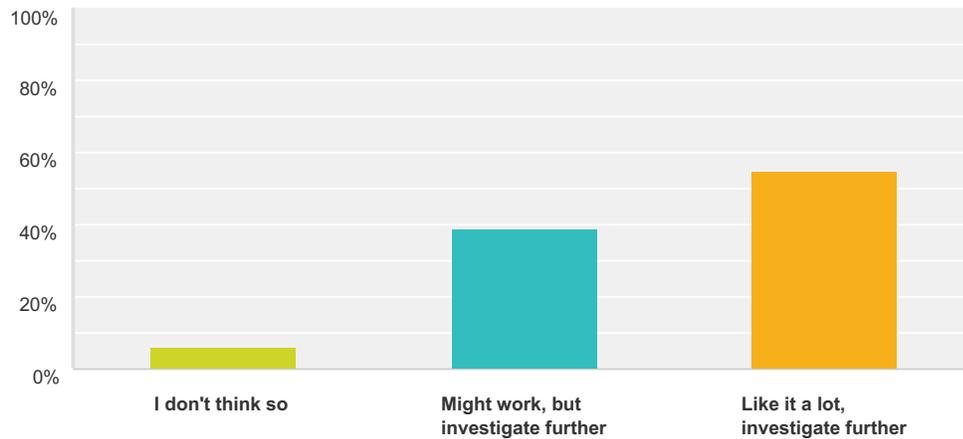


Q3 Conventional transit is a scalable, flexible long-term solution to congestion. Schedules and frequency must be convenient for the user and there should be disincentives to using private automobiles. The initial capital investment is \$8 million (est.) with the subsidy by taxpayers ranging from \$370,000 to \$1.4 million annually. (See study for details.) Consider enhancing conventional transit: add buses, offer low-cost or free fares and increase frequency

Answered: 402 Skipped: 46



Answer Choices	Responses
I don't think so	5.97% 24
Might work, but investigate further	38.81% 156
Like it a lot, investigate further	55.22% 222
Total	402

#	Pleasetell us why you made your choice.	Date
1	I chose this option as it moves a lot of people around without requiring any additional road infrastructure or a gondola. The system is already in place...all that is needed is more buses and more publicity/incentives/disincentives.	10/10/2016 10:44 PM
2	Public transit is a reality where ever there is a large number of people. the US Parks systmes have spent a lot of time investigating and implementing various types of transit systems to effectively achieve this. Look at what's already been done and investigate alternative ways of encouraging public transit for example removing parking lots at attractions while providing reasonable intercept parking. This is something that can be built on over time; is flexible to address changing priorities and circumstances.	10/10/2016 10:23 PM
3	Support transit but transit alone will not solve problems. You need to create disincentives for parking and eliminate parking opportunities in key areas	10/10/2016 10:01 PM

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4	I would like to see a separate system that compliments existing transit but is more orientated to visitors and fostering a deeper sense of intimacy with nature and the park as a whole. Local tourism related businesses should pay for the outstanding annual operating costs as they continue to benefit from the increase in visitation we see in Banff and the individual taxpayers continue to suffer. A simple economic study looking at positive and negative externalities of tourism growth would show that to maximize societal net benefit businesses should pay if they want to continue to benefit from increased tourism. If not we need to cap the number of visitors to the park.	10/10/2016 8:29 PM
5	Once intercept parking is in place then enhanced transit may be important. Until then I think there is not a need for this. People need to be offered intercept pkg and transit together.	10/10/2016 7:39 PM
6	I live in Banff ave and have take 2 byses to fet work and over hour it's ridiculous to use the bus	10/10/2016 6:27 PM
7	To further avoid air & noise pollution & frustrated visitors enhance public transit. Road system already in place. As a taxpayer, I'm willing to pay for this enhanced service. This option should not impact wildlife corridors. It will not visually have a negative impact. As in Zion Nat'l Park, pre-corded or bus driver could give a small talk say to folks heading to the Upper Hot Springs & gondola thanking people for taking public transit & briefly talking about sights Museum, Bow River, vegetation, mountain names etc.	10/10/2016 5:46 PM
8	support a pedestrian-friendly Banff as a walking destination	10/10/2016 5:35 PM
9	The untenable traffic congestion is a direct result of a push on the part of local businesses and Parks for increased visitation/tourist dollars flowing into the local and parks economies. I believe that the cost should be borne primarily by businesses and BNP, considering that the recent and unprecedented impetus for growth has stemmed from sustained efforts by these groups and not from the local residents of Banff. If you remove tourism from the equation, the current transit system would currently overserve the local residential population. European resort towns have set interesting precedents in the past with innovative ways to deal with congestion and traffic. Why reinvent the wheel and why not take a page from towns successfully dealing with similar problems? As a role model town, Banff can inspire visitors to look to the future by encouraging reducing fossil fuel use by visitors and promote arriving in Banff by bus or train (but expect to park in the perimeter if arriving by automobile). I believe there should be a large core area of Banff townsite that is strictly for pedestrian and bicycle use with good transit systems and intercept parking within the current Banff townsite. The townsite has a cap for growth which needs to be adhered to and respected. Adherence to the growth cap requires the Town not to encroach upon or negatively affect the adjacent national park wildlife environment and honouring the unique responsibility as a town within a national park to ensure that it remains a protected legacy to all Canadians.	10/10/2016 3:50 PM
10	Would work for both residents and visitors. Would work very well if limits to numbers of vehicles and people entering the national park were established. Time for the Town and Parks Canada to get together to recognize the root of the problem -too many vehicles carrying too many people to the national park, including but not limited to the town. Town growth must end. No interceptor lots would be required if limits were established. Interceptor lots should not be built -- waste of valuable land and eyesore within the town boundary, unacceptable on national park land outside the town boundary. Establish an interceptor station if needed in Canmore, Cochrane, or Calgary.	10/10/2016 3:49 PM
11	Electric public transit would be an environmentally good choice...paid for by the business taxpayer.	10/10/2016 3:37 PM
12	Electric transit please.	10/10/2016 3:08 PM
13	Only solution that is reasonable within a national park. Hey, how about the ultimate solution - limits on number of visitors!	10/10/2016 11:50 AM
14	It's a no brainer. Wages aren't high in Banff, and things are already expensive	10/10/2016 11:36 AM
15	If we can intercept day use visitors then there should be a significant reduction in vehicles to have increased bus service not be a negative impact. I do think smaller buses on a more frequent basis should be considered. It would be good to have it free but I do not think residential taxpayers should be contributing to the payment.	10/10/2016 10:32 AM
16	Make it mandatory that you are not driving into town JD are going to ride a bus into town. On a busy day in town it is already atcapacity so why encourage more people into town.	10/10/2016 10:13 AM
17	Everyone can use it. It encourages visitors to mix with locals. When travel habits changes and fewer folks arrive in Banff every year, the infrastructure is modest and still used.	10/10/2016 9:10 AM
18	The free shuttle service offered in Zion National Park is a good model. Before using it I was prepared to dislike it, but much to my surprise I loved it because it is free, reliable, and clean. It let me focus on enjoying the park by taking away the frenzied traffic that one deals with as a driver or pedestrian. I think this model could be nicely adapted for use in the town of Banff, and to popular sites beyond it. Keeping it free within town means that people are more likely to use it since they've already had to pay to get into the park, and holidays cost a small fortune. A token fee may be okay.	10/10/2016 9:08 AM
19	Like in Europe we can have a free service bike stations	10/10/2016 8:57 AM
20	Transportation that people can use together makes more sense for the environment and decrease single car traffic.	10/10/2016 8:18 AM

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21	Buses still congest roads...more buses time doesn't mean less traffic!	10/10/2016 8:10 AM
22	free bus may help	10/10/2016 8:03 AM
23	It seems to be the least invasive way to deal with traffic congestion, without having to compromise an already very fragile and stressed ecosystem around Banff. Also, it is of extreme importance, to keep intercept parking WITHIN the existing Banff town boundaries. Anywhere else, the development of new intercept parking areas would be a violation against Park Mandate, which prohibits any further development outside of these boundaries. Banff National Park, and any other National Park for that matter, are set aside first and foremost for the protection of the integrity of it's ecosystems. Visitor experience should never be the priority in decision making.	10/10/2016 7:42 AM
24	Anything to reduce the amount of traffic is a good idea and electric buses would reduce emissions.	10/9/2016 9:29 PM
25	Makes town more people friendly.	10/9/2016 4:41 PM
26	Provide user friendly alternate to personal vehicle in town. Those days are done.	10/9/2016 4:28 PM
27	On Town land only. Paid for with park pass. Only hope of success. with a major disincentive! Also consider no private vehicles in town on seasonal basis. Resident & commercial vehicle passes. Look to Europe for examples. People walk there. Canadians can learn.	10/9/2016 4:06 PM
28	-this could be done on a seasonal basis, or to ensure there are enough people using the transit to pay for it, provide incentives to use the bus rather than drive; there is a need to change the mindset of Canadian culture, people will catch on if transit systems become more convenient to take bus rather than drive AND keep to a reasonable cost	10/9/2016 4:04 PM
29	anything to reduce the number of private vehicles in the townsite.	10/9/2016 12:39 PM
30	To compensate for the "apparent" loss of independence by not using a personal vehicle, fares should be low-cost/free to attract visitors. This summer, most visitors came with their own rental car, however they were somewhat more incline to use the Gondola shuttle after they had heard the shuttle was free and they would be no hassles finding a parking space. The frequency of the shuttle was a bonus as well (every 15 minutes), making it easy to move around without wasting time waiting at the bus stop - as usually guests only stay 2 nights/1 full day in Banff and can't afford to waste time waiting at bus stops.	10/9/2016 12:15 PM
31	Collect the construction and operating costs from the businesses in town, not me, the residential taxpayer with no vested business interests whatsoever.	10/9/2016 11:38 AM
32	Public transport is a more efficient and eco-friendly way to move people around a small area than multiple private vehicles. Free fares encourage use age. We must ensure, however, that we do not extend the town footprint in order to create intercept parking lots.	10/9/2016 11:36 AM
33	buses are an accepted mode for urban visitors, and bike racks make multi-modal trips easier.	10/9/2016 10:22 AM
34	There would have to be very STRONG disincentives to encourage people to part with their vehicles -- a tough challenge	10/9/2016 10:02 AM
35	Uses existing infrastructure. Highly scalable.	10/9/2016 8:27 AM
36	People arent aware of the transit system when coming to Banff and prefer the flexibility their vehicle offers.	10/9/2016 7:50 AM
37	Increasing the amount of vehicles (and people) is not what visitors nor locals want...it makes sense to try find ways to reduce traffic congestion but it would be pertinent to also look at what the carrying capacity in terms of humans is for the ecosystems within and adjacent to the ToB...we have to start looking at limiting and restricting human use..	10/8/2016 10:33 PM
38	Conventional transit would support an efficient, environmentally-friendly form of transportation for visitors to Banff National Park, and is consistent with long-term, sustainable transportation trends in other jurisdictions. It offers a reasonable capital investment that could be recovered through transit fares, and can be scaled up or down to meet seasonal visitor needs. Most importantly, this option is the quickest to implement: additional transit capacity could be increased within a 12 month period (or less), and would not require major construction that could take multiple years to come to fruition (and could result in cost overruns). This is the only sensible, cost-effective option that would address Banff's seasonal congestion problem immediately.	10/8/2016 8:34 PM
39	Transit like the roam bus is great for in town congestion, but where would all the private vehicles go that are used to get to Banff.	10/8/2016 8:33 PM
40	Requires careful planning and management but does not require much new infrastructure. No new land beyond the town boundary should be opened up for intercept parking! The best location for an intercept parking lot would be on the west side of Calgary.	10/8/2016 4:00 PM
41	This can be implemented easily, with little cost. It can be scaled up--or down--which is equally important. Frequency is easily adjusted. It has no visual or aesthetic impacts. The technology is flexible. This works for Chamonix and Zermatt. It uses existing infrastructure. It has no permitting process, and no privacy issues. Combine with cheap or free intercept parking at compound and expensive street parking downtown.	10/8/2016 2:39 PM

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42	Is scalable. But disincentives are required. Yosemite is closed to private vehicles. Should be low cost but not funded by residents. A business tax.	10/8/2016 2:03 PM
43	This can only help if intercept parking is mandatory, along with resident, delivery and handicapped parking passes.	10/8/2016 1:43 PM
44	No car in the downtown core. Mandatory parking at Norquay if you dont have a hotel booking for the evening/ or campsite already booked. Shuttle everyone in town, no more car problem. Locals buy a badge and can still make it home. Only a valid Alberta ID with Banff address	10/8/2016 1:10 PM
45	Why does it have to be low cost or free? Other Tourism cities or towns don't offer free transit	10/8/2016 1:09 PM
46	Banff is relatively small, there are many ways to get around. Make sure changes are a good mix of wanted and needed.	10/8/2016 10:33 AM
47	People don't like buses. Still adds more vehicles to the road.	10/8/2016 9:57 AM
48	Public transit works all over the world where it is available at relatively low cost and high accessibility. In Geneva you get a public transit pass when staying at any hotel (includes airport shuttle!). Let's shift some of that mega marketing money being spent by BLLT and PC into a world class transit system that will improve visitor experience and not wreck priceless views.	10/8/2016 7:32 AM
49	Flexible, cost effective. I think it should be a combination of pay for itself and partially subsidized by businesses and gov't. I do not think home owners should have to pay for tourism infrastructure.	10/7/2016 8:53 PM
50	I think we need to work at getting people out of their cars more - residents and visitors alike- whatever it takes!	10/7/2016 7:47 PM
51	Only buses with no GHG (greenhouse gases) emissions, user pay. Financial support from claw back of BLLT funds.	10/7/2016 6:21 PM
52	Solutions exists. And as tax payer I don't want to pay for that... Our taxes are high enough	10/7/2016 1:57 PM
53	Expanding the current system is only a band-aid that will postpone the actual problem	10/7/2016 1:49 PM
54	Not a fan of crowded busses	10/7/2016 1:46 PM
55	More buses do not motivate people to get out of their cars, especially if in the short term the buses are just caught in the same traffic jams. For buses to work the roads will have to be closed to private vehicles primarily. Buses also have an image problem to overcome.	10/7/2016 1:08 PM
56	People like to be in their vehicles with all their stuff, warm clothes, baby accessories etc.	10/7/2016 12:46 PM
57	The signage for parking when entering town is brutal, especially from the main (minnewanka) entrance. A parkade, like whistler, should be seriously considered, so that we can move people downtown before they get downtown. Our system right now waits until they've clogged the downtown area before parking presents itself.	10/7/2016 12:34 PM
58	add these buses to an interceptor parking lot idea that would limit cars in the core .	10/7/2016 12:31 PM
59	The costs of doing this option is significantly lower and does not lock the community into an option like road construction, plus this lowers vehicle use in the area which will have much less impact on wildlife mortality.	10/7/2016 12:04 PM
60	easiest and fastest to implement and doesn't require Parks approvals	10/7/2016 11:58 AM
61	I think conventional rapid transit is the best choice for Banff and offers the most flexibility, and at the lowest cost.	10/7/2016 11:34 AM
62	add more routes, i.e. to Banff Centre	10/7/2016 10:24 AM
63	I think banff needs a gondola	10/7/2016 8:05 AM
64	The concept needs so much thought as there are so many options to help the congestion. I like turning the sidewalks on the bridge into another car lane coming back into town. So it's two lanes both ways.	10/6/2016 10:01 PM
65	I like conventional transit because it is scalable and can adjust to changes in seasons.	10/6/2016 9:50 PM
66	On a recent visit we determined that a \$6 round trip from downtown to the Cave and basin was more expensive than the attraction we were seeking itself. Transit should be free considering the investment visitors are making in their travel plans of Banff and region already, or have funds committed from the DMO fees assessed on hotel bills already (BLLT can ramp down it's work, shift to VE improvements)	10/6/2016 9:34 PM
67	This should NOT be subsidized by residential tax dollars. If any tax subsidy is required it should come from only commercial businesses that are directly benefiting from having too many people in our town during the summer months. The town is too full at times and we need to accept this instead of trying to find new innovative ways to cram people in. (Think Lake Louise this summer - sorry we are full thanks anyway)	10/6/2016 8:24 PM
68	I often would love to take the bus it's too long of a wait or not early enough for me to get to work.	10/6/2016 6:45 PM
69	As someone working in lake Louise I found it a chore and a hassle to get into Banff which it shouldn't be.	10/6/2016 5:31 PM

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70	Helps minimize traffic downtown and is more environmentally friendly	10/6/2016 3:55 PM
71	If public transport were more available and covered more routes I think more people would use it. Mammoth Lakes in California has an awesome bus and trolley system	10/6/2016 3:50 PM
72	Short term, simply adding busses means bus stuck in traffic. Medium term 'conventional' busses will not be a good fit with ride-share, autonomous vehicles, e-vehicles. Well within expected life of conventional bus it will be obsolete, a poor fit with society's expectations and traffic flow. We have great busses now, but next round should be based on profoundly different requirements.	10/6/2016 3:38 PM
73	this seems to be the easiest, least Draconian option.	10/4/2016 10:43 AM
74	Increase frequency when occupied season (summer time and Christmas time)	10/4/2016 5:05 AM
75	More routes would move people	10/3/2016 10:13 PM
76	More busses, though removing some vehicles, is still a vehicle on the road based solution.	10/3/2016 8:36 PM
77	No more roads need to be built, no construction to add to the congestion - make it like a attraction - like streetcars in SF	10/3/2016 7:36 PM
78	increase in frequency would be great. every 40 minutes is not convenient.	10/3/2016 7:08 PM
79	Moves people through town more efficiently	10/3/2016 6:25 PM
80	Need more info to make an informed decision	10/3/2016 6:06 PM
81	From my experience as a local I have experienced traffic congestion are caused mostly by the tourists from the Calgary. So why not work with city of Calgary, Town of Canmore and add 3 trains from Calgary to Lake Louise. Then add more roam buses in banff and to all the tourist attractions. Or add one way street !.	10/3/2016 5:42 PM
82	Current busses are frequent and affordable.	10/3/2016 4:50 PM
83	Working at the gondola, ideas like more shuttles would help so much	10/3/2016 4:48 PM
84	The problem is only during the busy periods. Why not have a looping tram system around Banff ave	10/3/2016 4:16 PM
85	Only will work if you start it at new collector parking at either end of town, pointless without the collector parking. But this makes the most sense. Parks Canada needs to recognize it has to be part of the solution providing land for the parking	10/3/2016 4:03 PM
86	Lower cost or free might draw people to the transit system	10/3/2016 4:01 PM
87	Well I lived in Banff from 1999 to 2004 and they had a trolley bus that went up Banff ave to all the hot spots then they got rid of it. It only cost \$1. I think they need some sort of bus to move people so there won't be as many cars in Banff or make parking lots out of town and have it walking only and a bus it is a beautiful place keep it that way?	10/3/2016 3:48 PM
88	Would love a stop at Banff Centre. Also like the scale ability - run less in off season, etc.	10/3/2016 3:46 PM
89	Many transient service work force employees do not have ads or do not have parking at their work place. Time of transportation must be frequent and more stops on residential streets	10/3/2016 3:42 PM
90	Have bus services more frequent. Also offer bus passes by hotels on checking in	10/3/2016 3:42 PM
91	This is certainly the easiest and cheapest option. However I believe people will not take transit as their personal vehicle is more convenient. There needs to be a way to ensure people will use it.	10/3/2016 12:46 PM
92	increased frequency would be more convenient for all users	10/3/2016 11:48 AM
93	work in town, commute from canmore would like to see bus have both earlier and later times for persons who work longer days or have odd shifts outside the peak times	10/3/2016 11:11 AM
94	Probably the most realistic. Park fees should cover some transportation costs.	10/3/2016 8:59 AM
95	Regardless of the other transit option(s) implemented I believe to provide the best access to the most visited 100 & 200 blocks of Banff Ave. enhanced conventional transit will be a must as will be disincentivizing personal vehicle use in that area.	10/2/2016 10:05 PM
96	I personally think that transit will work, but if it gets too busy, there will be a traffic jam.	10/1/2016 5:16 PM
97	Appears to be the most cost efficient and flexible model.	10/1/2016 10:43 AM
98	The buses are good quality, safe, friendly to residents and visitors. The drivers are professional, courteous and very good ambassadors. As long as the quality is maintained, let's expand it. I'd like to see more routes and more frequent buses.	9/30/2016 8:01 PM

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99	This approach will help but at some point we will have to look at limiting the number of visitors within the Bow Valley. Further options to bus people from other destinations such as Calgary and Canmore are helpful. Although, I agree with some intercept parking at or near the community center I disagree with the opening new areas within the N. Park such as the elk woods, Limiting vehicle numbers within Banff and the Bow Valley should be considered. National Parks in the US have had some success with intercept parking but if you look at places such as Zion NP. these parking lots are now saturated by 10:00am during peak visitation periods.	9/30/2016 3:00 PM
100	People will always come here in cars or rent them because they want to explore rest of Park. Need a shuttle service to Sulphur, Gondola and rest of the Park to encourage people to leave their cars at their hotels. Start paid parking and resident only zones. Look at Queenstown New Zealand, and Andorra, Spain, there is paid parking everywhere. Will still need buses to shuttle people to the gondola. Start paid parking at Sulphur and make it more expensive than a shuttle to make people leave their cars at their hotels.	9/29/2016 11:00 PM
101	Have limits like Lake Louise. Our town has a capacity, and once it is reached those here for the day must use intercept parking and bus into town.	9/28/2016 10:02 PM
102	Regional Transit! Train link between Canmore and Banff, with intercept parking on land by Travel Alberta building/Harvie Heights overpass. Transit must be interconnected throughout the entire bow valley. We need better transit connections between towns (Banff/Canmore/LL), and to attractions (Johnston Cryn, Borgeau, LL, etc).	9/28/2016 9:27 PM
103	People won't use it unless it's frequent, convenient and inexpensive.	9/28/2016 4:04 PM
104	Conventional transit is already in place! It would save money to just enhance it, rather than investing and exploring something completely new.	9/27/2016 10:07 PM
105	I can only take the bus to work in summer months when the schedule is more frequent. When it changes back to "winter" schedule I'd either have to go to work Very early or be late.	9/27/2016 9:07 PM
106	Because aerial transit is silly.	9/27/2016 5:00 PM
107	BANFF IS THE TOWN THAT WILL BE PIONEERS IN THE UNDERGROUND TRANSPORT SYSTEM WHERE ALL CITIZENS VISITORS TRAVEL ABOUT THE TOWN AND LOCAL AREAS VIA THE UNDERGROUND METRO THEY BUILD LIKE AN UNDERGROUND CITY UNDER THE TOWN	9/27/2016 6:57 AM
108	Enhanced (low-cost) transit combined with intercept parking that is within a reasonable walking distant from downtown seems like a logical way to help ease congestion. If I were a visitor, I would have no problem with parking my car for the day and using affordable, reliable transit.	9/26/2016 11:20 AM
109	Solution is multi-pronged and transit needs to be a part of it. Your survey requests absolutes / all-or-nothing / choices which aren't realistic or easy choices.	9/25/2016 6:13 PM
110	I have experienced this in Europe and it works great. Chamonix is a mountain town of similar size (a bit larger) squeezed between mountains. Nothe many options for alternative routes and transportation so the municipality and province organized a strong and free transportation system with incentives to leave the car at the entrance of town. Train and buses are free with one night paid accommodation. Awesome system and delivery trucks have accessuperman to downtown until 10am. Even better, Zermatt is car-free.	9/25/2016 3:10 PM
111	If it is too expenses, it will not be used by families in middle income bracket, Perhaps daily, weekly and maybe monthly passes should be available as well as family passes.	9/25/2016 7:24 AM
112	I would love to see non resident traffic restricted in Banff Townsite, with parking in intercepts and then buses or tram	9/24/2016 9:15 PM
113	Create satellite parking lots outside of the town site. Run shuttles from these parking lots into town. Charge for the service. Much like cities that have satellite parking lots for people to catch transit. During peak seasons downtown Banff is pedestrian only. In the process of doing so keep Banff pristine, clean and green!	9/24/2016 10:39 AM
114	With only 600k of people using Roam, we need to do a better job of promoting usage, mostly for visitors.	9/24/2016 8:49 AM
115	People would still rather use their own car rather than park and wait in the cold for a (dirty/crowded) bus.	9/24/2016 7:59 AM
116	There is a system already in place that can be expanded. Travelers from all over the world will be familiar with a transit system. It will allow access throughout the town, not just a select few stops, and therefore be more user friendly for both residents and tourists.	9/24/2016 7:15 AM

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117	There needs to be less tourists bringing their personal vehicles into town. There's no need for it. Everything is walking distance. Why are we ruining Banff's reputation for a small mountain town by leaving a sour taste in peoples mouths when they spend the day looking for parking? As a manager in a shop in town I hear a lot of complaints and when I mention that we have a bus system to take them where they want to go... way too many are not even aware of it. Some properties in town have transport, or bikes that their guests can (and do) use. All properties should be held responsible to help with this issue too. It is challenging for the people who live here to enjoy our town as it becomes busier each year. The 'season' is longer and longer without the down time, which I guess is great for the business owners pocket but it does make it challenging to enjoy our own community. Yes, I choose to live here. I have built my family here, but the town is pushing away so many from wanting to even stay. We are considering renting out home next summer due to the free park pass...not a wise move for our park. The garbage, the sewage, the water...we are not set up to house the number of people expected to visit our park. Nor do we have the capability to police the tourists that visit and do not respect our park. Feeding animals, littering, idling vehicles and so much more.	9/23/2016 10:19 PM
118	I just don't think that Calgarians are trainable.	9/23/2016 10:17 PM
119	expensive to live here, so need to make it enticing.	9/23/2016 8:57 PM
120	If routes were more widespread and convenient and fares/passes were cheap. I would modify my driving behaviour more. I have 2 small children so the routes need to be more convenient. Significant walking to and from the bus is a hinders car many times with small children.	9/23/2016 8:50 PM
121	Agree with your statement above. Electric (quiet and friendly) buses should bet be available at very low cost or free to the visitor or local on a much more frequent interval. (Suggestion) One daily paid fare, bought from a sidewalk vendor machine, entitles the user to ride all day and may be boarded or departed quickly and frequently as often as necessary. In addition, offer a monthly rate card to local residents. There is no doubt even while on holiday, people will not wait 30 minutes for a lift and will simply return to their car for reliable transport.	9/23/2016 8:22 PM
122	I think low cost fares are needed. Why should the residents of Banff subsidize the tourists? There should be a parking area- high level building with many layers, which tourists need to park in, then take the bus downtown. The busses will need to accommodate luggage. For skiers- there will need to be plug-ins during the cold days of winter.	9/23/2016 7:36 PM
123	Buses carry more people per area of road space. And more people miles per kg of CO2 and other emissions.	9/23/2016 7:27 PM
124	Most people are already comfortable with buses	9/23/2016 7:26 PM
125	to be effective, transit has to be cost effective and so convenient that it changes peoples habits. That might be a lot of cheap buses.	9/23/2016 4:01 PM
126	Not sustainable in the long run and harmful environmental impact.	9/23/2016 1:07 PM
127	Might work, however I think it is already in place and isn't necessarily something that'll appeal to the tourists	9/23/2016 10:27 AM
128	This has to tie in with reasonable parking alternatives. If it is possible to get people's vehicles situated, public transit networks that touch key locations and are frequent would be a means of reducing traffic volumes/ congestion.	9/23/2016 9:58 AM
129	Can be implemented sooner than later. Provides opportunity for continued use in conjunction with other modes that may take longer to implement. Parks Canada needs to step up.	9/23/2016 9:49 AM
130	Have experienced this concept in similar sized and larger national parks in the US with congestion problems and it works to move people and provide a better visitor experience.	9/23/2016 9:14 AM
131	This seems to work in other areas like whistler, downtowns of big cities, etc.	9/23/2016 8:55 AM
132	Intercept parking only on town land.	9/23/2016 8:03 AM
133	Truly sophisticated communities rely on mass transit. Canada is way behind in this respect. Advances in mass transit only improve communities.	9/23/2016 7:37 AM
134	It would be great to have something similar to the C-Train. Perhaps Old-Fashioned Tramways. It would bring some cachet to the the town while improving on transportation. Calgary has a C-Train which runs in winter as well so it should be doable out here.	9/23/2016 7:07 AM
135	I use the transit system and love that there are electronic signs stating when the bus will come, it hits common areas, I don't have to drive. Could offer one-way free ride. If someone has a ticket for sulphur man or the hot springs, they can take the transit back down for free.	9/23/2016 6:27 AM
136	lower congestion & encourage a cleaner environment	9/23/2016 4:39 AM
137	adding buses isn't going to solve this problem and adding low fare incentives aren't going to help either. people don't take the bus because it's cheap, it's used for convenience. Adding buses will have negative impacts towards easing traffic congestion.	9/23/2016 12:05 AM

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138	This idea would work in combination with the aerial traffic solution to service areas where visitors and locals can't get to by gondola. This way visitors and locals would have even less reason to use their cars to move from point a to b in town.	9/23/2016 12:02 AM
139	I fear that no matter how convenient the buses are, people still really like to drive themselves. It's convincing the individual driver to park and transit ride that is the issue.	9/22/2016 10:07 PM
140	Conventional transit is ok but not super attractive to many visitors. You need to give people a good reason to get out of their cars.	9/22/2016 9:37 PM
141	Low cost or free transit fares would reduce environmental impact, while being an affordable option for both tourists and residents	9/22/2016 8:51 PM
142	This seems like a viable choice, and maybe the most financially responsible one. But it's not as glamorous as aerial transit, it might not be adequate enough incentive on its own from the intercept lots to prevent people from going into town in cars to search for a place to park. Such a plan might also require parking fees in town, which so many residents are opposed to.	9/22/2016 4:31 PM
143	This is clearly the cheapest, easiest option	9/22/2016 3:49 PM
144	I think the two biggest steps to dealing with congestion and parking issues are adding more frequent transit and eliminating RV's and trucks with trailers from parking spaces downtown tomorrow	9/22/2016 2:46 PM
145	It wouldn't affect my commuting much but if it is generally helpful to the surrounding area then sure.	9/22/2016 2:38 PM
146	Easy, not too costly. Users should pay their shares.	9/22/2016 2:27 PM
147	Realistically: WHERE are the busses going to stop? They already have enough trouble stopping at designated areas during the summer as it is. What if there are two busses behind each-other needing to come into the same stop? Impossible with current layout.	9/22/2016 2:10 PM
148	Given the constraints placed upon the town of Banff (as it is contained within a national park), offering conventional transit (and potentially banning private vehicles on certain roads) would likely be the	9/22/2016 12:05 PM
149	adding buses with lower cost should take cars off the streets	9/22/2016 9:45 AM
150	Would only work if paid parking, intercept lots and perhaps road closures were part of an expanded bus system.	9/21/2016 9:59 AM
151	ROAM isn't highly utilised currently, how will this change just with increased service?	9/20/2016 2:16 PM
152	Needs parks canada to allow for building of intercept parking at either entrance to town. Increased transit will only keep more cars out of town if there is new capacity for them to park to get on transit	9/20/2016 12:03 PM
153	Buses are inconvenient when the interval between buses is longer than it would take to walk across town. Greater frequency with smaller vehicles could increase ridership.	9/20/2016 2:39 AM
154	Having used the system, it works, but there are frequent delays during peak times and buses are full.	9/19/2016 8:18 PM
155	Shuttling could be a good alternative	9/19/2016 8:06 PM
156	I like the fact that this is scalable and not permanent. Bus routes, schedules and frequency can be changed during peak seasons to help move people to the most popular areas, particularly if certain attractions change or become less popular. A gondola on the other hand would be permanent and would have to operate year round at the same pace. You have more wiggle room with buses. Also marketing should be increased for this. There are already some bus systems in place, however tourists (and some locals) don't know where to go to catch the bus or that it even exists. In addition, they choose to drive because they think taking the bus would take too long and therefore exceed the parking time limits for where they parked their vehicle for the day.	9/19/2016 7:20 PM
157	will remove more cars from roads and enhance local transportation	9/19/2016 4:33 PM
158	Busses are loud and noisy. They are visually unappealing.	9/19/2016 3:27 PM
159	I don't take the bus because currently it is inconvenient - doesn't run as often, nor near the areas I'd like to go. Driving in Banff is a nightmare - so I do everything by foot.	9/19/2016 3:21 PM
160	This means less traffic on the road, less emissions, potential for increased satisfaction in visitor experience, day to day living.	9/19/2016 1:36 PM
161	I imagine visitors/tourists would want the freedom of having their own personal vehicle. They may realize it is not necessary when they arrive here but I imagine it being to late and they would have their own vehicle already.	9/19/2016 10:46 AM
162	As long as it is done right, this option will reduce the number of cars entering the Town.	9/19/2016 9:24 AM

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163	Conventional transit needs to be required, not optional, on the Mtn Ave side of the bridge. We live on Mtn Ave and see empty town buses going up to the Gondola while a line of vehicles all the way to Valley View exists (all summer long). One complaint I've heard from the myriad of visitors about the town's bus system is the "long wait" between pick ups. If we seriously want people to use the buses, they must come through every 6-10 minutes, not every 30-45 minutes.	9/18/2016 10:53 AM
164	Uses existing infrastructure, CO2 per person is small	9/18/2016 9:44 AM
165	more frequent and an economic way of travel will be an incentive that will encourage mass travel on a buss system	9/18/2016 8:42 AM
166	Find ways to reduce dependence on private vehicles, discourage people from driving downtown, crossing the bridge and driving around, looking for parking in downtown core. Why is there an assumption that the only way to pay is local tax payers or users? I think the current federal government is going to be encouraging change and I am hoping for government subsidy.	9/17/2016 8:49 PM
167	If we are to incentivise transit use and de-incentivise private car use, public transit should be free and car use has user-pay costs associated.	9/17/2016 6:48 PM
168	Still has an environmental impact with additional buses. If free for residents and serviced areas such as the Banff Centre, I would rate higher. I also wouldn't choose to wait for a scheduled bus arrival to pop downtown to nesters for some milk, I'd rather drive on my own schedule.	9/17/2016 5:40 PM
169	I am a tax payer whose family does not use public transport therefore see no reason why my household needs to fund this. You should consider having an entry point into the town of Banff and those 'day visitors' being required to park as one would do in Gruyere Switzerland	9/16/2016 3:29 PM
170	We should have more buses, but limit the amount of visiting cars from entering the townsite. Cars should have to park outside of town and shuttle or bus in.	9/15/2016 1:36 PM
171	The main beneficiaries of high congestions are businesses. They should pay for the bulk of the annual cost.	9/15/2016 7:04 AM
172	During peak periods (i.e. summer weekends), people visiting the park who do not have hotel reservations in Banff are permitted to enter before 9:00 am and after 6:00 pm. If they arrive between 9 and 6, they must park at an intercept lot and take a shuttle into town. If they arrive before 9 or after 6, they would still have the option to park at an intercept lot. No RVs or trailers should be permitted in the townsite during these peak times at all. they must use intercept parking lots. Many US National Parks that we have visited have mandatory shuttles during peak periods. We have never had any problems with this system, in fact, found it a very stress free and enjoyable transit experience. We assume you have looked how visitors are transported in places like the Grand Canyon? We would highly support increasing parking capacity at the Fenlands as it provides intercept parking in the summer months and additional spots in the winter when that parking lot is over capacity and people are parking on the road. It is important that Parks Canada is a part of this solution. They are creating the problem with the mandate of increased visitation to Banff National Park. As local taxpayers, it is not our responsibility to bear the burden of costs related to Parks Canada's mandate. If they have land available that is not being used (i.e. the east intercept lot), then it should be utilized for this purpose. Again, we can't emphasize enough how critical it is for Parks Canada to be actively involved and funding any solution to traffic congestion in Banff National Park.	9/14/2016 5:17 PM
173	Builds on an already successful system with a good street level presence and that can be easily extended to other origins/destinations (Lake Louise, Calgary) as opportunities arise. More creative funding for transit should be explored (eg, hotel room must include a transit day pass - like a UPass program for hotels/Banff Centre). Please expand the scope of the study to look at partnering with the Alberta Government, Parks Canada, and Calgary Transit to explore provision of transit service between Calgary and Banff (via Canmore) on a more regular basis. Consider how idle vehicles could be put to use outside of the Calgary commute peak for this purpose.	9/14/2016 4:59 PM
174	I don't think you can penalized the local taxpayers for choosing to use their own transportation, when they're more likely to travel to destinations where public transit wont go. It should be the visitors perhaps using their own cars that should take most of the burden.	9/14/2016 11:43 AM
175	Key locations for Intercept parking would make this work. Make parking to day users on outskirts of Banff mandatory and buses leave from key parking areas.	9/14/2016 11:04 AM
176	Requires disincentives, like paid parking, to increase usage. Needs to be more attractive to the visitor and more convenient for the resident.	9/14/2016 10:34 AM
177	Not very convenient and slow due to multiple stops	9/14/2016 10:34 AM
178	I use the transit system in Banff. If it was more frequent it would make sense for people. As we live in a cold climate there should be some shelters that people can wait in that are heated and dry	9/14/2016 8:53 AM
179	10 minutes wait time and free transit would make a positive situation for all and all visitors would be happy to use a free transit.....	9/13/2016 9:22 PM
180	It important to relieve pinch points in traffic flow	9/13/2016 8:10 PM

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181	Roam works well, perhaps have more stops at Hotels	9/13/2016 5:12 PM
182	People like their cars! It's hard to get people to change their mentality to get out of their cars and use the bus. For many people it's entitlement, it's their car and they are going to drive it where ever they please, and using a bus might be "beneath them" and not seen as nearly convenient.	9/13/2016 4:03 PM
183	Should be added to or included in Park Pass fees	9/13/2016 12:07 PM
184	We already have a bus system and free shuttle and everyone still insists on using their cars.	9/13/2016 12:01 PM
185	Conventional transit is the easiest to scale to needs, with the least direct impact on the physical environment. Within conventional transit I include any vehicle using a roadway. I expect electric, self-driving, small form vehicles to also be a option here in the not too distant future.	9/13/2016 10:49 AM
186	Traffic congestion is created by visitors. Businesses are positively financially impacted by increased visitors. Impose levy on the visitors and business rather than increasing property tax.	9/13/2016 10:47 AM
187	This would lessen the volume of vehicles on the road and would alleviate the need for taxi service. These buses should run much later on key nights when nightlife is happening. Always an issue getting transportation around town after hours. This is a hazard for people in cold winter months as they are forced to walk home in freezing weather.	9/13/2016 10:37 AM
188	We are Canmore resident, and both work at the BSH. Currently we need 2 vehicle as work on different schedule, and we both drive in / out of the Banff daily. We would love to utilize the Roam transit, but their current schedule is not suited to people who work in the hospitality industry. Also the timing needs to se somewhat similar to a regular commute, if you need to change bus and wait outside again, it is not ideal and it adds a lot of minutes to your commute.	9/13/2016 10:30 AM
189	More ROAM buses for Canmore commuters, would help decrease Banff traffic. Transfer bus from high school to FBSH for example. Walking from the high school to the hotel is a bit too far, esp. in winter.	9/13/2016 10:29 AM
190	I take the Roam bus in the fall and winter as the summer months the roam schedule doesn't get me to work in time without a long delay in transferring buses. It seems a lot of other properties offer discounted passes to their employees which would be a benefit if the BSH was able to also get a discount.	9/13/2016 10:28 AM
191	This may work if day cars are made to park outside the town area and buses are able to get through town easily. Currently the afternoon buses are late because of traffic causing connections to be missed.	9/13/2016 10:26 AM
192	More buses won't directly solve the problem as the buses will still be stuck in the considerable traffic. I don't think the majority of tourists will change their car to ride the bus.	9/13/2016 10:24 AM
193	Subsidy should not fall only to property tax payers, but should also be subsidized by a portion of taxes/fees collected from tourists - redirect some of the funds collected from BLLT bureau as low cost/free transit is a marketing feature in itself	9/13/2016 10:16 AM
194	It can be flexible, can increase in magnitude and if made compulsory - would alleviate the issue. By mandatory, I mean unless the occupant(s) have a legitimate reason for diving in town (going home); they must park at an intercept lot and shuttle into town.	9/13/2016 9:41 AM
195	In many tourist destinations, there are tour buses that visitors may ride to learn about the local attractions. In some places the visitor may get on and off the bus to see specific areas of interest and catch a later scheduled bus. A fee of \$15+ is reasonable.	9/13/2016 9:28 AM
196	There should be no reason why the town permits RV's and visitor traffic rental vehicles and for the love of the horse carriages! congesting the downtown to the sulphur gondola! It should be mandatory parking at the train station and recreation grounds and ppl either bus in or walk. It works perfectly in other State parks for eg.Zion. Where its just known you cannot drive in the park during the peak season. It is next to impossible to get out of town for local residents because its backed up beyond middle springs drive in the height of summer. Simple solutions for a big problem. No gray area~you cannot drive to the hotsprings or Banff Springs in peak seasons.	9/13/2016 6:40 AM
197	Cost and flexibility of implementation, uses existing infrastructure, allows for other vehicle options on the horizon (self driving vehicles). Has to be free to overcome "perception" bias and become a viable solution. Fares are part of the inconvenience and distaste of bus transport.	9/12/2016 11:55 PM
198	ROAM currently offers a great variety of options for transportation, both within the Town of Banff and between Banff and Canmore.	9/12/2016 10:35 PM
199	Enhanced free Transit would allow for more users	9/12/2016 7:03 PM
200	Making fares cheap would encourage more people to use transit, resident or tourist. My concern would be the added price to the taxpayer.	9/12/2016 5:56 PM

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201	There are numerous models that have worked in this regard. Let's find the best practices and improve on it further. WE MUST consider intercept parking that is underground. WE MUST consider ways of moving people as they walk and cycle too.	9/12/2016 1:20 PM
202	Need transit to connect varying parts of the community that other modes will not. Leave cars in hotel or at home	9/12/2016 11:22 AM
203	Ground transportation is undergoing radical change with rapid convergence of electric, autonomous, on-demand/ride-share & connectivity for vehicles. What new opportunities are now available for service, public perception, Banff's image, cost reductions? We have a very good transit system - let's make it better.	9/11/2016 7:16 PM
204	My family camps at Tunnel Mountain every year and we love the bus, but it needs to be more frequent and you need to allow pets onboard.	9/11/2016 6:43 PM
205	People won't want to leave their cars if there are no convenient and inexpensive alternatives if they have to wait more than 5 minutes for a bus, they will continue driving. If parking is free at the intercept lots, and expensive at all in-town spaces, there will be a greater reason to avoid driving in town.	9/11/2016 1:02 PM
206	Only works if there is car-free alternative to reach Banff from Calgary	9/11/2016 12:32 PM
207	Most tourist towns in Europe make extensive use of transit.	9/11/2016 12:05 PM
208	Fares should not be free, particularly for services/routes that primarily serve tourists. Tourists expect to pay for transit.	9/11/2016 11:07 AM
209	Canmore residents, while a part of our workforce, are not paying taxes here and so should have to pay to park as a disincentive to drive here. Enhanced bus schedules would make use of transit easier for Canmorites.	9/10/2016 11:18 AM
210	Still involves road congestion. Buses are noisy and smelly. Residents still have to deal with congestion on roads.	9/10/2016 9:21 AM
211	Basically more people that use transit, less vehicles on the road. I always believed downtown Banff should be only for transit vehicles only. A complete pedestrian only area.	9/10/2016 6:54 AM
212	I like the capital investment is low. Not too convenient for travelers with a lot of luggages (most of them...)	9/9/2016 7:31 PM
213	Buses work well, but may not necessarily attract tourists.	9/9/2016 5:12 PM
214	Increased transit requires an incentive to be used over private vehicles. Visitors should be strongly incentivized to park and ride.	9/9/2016 3:10 PM
215	if the service is good people will use it	9/9/2016 1:31 PM
216	I can't quote studies so this is anecdotal; European cities are so old and dense that they focus on building up mass transit and promote biking and alternate forms of transit. This seems to work for them and it also preserves what makes the cities worth visiting. I think we should employ the same model. I personally don't believe more roads will fix the problem and that mentality doesn't fall in line with what the Park is about.	9/9/2016 12:15 PM
217	Conventional transit is adaptable with respect to both frequency and destination allowing services to be altered over time based on the evolving needs of residents and visitors. Affordable and helps maximize efficiency of the Town's existing infrastructure.	9/9/2016 12:02 PM
218	People will still choose to use their own cars over buses.	9/9/2016 10:56 AM
219	Price dropping will open people's eye to that option. But people are still lazy and fall back into routine	9/9/2016 9:57 AM
220	Wait times and dropped hours in winter make it impractical for locals to use	9/9/2016 9:06 AM
221	Conventional transit is a scalable, flexible long-term solution to congestion	9/9/2016 8:02 AM
222	I think visitors coming to the park should all require to park their cars somewhere at the start of the national park, with buses only allowed as transportation around town but the Banff national park fee would include the bus fee of a hop on and off around the area. Buses would need to run longer be more convenient and stop at more locations. The buses could run in right hand lanes and the left traffic lanes be turned into cycling lanes only. Guests/tourists would then have option to cycle or transit with bus services.	9/9/2016 12:15 AM
223	We shouldn't be giving the people a choice. If you have 2 or less in your car, you must take public transportation. And make it free. We must protect our park, the animals and the residents that make this place even greater!	9/8/2016 11:14 PM
224	Unless you disincentivise cars in the downtown area (e.g. pedestrian walkway on Banff Ave) there's nothing stopping vehicles from trying to get downtown.	9/8/2016 9:08 PM
225	What we have in place works well, I think we need to expand on that during peak period.	9/8/2016 5:58 PM
226	Low cost fares work for everyone. Free fares down from the campground are encouragement to ride and figure out how well the system works.	9/8/2016 5:38 PM

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227	The Roam buses provide easy transport to almost anywhere in town! Maybe if you added a couple more routes to new destinations as well, it could be of more use to others! Also having the buses coming more frequently would definitely help in attracting more drivers	9/8/2016 5:02 PM
228	Easiest and cheapest	9/8/2016 3:36 PM
229	Bus transit is a great system - has flexible entry and exit points (can leave your car in various spots), provides opportunities for personal interaction, shows that we care about our environment.	9/8/2016 2:28 PM
230	I don't think people like buses and this system still uses the current road system which is not a fast and efficient way to move people during peak periods. For example, I tried taking the bus last week, the expected time for a bus to arrive was 18 minutes, after 20 minutes of waiting I decided to just start walking the 20 minutes it takes to get home. I arrived home before the bus. This is not a reliable way to move people unless there are dedicated lanes or a route that can keep the buses on schedule. I also feel that if the buses do take on more ridership, the traffic will increase just the same and we'll still be congested.	9/8/2016 1:51 PM
231	the current transit is unreliable due to traffic congestion and is not on schedule. I don't believe that just enhancing this service would make a difference.	9/8/2016 1:43 PM
232	Banff roads can handle Banff residents, and Banff residents are the main active contributors towards using alternate transport other than one-person vehicles. Assuming Banff insists on allowing such volume of visitors, the solution costs absolutely need to be subsidised only by visitor revenue.	9/8/2016 1:32 PM
233	People have to be taught to leave their cars behind. Disney moves far more people everyday and there is not a car to be seen.	9/8/2016 12:16 PM
234	People are driving through the mountains - they want to be in the comfort of their own cars. Having people leave their vehicles is unlikely. Also there is no advantage to taking transit; it is not faster than taking a vehicle and is more expensive.	9/8/2016 11:58 AM
235	I feel that if the intent of this option is to primarily move visitors around in a different way that the tax funding for the increased costs should be born by the commercial tax payers not residential tax payers.	9/8/2016 11:51 AM
236	The transit system now is not reliable and should be free or low-cost for residents or frequent users. I have experienced situations where the bus is not on schedule and overcrowded. When the bus does not stop at Middle Springs Drive and goes to the Rimrock (more than once, when the stop has been pulled) that is an issue!	9/8/2016 11:50 AM
237	the initial system has been amazing we should build in its success	9/8/2016 11:49 AM
238	I am not interested in subsidizing transit through my taxes. I would prefer a user pay model.	9/8/2016 11:45 AM
239	Easily scale able, potential for electric/quiet buses. Something happens to a single bus, entire transportation solution is not crippled.	9/8/2016 10:54 AM