage through adequate font size, high contrast colours, and placing signage to face natural light and/or take advantage of other nearby outdoor lighting.	with installation	with installation	with installation	
Budget Recommendations by Phase		\$42,800	\$114,200	\$84,600	

* Based on 2019 CARFAC (Canadian Artists Representation/Le Front des artistes canadiens) minimum exhibition copyright fee schedule A.1

The Strategy also includes wayfinding signage concepts for standard destination signs and trailhead signs.

- **Progress:** The City has been implementing the Strategy by using the Implementation Plan.

Bylaws

Zoning Bylaw No. 5045

The purpose of the Zoning Bylaw is to provide an effective system of land use regulation for the orderly, economic, and sustainable development and redevelopment within the City of Yellowknife

The Zoning Bylaw provides provisions about:

- Off-street Required Parking and Parking for Addition to Existing Use
- Parking Standard Areas
- Accessible Parking Space Requirements
- Large Commercial Vehicles (Tourism Buses)
- Location of Parking Areas
- Parking Structures
- Shared Parking
- Car Sharing
- Cash in lieu of Parking
- Off-street Loading Space Requirements
- Bicycle Parking Requirements

Parking Standard Areas

The Zoning Bylaw establishes parking standard areas to identify minimum parking space requirements by land use.

- Parking Standard Area 1 is for the Downtown land use designation where there are no minimum parking requirements
- Parking Standard Area 2 is for the Residential Central land use designation
- Parking Standard Area 3 is for the Old Town land use designation
- Minimum Parking Requirement is for all other areas within the City

Bicycle Parking Requirements

The Zoning Bylaw provides requirements specific to off-street bicycle parking. It does not provide guidance on long-term bicycle parking or end-of-trip facilities such as shower facilities, lockers, or access to e-bike/scooter charging stations.

Bicycle Parking Minimums

- Multi-Unit Dwelling – 1 space per 2 units;
- Special Care Residence, Hotels and Motels – 1 space per 3 rooms;
- Industrial Use – no bike spaces required; and
- All other Uses, excluding single detached, in-home secondary detached, detached secondary, factory-built, and townhouse dwellings

Bicycle Parking Location

- required bicycle parking shall be provided wholly on the same Site as the Building;
- bicycle parking should be located near the main entrance, in sight of windows, near well-Used pedestrian routes, and unscreened by vegetation;
- bicycle parking shall not be placed so that it blocks the entrance, loading or fire lanes, or inhibit pedestrian flow in or out of the Building; and
- bicycle parking shall be placed on level asphalt or concrete base to which it can be secured.

POTENTIAL INTEGRATION WITH TRANSPORTATION PLAN

Update the Zoning Bylaw to establish requirements for long-term bicycle parking as part of new development projects.

All Terrain Vehicles Bylaw No. 3054

The All-Terrain Vehicles Bylaw regulates the control, use, and operation of all-terrain vehicles (ATVs) on highways and other areas within the city.

The bylaw outlines permitted areas of operation for ATVs:

- “No person shall operate an all-terrain vehicle on a highway except for the purpose of crossing the highway at a right angle and only when the crossing can be made in safety.”
- “No person shall operate an all-terrain vehicle within the City except on such highways or portions thereof, or other areas, as may be designated by resolution of Council.”
- “No person shall operate an all-terrain vehicle on private property without the consent of the owner or occupant of the property.”

The bylaw outlines prohibited areas of operation for ATVs:

- “No person shall operate an all-terrain vehicle on a sidewalk.”
- “No person shall operate an all-terrain vehicle on a boulevard.”
- “No person shall operate an all-terrain vehicle on a public park.”
- “No person shall operate an all-terrain vehicle on a playground.”
- “No person shall operate an all-terrain vehicle on school grounds.”
- “No person shall operate an all-terrain vehicle on the open space between 50A and 51A Avenue, Block 106.”
- “No person shall operate an all-terrain vehicle on a highway,” except as noted above.

The following designated areas are forbidden to all-terrain vehicles from May 1st to September 30th of any year:

- Rat Lake
- McNiven Beach
- Long Lake Beach
- The area designated as the Yellowknife Golf Course, exclusive of the designated parking areas;

- The Prince of Wales Northern Heritage Centre including the causeway across Frame Lake, but not including the designated parking areas

Helmet Bylaw No. 4795

The Helmet Bylaw regulates the use of helmets while using any bicycle or wheeled apparatus throughout the city and for the use of helmets while within any approved City facility.

The bylaw outlines regulations about who must wear a helmet when using a bicycle or wheeled device:

- Any youth (any person under the age of 18) within the municipal boundaries of the City shall not operate or use a bicycle or wheeled apparatus on a highway, ride as a passenger on a bicycle, or ride as a passenger in a bicycle trailer without wearing an approved helmet.
- A parent or guardian of a youth shall not authorize or knowingly permit that person to operate a bicycle or wheeled apparatus or ride as a passenger on a bicycle unless the person is wearing an approved helmet.

Highway Traffic Bylaw No. 5055

The Highway Traffic Bylaw regulates traffic and vehicle use on highways and public areas within the City of Yellowknife.

The bylaw outlines **restrictions on speed** within the community:

- No driver shall operate a vehicle within the City of Yellowknife at a speed greater than:
 - (a) the maximum speed limit that is set out by a traffic control device; or
 - (b) 45 km/hour if there is no maximum speed limit set out by a traffic control device.
- 30 km/hr in school zones and playground zones during designated hours
 - School zones are enforced at all times, 24 hours 7 days a week

The bylaw includes several regulations regarding **bicycles and rolling devices**:

- A person who is riding a bicycle:
 - (a) shall not ride it on a sidewalk;
 - (b) shall ride it as near as is practicable to the right hand curb or edge of a roadway;
 - (c) shall not ride beside another bicycle that is being ridden on a highway except when passing that bicycle;
 - (d) shall keep at least one hand on the handle bars;
 - (e) shall ride on and astride the seat of the bicycle; and
 - (f) shall not use the bicycle to carry more persons than the number for which it is designed and equipped. By-law No. 5055 BH 193 (2)
- No person shall ride a bicycle on a roadway if there is a usable path, other than a sidewalk, intended for the use of bicycles adjacent to the roadway.
- No person shall ride on or use a coaster, sled, toboggan, skateboard, ice skates, roller skates, roller blades or skis on a roadway:
 - (a) if there is a sidewalk adjacent to the roadway that is usable; or

- (b) if there is no sidewalk adjacent to the roadway that is usable, unless the person rides the device as close as is practicable to the left-hand curb or edge of the roadway.
- 73.
- No driver shall knowingly use a vehicle to tow on a highway a person on a bicycle, coaster, sled, toboggan, skateboard, ice skates, roller skates, roller blades or skis.

The bylaw includes several regulations regarding **pedestrians**:

- Notwithstanding the provisions of this or any other Act or by-law, a driver shall yield the right-of-way to a pedestrian crossing a roadway within a crosswalk at an intersection where:
 - (a) there are traffic lights at the intersection and the pedestrian is authorized under this by-law to cross the roadway; or
 - (b) there are no traffic lights at the intersection or the traffic lights are not in operation.
- A driver shall yield the right-of-way to a pedestrian crossing a roadway within a crosswalk that is not at an intersection.
- Where a motor vehicle is stopped at a crosswalk to permit a pedestrian to cross the roadway, a driver approaching from the rear shall not pass the stopped vehicle.
 - A pedestrian shall look in both directions before leaving a curb or other place of safety to cross a roadway.
 - No pedestrian shall leave a curb or other place of safety and walk or run into the path of a motor vehicle that is so close that it is impracticable for the driver of the vehicle to yield.
- Where a pedestrian is crossing a roadway at a point other than within a crosswalk, the pedestrian shall yield the right-of-way to all drivers.
- Notwithstanding any provision of this by-law, a driver shall: By-law No. 5055 BH 193
 - (a) exercise care to avoid colliding with a pedestrian;
 - (b) give a warning to a pedestrian by sounding the horn or bell on the driver's vehicle when necessary; and
 - (c) exercise proper precaution and be prepared to stop where a child or an apparently confused or incapacitated person is on a highway.
- A pedestrian shall not walk or run on a roadway if there is a sidewalk that is usable on either side of the roadway.
- Where there is no sidewalk that is usable on either side of a roadway, a pedestrian shall, unless it is impracticable, walk or run on the left-hand side of the highway or the shoulder of the highway.
- No person who is outside of a vehicle shall hold onto a vehicle that is in motion

POTENTIAL INTEGRATION WITH TRANSPORTATION PLAN

Review the Highway Traffic Bylaw to align with best practice standards that support active transportation. Based on the review, consider updating the bylaw to enable the use of small wheels (children's bicycles, kick-scooters, and wheelchairs) on sidewalks. Update the bylaw to incorporate updated language to permit the use of motorized mobility devices on sidewalks where a safe bicycle route is not provided.

Orderly Use of Highways Bylaw No. 1276

The Orderly Use of Highway Permit Application bylaw regulates prohibits unauthorized interference with public infrastructure and outlines enforcement responsibilities to protect municipal services and public safety.

Parking Bylaw No. 5053

The Parking Bylaw regulates the parking of vehicles on municipal highways and the use of vehicle loading zones.

Public Parks and Recreation Facilities Bylaw No. 4564

The purpose of the Public Parks and Recreation Facilities bylaw is to help support municipal operations by provide regulations about activities and park-related rules.

The bylaw includes a regulation about bicycles:

- No person shall ride a bicycle or skateboard within any Public Park or Recreation Facility except on highways or those trails, paths or areas specifically set apart by the City and signed for bicycles or skateboards;

Public Transit Bylaw No. 4284

The Public Transit bylaw provides regulations for fares, bus operations, and passenger conduct in Yellowknife.

Key pieces to note from the bylaw include:

- No person shall bring a baby carriage aboard a Public Transit Vehicle other than a baby carriage of the type that is capable of being folded for the purpose of storage.

Snowmobile Bylaw No. 3722

The Snowmobile Bylaw regulates the use and operation of snowmobiles on highways and other areas within the city.

The bylaw outlines prohibited areas where a snowmobile may operate:

- No person shall operate or ride on a snowmobile or sleigh towed by a snowmobile unless the person is wearing a helmet.
- No person shall operate a snowmobile on any sidewalk
- No person shall drive, operate, or park a snowmobile across a highway or footpath unless the movement can be made in safety.]

- No person shall park a snowmobile on private property without authority from the owner, tenant, occupant or person in charge or control of the private property.
- No person shall operate a snowmobile on any highway within the downtown core, except to cross at designated points.
- No person shall drive a snowmobile in or on:
 - (a) any school playground; (b) any playground area;
 - (c) any park or recreational facility;
 - (d) any cemetery;
 - (e) any area as set out in Schedule "B" and "C" attached to and forming part of this By-law;
 - (f) any other area designated by Council from time to time to be a prohibited or restricted area; and
 - (g) any area where signs prohibit the use of motorized vehicles.

The bylaw outlines prohibited areas:

- The Frame Lake Recreation Tourism Trail System between Byrne Road, City Hall and the Prince of Wales Northern Heritage Center as well as the wooden stairs and wooden walkways on the north side of Frame Lake
- 2. The Range Lake Trail System between Parker Recreational field and the OK Economy Store located on Lot 8, Block 560.
- The childrens sliding area on the open space between 50A Avenue and 51A Avenue (Block 106);
- The area near Highway 3 and the N.W.T. Power Corporation generating plant near Jackfish Lake, known as "Toboggan Hill". 5
- The 'greens' of the Yellowknife Golf Club. 6. The trail system maintained by the Yellowknife Ski Club except when the snowmobile or other all-terrain vehicle is being used for authorized maintenance of the trails

The bylaw outlines restricted areas:

- All areas zoned "Os" - Open Space and "PR" - Parks and Recreation with the following exceptions:
 - a) streets and roads within such area;
 - b) traversing from one area of the City to another area of the City where there is no other reasonable access;
 - c) the Recreation Complex/McNiven Beach area being the whole of Lot 2, Block 122, Plan 2015 but not including the Wade Hamer Mini Golf Course;
 - d) the area between the two ball diamonds at Fritz Theil Sports Field when snow covered and area zoned "Os" - Open Space north and northwest of Fritz Theil Sports Field, all being part of Lot 1001, Quad 85-J-8;

- e) the area between what is known as Woodyard and Great Slave Lake bounded on the westerly side by Lot 12, Block 72, zoned "PR" - Parks and Recreation; and
- f) the area zoned "Os" - Open Space, being the Back Bay waterfront (100' Federal Reserve) adjacent to Blocks 5, 6, 7 and 152 off Morrison Drive.
- g) the area bordering Taylor Road between the Nerco Mine tailings pond and Forrest Drive Trailer Park being Lot 19, Block 133, Plan 2259, zoned "L" - Limited Development.

Fees and Charges Bylaw No. 4436

The Fees and Charges bylaw outlines how much individuals, businesses, and organizations must pay for various municipal services.

Parking Meter Fees

SERVICE	FEE
Parking Meter Time	
Three (3) minutes	\$.05 cent coin
Six (6) minutes	\$.10 cent coin
Fifteen (15) minutes	\$.25 cent coin
Sixty (60) minutes	\$1.00 coin
One hundred Twenty (120) minutes	\$2.00 coin
Parking Certificate	
Per month	\$ 30.00
Per year	\$300.00
Orderly Use of Highway Permit	\$ 5.00

Public Transit Fees

FARE TYPE	FEE
Single Ticket	
Adult (18 or more years of age)	\$2.50
Students (6 - 17 years of age attending elementary or secondary school)	\$1.50
Seniors (65 or more years of age)	\$1.50
Persons with Disabilities -Yellowknife Accessible Transit ("YATS") -Yellowknife Public Transit	\$2.50 no charge
Children (5 or less years of age when accompanied by an adult)	no charge
Monthly Pass (unlimited rides)	
September - June	
Adults (18 or more years of age)	\$62.00
Aurora College Students and Elementary Students with a Student Bus Pass	\$40.00
Seniors (65 or more years of age)	\$40.00
July - August	
All riders 6 years of age or older	\$40.00
Punch Pass (11 rides for the price of 10)	
Adults (18 or more years of age)	\$25.00
Students (6 - 17 years of age attending elementary or secondary school)	\$15.00
Seniors (65 or more years of age)	\$15.00
Persons with Disabilities -YATS	\$25.00
TRANSIT ADVERTISING	FEE PER MONTH*
Interior Signs	
Interior Card (approx. 11" x 35" - above seats)	\$40.00
Exterior Signs/Wrap	
'Seventies Poster' (approx. 21" x 70" - on rear of bus below window)	\$450.00
'King Poster' (approx. 30" x 139" - on side of bus)	\$600.00
Full Wrap (entire bus - front, back and sides)	\$1,750.00 (min. 12 months)
*fee is for advertising space only - does not include sign/wrap(s) or specialized installation	

POTENTIAL UPDATE

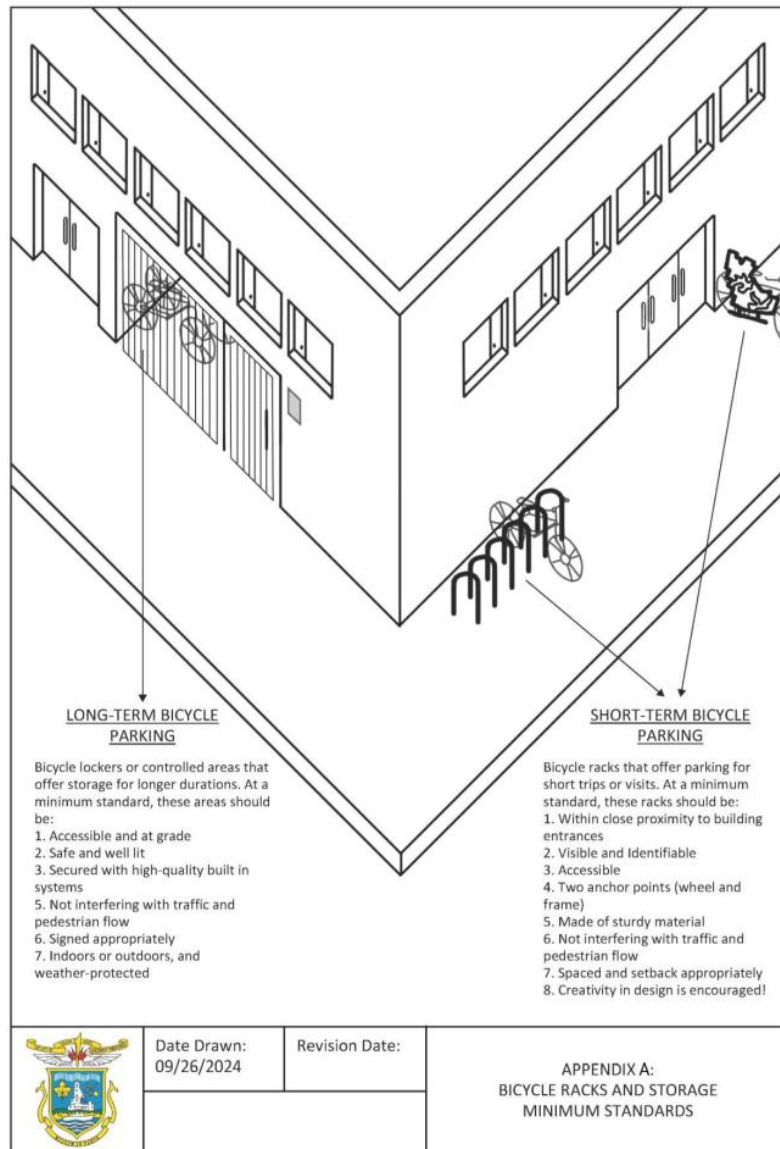
Update the Fees and Charges Bylaw to ensure transit fares align with the updated YK Transit fares.

Development Initiatives Bylaw No. 5097

The Development Initiatives Bylaw provides for the provision of development, redevelopment, relocation and housing incentives, and grants.

Bicycle Racks and Storage Grant

- This Grant is available to new, redevelopment and exterior façade development projects in all zones within the City of Yellowknife. The objective is to facilitate developments throughout the community that provide safe storage of bicycles.
- The use of these racks and storage may be dedicated to residents within a dwelling or, where development is commercial in nature, may be public use.
- The Bicycle Racks and Storage Grant is a contributing payment to property owners to place bicycle racks or bicycle storage on their property which provides:
 - For property redevelopment the grant is up to 50% of the cost to a maximum of \$1,000;
 - For property with new development (open and valid building permit) the grant is up to 100% of the cost to a maximum of \$5,000.



Shared Vehicle Grant

- The Shared Vehicle Grant for development supports car sharing or bicycle sharing and storing, in place of parking spaces. All shared vehicles must be for use by those who reside in the residences or who work at the business.
- Qualifying development must be located within the prescribed zones, specifically the Downtown ("DT"), Residential Central ("RC" or "RC-1") or Residential Intensification ("RI" or "RI-1") as indicated in the Zoning By-law. The development must include a minimum of 6 dwelling units where a portion of the development includes residential use.
- Development which is entirely commercial may qualify for one vehicle.
- A qualifying car must be mid-size or smaller. If the vehicle has a combustion engine it must include a block heater and all required plug in facility/connection on the development property for the type of vehicle.

- The Shared Vehicle Grant provides:
 - a. \$5,000 per car share, to a max of \$20,000 per development (up to 4 cars).
 - b. \$1,000 per e-bike share to a max of \$5,000 per development (up to 5 e-bikes).
 - c. \$200 per bike share to a max of \$3,000 per development (up to 15 bicycles).

Design Standards Manual (2022)

The City's Design Standards were updated in 2022. This document establishes standards that ensure growth and development occurring within the City is in an organized and rational manner while maintaining and enhancing the quality of life. This bylaw is important for the future of transportation infrastructure in Yellowknife, as the bylaw can require new developments to include transportation infrastructure without having to retroactively construct or retrofit these facilities.

Table 4 shows the minimum road right-of-ways.

Table 4: Minimum Road Right-of-Ways

Road Type	Width
Lane/Alley	6m
Local Roads • Residential • Commercial/Institutional	20m
Arterial Roads	30m
Residential Cul-de-sac Bulb (Radius)	17m

Table 5 below outlines the active transportation facility requirements for the different roadway classifications in the City based on the City's design drawing specifications and standards.

Table 5: Active Transportation Facility Requirements for Roadway Classifications based on City Design Drawings

	Sidewalk/Multi-use Pathway (MUP) Requirements	Bicycle Lane	Motor Vehicle Lane Width
Roadway Classification			
Road Cross Section – Typical Arterial and Collector Streets 20.0 m R.O.W Drawing # C-4-100 (T)	Sidewalk 1.5m (both sides) or MUP 3.0m*	MUP*	Travel Lane 3.0m Parking Lane 2.5m (both sides)
Road Cross Section – Typical Local Street 20.0 m R.O.W Drawing # C-4-100 (T)	Sidewalk 1.5m (one side) or MUP 3.0m*	MUP*	Travel Lane 3.0m Parking Lane 2.5m (both sides)

	Sidewalk/Multi-use Pathway (MUP) Requirements	Bicycle Lane	Motor Vehicle Lane Width
Road Cross Section – Commercial Street 20.0 m R.O.W Drawing # C-R-100 (C)	Sidewalk 1.8m (both sides) or MUP 3.0m*	MUP*	Travel Lane 4.0m Parking Lane 3.0m (both sides)
Road Cross Section – Industrial Street 20.0m R.O.W Drawing # C-R-100 (I)			Travel Lane 5.5m
Road Cross Section – Cul de Sac Local Street 20.0m Drawing # C-R-100 (CUL)	Sidewalk 1.5m (one side)		Travel Lane 4.25m
Road Cross Section – Cul de Sac Arterial and Collector Streets 20.0m Drawing # C-R-100 (CUL)	Sidewalk 1.5m (both sides)		Travel Lane 4.25m
Typical Road Cross Section Arterial Street 30.0m R.O.W Drawing # C-R-101 (A)	Sidewalk 1.8m (both sides) or MUP 3.0m*	MUP*	Travel Lane 3.75m Turning Lane 3.5m Median 1.5m

*MUPs can be requested in lieu of sidewalks

The Design Standards also state how sidewalks designed for installation within the City's right-of-way shall be:

- Constructed adjacent to school sites and commercial sites and on both sides of the roadway if so, required by the City Engineer.
- Constructed on all other lands that, in the opinion of the City, generate significant pedestrian traffic.
- Stamped with the year of installation and the name of concrete contractor at roadway intersections.
- Constructed with para ramps at the locations of pedestrian crossings.

Curb and Gutter construction requirements are as listed:

- Residential Streets - Rolled face curb and gutter on both sides
- Collector Streets – Rolled face curb and gutter on both sides
- Arterial Streets - Barrier face curb and gutter on both sides.

- Industrial Roads and Lanes - No curb and gutter. Residential Streets - Rolled face curb and gutter on both sides

Traffic Signals

The Design Standards Manual notes the actual intersection signalization shall be identified through a traffic study if requested by the city.

Bike Lanes

The Design Standards Manual states that encourages bikeways, walking trails, and multi-use pathways in all new Developments. Bike lanes may be requested on collector and arterial roads, at City discretion, and at the Developer's expense. Walking trails and multi-use pathways may be required at various locations, at the Developer's expense

3.13.3 Location

Street lights shall be placed at locations not interfering with proposed driveways and in general shall be located in line with the extension of common property lines between two lots.

The face of the posts shall be at least 1.5 m clear of the face of the curb or 0.3 m of the back of the sidewalk or as approved by the City and the Local Power utility.

Street lights shall be provided for each internal park area that does not abut onto a lighted street. A street light shall be located at the point where each walkway opens onto the park area.

Street lights with underground wiring shall be provided for all public walkways which are not in street right-of-way and which in addition are not located immediately adjacent to private dwelling units or public housing.

POTENTIAL UPDATES

Review and update roadway cross-sections and design standards to align with current best practices, prioritizing active transportation, transit, accessibility, and Complete Streets principles

Programs

Road Maintenance Program

The City has a dedicated spring and winter road maintenance program. The City's Public Works and Engineering department is also responsible for operating traffic signals.

Winter Road Maintenance

The City conducts three winter maintenance activities to improve road traction and ensure the safety of pedestrians and drivers:

- Sanding: This increases traction on slippery surfaces, with sand primarily applied at intersections, turning lanes, and hills.
- Snow Plowing: This levels driving surfaces covered with fresh snow or hard-packed, uneven areas.
- Snow Removal: This involves scraping down snow and ice and hauling it away.

The municipality conducts two distinct winter road services: daily snow plowing and grading, and scheduled snow removal.

Plowing and grading are performed daily throughout the winter season, beginning with the first snowfall and continuing until spring when road surfaces are clear. These operations are fast-moving and efficient, enabling coverage of large areas across the community in a short timeframe.

In contrast, snow removal is a more complex and resource-intensive process. It involves the full closure of streets with prior public notice and requires additional personnel and equipment. Due to the scale of the operation, progress is slower:

- On major routes such as Franklin Avenue and Old Airport Road, crews typically remove 400–600 meters of snow per shift, limited by road width.
- On residential streets, removal rates increase to 600–800 meters per shift, though this is influenced by obstacles like parked vehicles and snow pushed onto the road by residents.

The snow removal program spans approximately 18 weeks, with multiple clearings scheduled for high-priority corridors like Franklin Avenue and Old Airport Road. Lower-priority streets are generally cleared once per season. The schedule remains adaptable to accommodate weather-related disruptions, including extreme cold events experienced this year.

Snow and ice management are prioritized based on traffic, safety, and environmental considerations:

- Primary Priorities: Freeways, major arterial roads, emergency routes, main bus routes, and roads near environmentally sensitive areas.
- Secondary Priorities: Remaining arterial roads, additional bus routes, roads in the Central Business District, streets near schools, routes to prioritized City facilities, and other emergency routes.
- Tertiary Priorities: All other City roads, City-owned parking lots, and alleyways.

Sidewalk Clearing

In accordance with the Highway Traffic Bylaw:

- Every occupier of property abutting on a sidewalk in any part whatsoever of the City shall be required on or before the fifteenth day of May in each year to remove dirt, sand, gravel and other debris, accumulated during the winter on such sidewalk.
- If you occupy a residence or business next to a sidewalk in the Central Business District and on Franklin Avenue from Matonabee Street to 57th Street, you must take all reasonable measures to clear away all snow and ice from the sidewalk, within twenty-four hours of the time that the snow or ice accumulated. You must also apply sand or salt as necessary to make the sidewalk safe and take any other reasonable measures as shall be necessary to ensure the safety of pedestrians using the sidewalk.

POTENTIAL INTEGRATION WITH TRANSPORTATION PLAN

Incorporate year-round active transportation maintenance into Transportation Plan actions by prioritizing snow clearing, drainage, surface maintenance, and renewal needs for sidewalks, cycling routes, paved multi-use pathways, and trails. This could include developing an active transportation maintenance priority network, formalizing winter maintenance procedures, and establishing a trail and pathway classification and maintenance framework to guide service levels, responsibilities, equipment needs, and long-term operating costs.

Spring Road Maintenance

The City of Yellowknife operates three street sweepers as part of its road and sidewalk maintenance fleet. Sweeping begins in April, weather permitting, and starts with the removal of bulk gravel left from winter traction control. Heavy gravel is cleared using a front-end loader and truck to minimize wear on sweepers.

Once bulk debris is removed, sweepers clean remaining fine material over a two- to three-week period, operating 32 hours per day across shifts. After initial cleanup, one sweeper continues daily operations throughout the summer under the Litter Control Program, with a focus on the downtown core, where litter has become a growing concern.

The downtown area is swept seven days a week, starting at 3 a.m., reducing traffic disruption and controlling windblown debris. After sweeping downtown, the unit proceeds along the designated priority routes.

The current street sweeping priority include:

- Priority #1 - major arteries and bus routes
- Priority #2 - minor arteries and bus routes, major industrial roads, central business districts, roads adjacent to schools and city-owned properties; and
- Priority #3 - remainder of municipal roads.

- High traffic areas and areas close to schools have a higher priority than low traffic residential roads. A few reasons why a street may have a higher priority are: high vehicle or pedestrian traffic, location of a school, street may be narrow (a public safety concern), trucked services, public or school bus transit, etc.

Reporting to the City on Maintenance – Click and Fix YK

Click and Fix YK is the City's online maintenance request portal. Residents can also attach an image of the issue.

Categories for common request types include:

- Curbside Cart Maintenance
- Overflowing Garbage Bin
- Abandoned Vehicles
- Sidewalk Clearing
- Park Maintenance
- Illegal Dumping
- Surface Line Problem
- Missed Garbage Collection

Please select a category below: ?

Search for **keywords**.

Surface Line Problem

SLM

Traffic Light Maintenance

TLM

Unightly Private Location

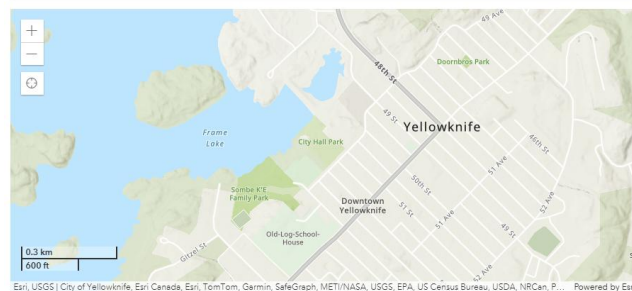
UPL

Or select from common requests below

Curbside Cart Maintenance	Park Maintenance
Overflowing Garbage Bin	Illegal Dumping
Abandoned Vehicles	Surface Line Problem
Sidewalk Clearing	Missed Garbage Collection

Where is the problem located? ?

Select a location on the map or enter an address here



Further location details: - Optional

Annual Bike Rodeo

The City's Municipal Enforcement Division organizes an annual Bike Rodeo to promote bicycle safety for children from kindergarten to grade six for children and families at Yellowknife's multiplex in the summer. Former activities have included a bicycle skills obstacle course, helmet fittings, bicycle maintenance and tune-up, face painting, balloon animals, and a BBQ.

YKDFN, TERRITORIAL, AND FEDERAL INITIATIVES

Yellowknives Dene First Nation

Transit Assessment (ongoing)

Yellowknives Dene First Nations received funding to complete a transit feasibility through the Federal Rural Transit Solutions Fund. YKDFRN will be exploring traditional and non-traditional public and community transportation options for Ndilq and Dettah.

Government of Northwest Territories

NWT Transportation Strategy 2015-2040 (2015)

The NWT Transportation Strategy was completed in 2015 and guides the long-term development of an integrated transportation system across the territories.

Yellowknife serves as the central hub of the Northwest Territories' transportation network (Figure 14). Positioned as the Gateway to the North with the capital airport, it is connected by Highway 3 and 4, GNWT winter roads, and private winter roads, making it a key junction for movement across the territory.

Figure 14: Map of NWT Transportation System



Yellowknife also has a main cargo marshaling port where resupply cargo is transferred from rail or motor transport systems to marine carriers.

Three strategic priorities were identified: strengthening connections, capturing opportunities, and embracing innovation.

Relevant actions to Yellowknife include:

- Continue maintaining and upgrading the existing transportation system by: $\frac{3}{4}$ promoting and capturing partnership opportunities with industry, other levels of government and other sectors to improve the existing transportation system across all modes as opportunities arise;
- Develop the following priority transportation corridors, which will support a lower cost of living, improved quality of life, sustainable resource development, tourism and other economic activities: improved access into the Slave Geologic Province from Yellowknife to Nunavut.
- Promote and capture partnership opportunities with industry, other levels of government and other sectors to expand the transportation system across all modes as opportunities arise.

- Seek additional funding for the Community Access Program to increase the number of small community-based projects to construct local access roads, trails and boating facilities, which create local employment and training and improve access to recreation, cultural and local tourism opportunities.
- Continue to monitor air transportation infrastructure and incrementally expand facilities such as air terminal buildings, aprons, runways and commercial development areas as required to enable economic development and efficient air transport.
- Continue to improve safety across the transportation system to reduce incidents, fatalities and loss of property.
- Continue to implement the Climate Change Adaptation Plan to protect infrastructure and maintain transportation service levels with expected increased permafrost degradation and severe weather events by continuing to monitor the condition of infrastructure and implement innovative cost-effective solutions in response to changing climatic conditions.

POTENTIAL INTEGRATION WITH TRANSPORTATION PLAN

List the Community Access Program funding grant as a grant opportunity the City can explore.

NWT Road Safety Plan (2015)

The NWT Road Safety Plan is a four-year strategic framework aimed at guiding efforts to reduce fatalities and injuries on all roads throughout the territory. The Plan identifies five key focus areas: education and awareness, policy and regulation, infrastructure improvements, data and research, and partnerships with stakeholders.

NWT 2030 Energy Strategy (2018)

The NWT 2030 Energy Strategy guides the development of affordable, and sustainable energy for transportation, heat, and electricity, support energy efficiency and conservation, and promote renewable and alternative energy solutions for the NWT. One of the strategic objectives is that the GNWT will reduce emissions from transportation by 10% per capital.

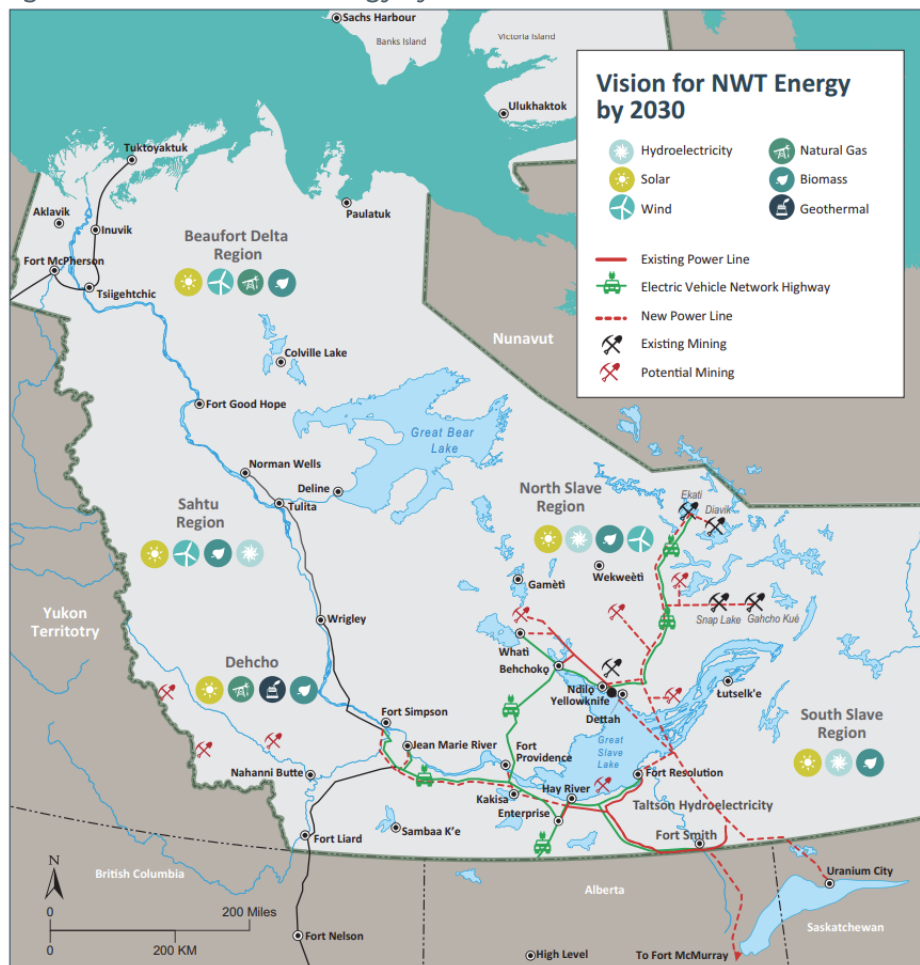
To help achieve this strategic objective, the NWT have identified several activities:

- The GNWT will offer a pilot grant program for the purchase of low or zero emission vehicles in communities that are serviced by hydroelectricity.
- Government will lead by example by undertaking fleet management for its vehicles.
- The GNWT and the AEA will work with NWT communities to identify and implement programs to assist them to reduce their emissions from transportation:
 - Community Based Solutions: In larger population centres such as Yellowknife, programs aimed at increasing use of public transit (e.g. subsidized bus passes). Other solutions include carpooling and car sharing initiatives and improving the fuel efficiency of transit vehicles.

- Active Transportation: Existing programs and competitions, such as Commuter Challenges promote active transportation. Expanding similar programs to run year-round or making it easier or safer for residents to choose active transportation, such as building a sidewalk along a main road, create incentives for people to leave their vehicles behind more often.
- The GNWT will undertake an education and awareness campaign to promote green driving behaviour such as smart idling, efficient driving practices, encourage efficient vehicle choice, and promote alternative transportation choices such as transit, car-pooling or ride-sharing, and active transportation.
- The GNWT will continue to work with the federal government to continually improve vehicle efficiency standards, and to ensure that renewable fuel standards are appropriate for the North.

The Strategy also highlights how Highway 3 will be a part of the electric vehicle network highway.

Figure 15: Vision for NWT Energy by 2030



2030 NWT Climate Change Strategic Framework (2018)

The NWT Climate Change Strategic Framework provides the GNWT with a long-term comprehensive and coordinated response to climate change.

NWT Tourism 2030 Strategy (under development)

The Tourism 2030 Strategy is currently under review and will be released April 2026.

Government of Canada

Canada's Arctic and Northern Policy Framework (2019)

The Arctic and Northern Policy Framework recognizes the longstanding transportation inequalities that disadvantage people, especially indigenous peoples, in Canada's Arctic and North. One of the goals identified in the framework is to "expand multi-modal transportation infrastructure and operations to connect communities to Canadian and international opportunities and improve access to essential services."

National Active Transportation Strategy and Funding Program (2021)

Canada has set a target to cut its GHG emissions by 40-45% below 2005 levels by 2030. To support this effort, Canada has recently established a federal National Active Transportation Strategy and National Active Transportation Fund to encourage and support investments in pathways and trails for cycling, walking, wheelchairs, e-bikes and scooters, to give everyone the opportunity to be active and access public transportation. The strategy ensures that communities of all sizes can look to incorporate more active transportation in their everyday lives through new partnership opportunities to help finance transformational active transportation infrastructure programs for communities with shovel-ready projects that meet the goals of making active transportation safe, comfortable, and connected.

COMMUNITY PARTNERS AND PLANNING RESOURCES

SHIFT NWT

SHIFT NWT is a community-driven focused on promoting active mobility and sustainable transportation.

In partnership with the NWT Recreation and Parks Association, SHIFT NWT is piloting the *Decreasing Barriers to Active Mobility* program to improve access to active transportation. People can borrow bikes, e-bikes, e-cargo bikes, and e-trikes free of charge for two weeks, allowing people to explore active mobility without financial or logistical constraints. The initiative is funded by the GNWT Healthy Choices Fund and aims to promote physical activity, reduce vehicle dependence, and support healthier, more sustainable lifestyles.

YK Car Share Co-op

YK Car Share Co-op is a community-owned electric vehicle car sharing initiative offering personal plans for individuals and corporate plans for teams and organizations. YK Car Share is a two-way car share service where their pick-up and drop-off locations are located at City Hall and at an Outpost Location at a car rental store. YK Car Share has two electric vehicles in their fleet available for hourly and daily rentals.

Ecology North

Ecology North is a non-profit environmental organization and is involved with transportation advocacy through its volunteer-run committee “Communities in Motion” (formerly the Transportation Issues Committee.”

Way to Go Yellowknife: Bicycle Routes

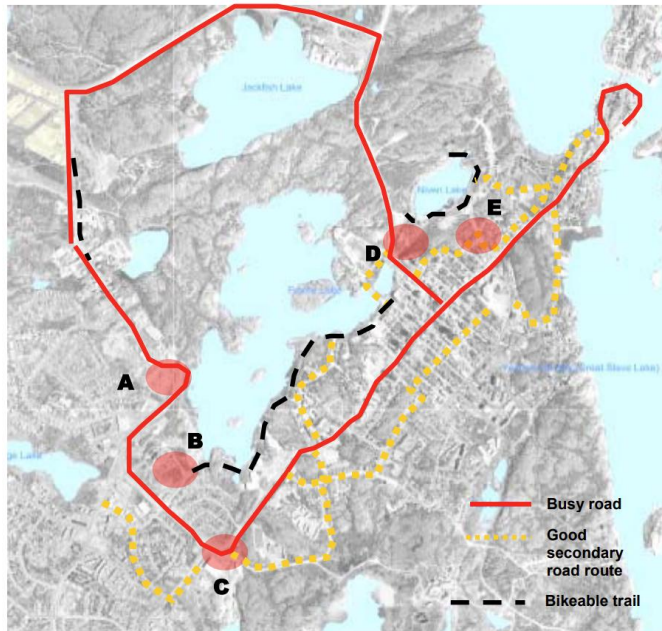
Way to Go Yellowknife maps bicycle routes throughout the city, developed through input from experienced local cyclists and community surveys. It offers targeted recommendations to enhance cycling infrastructure and promote safer, more accessible active transportation in Yellowknife.

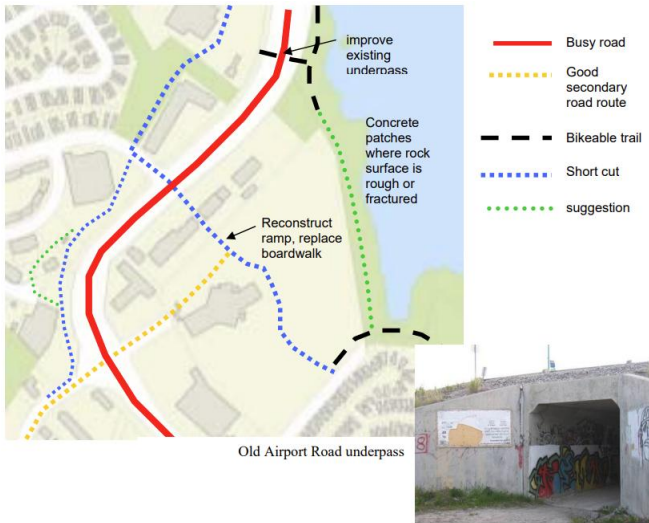
Summary of Recommendations

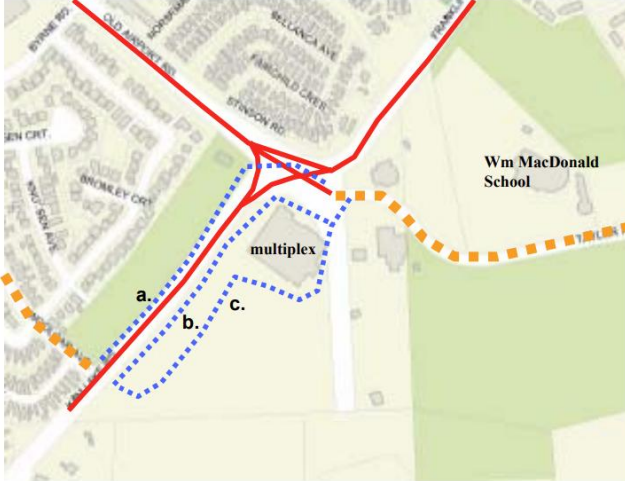
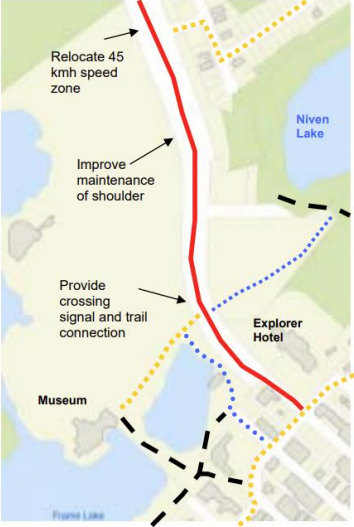
- Work to make alternatives to travelling on busy roads available to cyclists throughout the city and particularly to major commercial and institutional destinations.
- Create a layer on the Explorer’s Map available from the City of Yellowknife website showing bike route alternatives and identifying sections of multi-use trails that are bikeable. Advertise this feature on the main page and on the Ecology North website.
- Carry out education and awareness activities and programs about sharing the road and trails at least once a year.
- Introduce modifications to the ‘rules of the road’ that give cyclists a ‘perk’ when it can be done without much effect to other users.

- Explore the option of establishing formal rights-of-way across privately owned commercial and institutional properties where this would provide a better bike route connection than making improvements on public lands.
- Consult community bike experts as part of transportation planning. Conduct site tours on bikes when engineering infrastructure improvements or establishing maintenance plans.
- Integrate improvements for bike with any infrastructure work being done for motor vehicle traffic or pedestrians to minimize additional costs and eliminate duplication.
- Give priority to infrastructure and maintenance work that will improve the continuity, condition, and choice of commuting routes when considering improvements for cycling in the city.
- Adopt a new approach to signs related to bikes that focuses on sharing the road or giving directions where trails or permitted uses are not obvious.

Improvement Areas



Hot Spot	Map	Improvement Notes
A: Coop		• No alternative routes on Old Airport Road • Concrete barricade at the Coop • Suggestion to create a pedestrian and bicycle alley through parking lots and along the building frontage marked by planting or paving • Working within the parking lot to connect to trails
B: Hospital to Frame Lake Trail		• Existing boardwalk and ramp only designed for pedestrians • Suggestion to patch rough or fractured rock surfaces with concrete • Improve existing underpass for bicycle access

Hot Spot	Map	Improvement Notes
C: Multiplex	 Legend: - Busy road - Good secondary road route - Bikeable trail - Short cut - suggestion	- Improvements to intersection - Enhanced connections to multiplex - Allow bicycles to turn left at City maintenance compound - Extend 30km/hr school zone to main intersection
D: Entrance to the City	 Legend: - Busy road - Good secondary road route - Bikeable trail - Short cut - suggestion	- Reduce speed limit sign - Improve street sweeping
E: 51st and 43rd Avenue	 Legend: - Busy road - Good secondary road route - Bikeable trail - Short cut - suggestion	Permit left turns onto 51st Avenue from 43rd Street

NWT Recreation and Parks Association

The **Northwest Territories Recreation and Parks Association (NWTRPA)** is a non-government, non-profit organization established in 1989 to support recreation and land-based leaders across the Northwest Territories.

- **Generations on the Move:** Promotes active, healthy aging in NWT communities. The project is designed to encourage intergenerational connections and increase active living opportunities for older adults.
- **Elders in Motion:** Training program created by NWTRPA to improve access to and the quality of recreation opportunities for older adults in the NWT. Through training and mentorship, community leaders enhance their knowledge, skills, and confidence in organizing and leading safe, engaging, and culturally appropriate recreation programs for older adults.