

REQUEST FOR DECISION
Subject: Transportation Master Plan Final Draft Report Part II



Presented to: Council

Date: May 27, 2013

Submitted by: Adrian Field

Agenda #: 8.4

RECOMMENDATION

1. That Council consider the recommendations contained within the report and select options to direct administration to implement.

BACKGROUND

Providing a sustainable transportation system is Council's number one strategic priority for 2013. The guidance captured in the priority reads as follows:

Toward a Sustainable Transportation System - Implementing the Plan

Providing an environmentally and economically sustainable transportation system will enhance residents' quality of life and the visitor experience – a priority that touches all three key areas and numerous objectives. A sustainable transportation system has been a Council priority for two years. Last year, the Town began an update of the integrated transportation master plan. In 2013, the Town will focus on implementing the recommendations of the transportation plan.

Community Plan Goals:

- To provide a transportation system that is economically and environmentally sustainable
- To be an environmental role model
- To offer universal access to affordable services that meet the needs of residents and visitors
- To provide the infrastructure to support the tourism economy

Summary of Issue

Administration engaged Bunt & Associates in March 2012 with the goal of developing a comprehensive Transportation Master Plan (TMP) that would deliver distinct recommendations to maximise the efficiency of the available infrastructure and guide the long term development of transportation in Banff.

Public and stakeholder input has been an integral part of the formulation of the TMP and the level of public engagement has been high with many constructive and diverse suggestions being made. Over 1,000 responses were collected in a total of 10 different engagement methods throughout the process:

Town Online Survey	March 2012
Council Charrette	April 2012
Public Open House	June 2012
Stakeholder Meeting	June 2012
Town Interactive Map	Summer 2012
On Street Interview Surveys	August 2012
Stakeholder Interviews	August 2012
Focus Groups	September 2012
Open House #2	March 2013
Online survey #2	Ongoing

A focus was placed on gaining public feedback prior to, as well as during, the data collection process so that relevant data could be collected and suggestions could be examined — and modelled using traffic management software where possible. Feedback is also being collected currently on the recommendations contained within the report as well as the draft report itself. All feedback has been provided to Council and

Council are now presented with the opportunity to direct Administration on which of the recommendations to implement.

In the summer of 2012, Bunt & Associates and Town staff completed an extensive data collection process. The data collection included:

- Traffic and pedestrian counts at all 14 principal intersections between Moose Street on Banff Avenue and the Bow falls Ave/Spray Avenue intersection.
- Summer mid-week and peak-time parking counts for all on-street, surface parking and parkades between Moose Street and the Bow River Bridge.
- Comprehensive review of the existing trail network.
- Review of the available ridership data for the Roam Transit system.
- Survey of the goods loading process including interviews and survey with the principal delivery companies.

In the fall and winter of 2012, Bunt & Associates processed the data gathered through on-street surveys and modelled various changes to the existing transportation network. Twelve options such as pedestrianizing Banff Avenue, installing traffic circles at key intersections and adding a forth lane to the bridge, were modelled using traffic management software.

The final draft report extends to 350 pages and is summarised well on the information boards provided at the open house. The boards are also available online (www.banff.ca/transportationplan). The summary at the front of the report provides a more detailed overview of this comprehensive analysis of the transportation system in Banff. The key findings, goals and recommendations are summarised below.

To give Council the required time in chambers to consider and debate each of the recommendations and its implications in the TMP, the Request for Decision (RFD) has been divided over two reports. A report was provided at the May 13th Council meeting which asked for Council direction on the Traffic Management and Parking Management Chapters; this report will focus on the Active Modes & Sustainable Transportation, Transit and Goods Movements chapters.

Council should also be aware that many of the options work in conjunction with each other as part of an integrated plan and that, although the report has been split for administrative efficiency, the report and all of the recommendations should be considered as a whole as well as individually.

Active Modes & Sustainable Transportation

Key Findings

Walking and biking around town are popular with residents and visitors given the layout of the town, available trail network and the compact nature of the community.

Goal

To build on the successes of the existing system and improve potential weaknesses to help promote sustainable transportation.

Recommendations

Recommendation AM1: Provide additional river crossing.

Description & Comments:

The utility crossing/pedestrian bridge at Muskrat Street will be complete in the fall of 2013. When complete, counters will be installed on the pedestrian bridge as well as the existing road bridge. Data collected on the existing road bridge in 2012 will be compared with new data gathered in 2013/2014. No new direction is required from Council at this time.



Utility crossing/pedestrian bridge construction in March 2013

Recommendation AM2: Extend Legacy Trail towards Town Centre.

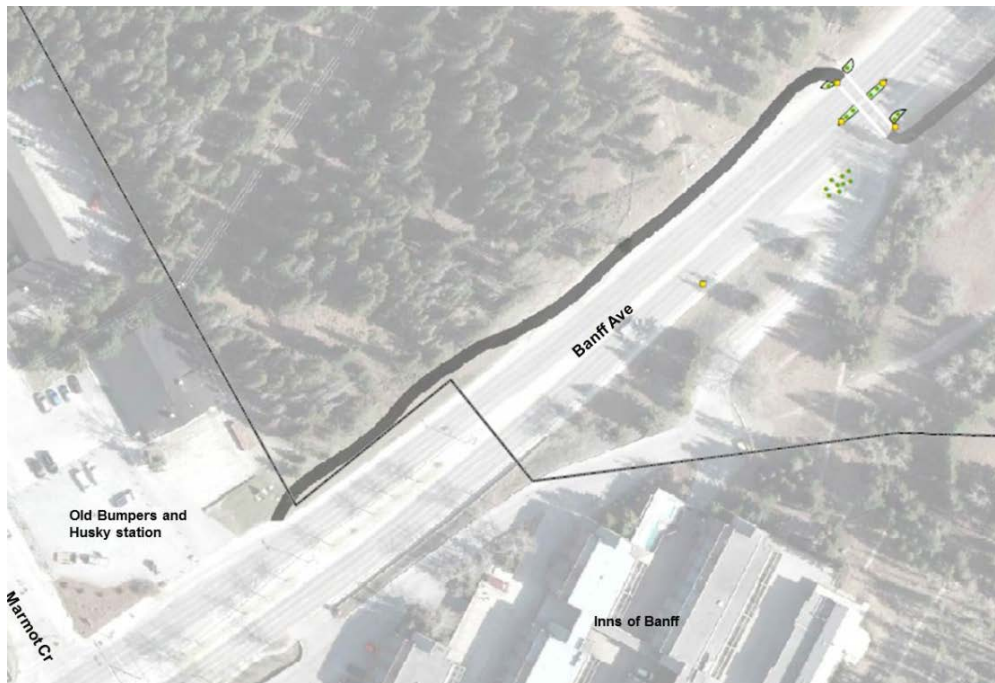
Description & Comments:

The continuation of the Legacy Trail from its termination by Marmot Crescent is an essential missing piece in both the connection to downtown Banff and the connection for cyclists wanting to travel West to the junction with the 1A and on towards Lake Louise. At peak times over 1,000 people a day use the Legacy Trail between Banff and Canmore and West-bound riders currently need to either illegally cross traffic at the end of the trail, where there is no formal crossing, or walk their bikes along the existing sidewalk to the crossing at Marmot Crescent.

Several options have been considered to make the connection; layouts for a pedestrian and cycle trail on the south side of Banff Avenue are made very challenging by geometric constraints arising from a retaining wall adjacent to the Inns of Banff. Administration is currently working with Parks Canada on the potential to add a new crossing at the end of the trail as well as a new section of trail on the North side of Banff Avenue (see image below). Both the crossing and the trail would require a Licence of Occupation as they are sited outside the Town boundary.

This concept would provide pleasant and safe access to Marmot Crescent, would remove the significant safety hazard for westbound riders and would discourage illegal pedestrian and cyclist crossings of Banff Avenue. The concept could also potentially tie-in with new entry signage in the vicinity, planned for construction in 2014.

East Bound riders approaching the trail along Banff Avenue would still be able to access the trail along Banff Avenue. Riders approaching from Marmot Crescent would either need to walk their bikes the short distance in front of the old Bumpers/Husky site to the start of the new trail extension or would need to cross at the pedestrian crossing at Marmot Crescent and approach the existing trail-head via Banff Avenue. A future re-development of the Bumpers/Husky station site could involve the continuation of the trail in front of the Bumpers site.



Proposed Legacy trail connection routing

Public Feedback:

Feedback was generally supportive of the recommendation with 78 of the total 107 responses (73%) agreeing or agreeing strongly. 11 respondents (10%) disagreed or disagreed strongly with the recommendation.

Answer Options	1 Disagree Strongly	2	3	4	5 Agree Strongly	Rating Average	Response Count
A. Extend eastbound Legacy Trail toward town centre	7	4	18	22	56	4.08	107

Implementation Options:

1. Direct administration to continue working on the concept of a new trail connection and trail section from the existing trailhead to the transit stop by Bumper’s restaurant.
2. Leave the current termination of the Legacy trail at Banff Avenue unchanged.

Internal Resources:

If option 1 were to be selected then internal resources would manage the design process. Consultant support would be required to develop design drawings

Budget:

Option 1 would require a design budget of \$15,000 to further develop the concept. A new capital project would be brought back for Council consideration, design work would help to inform the budget but Construction costs are likely to be in the order of \$300,000.

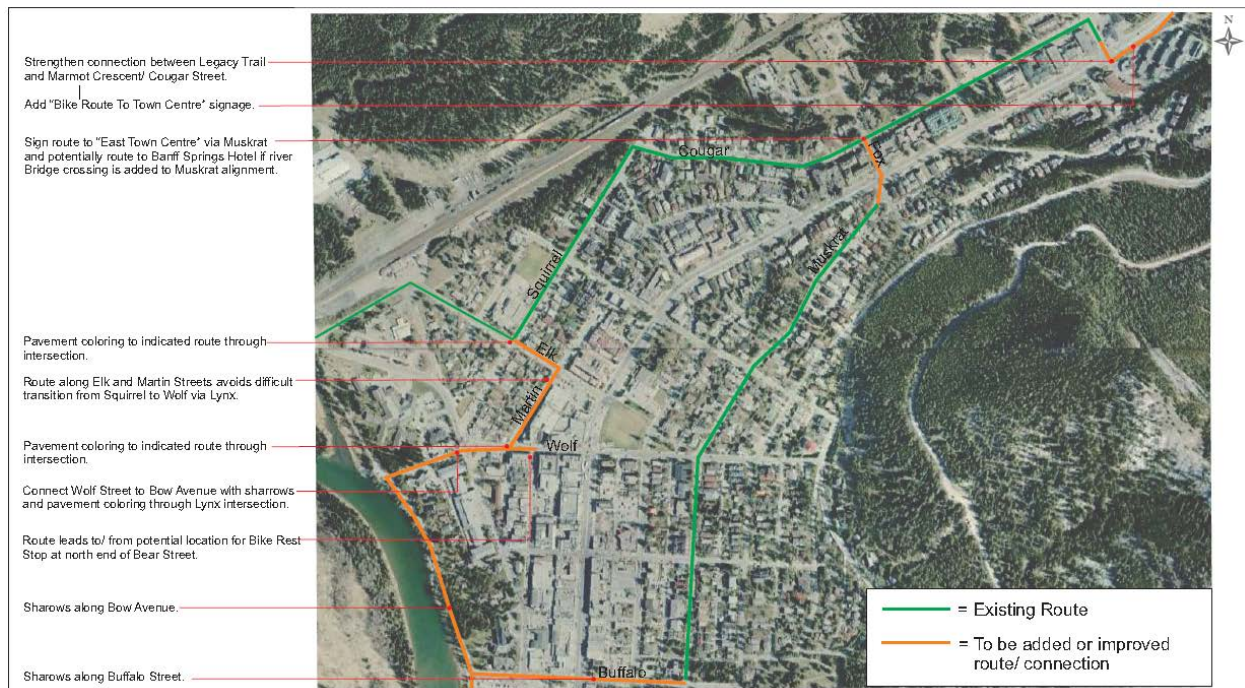
Communications:

A communications strategy, which could include newspaper advertisements, website postings and social media, would be implemented to inform visitors and residents of any changes.

Recommendation AM3 Strengthen and further develop cycle routes from the Legacy Trail terminations to Central Park and riverside trail system.**Description & Comments:**

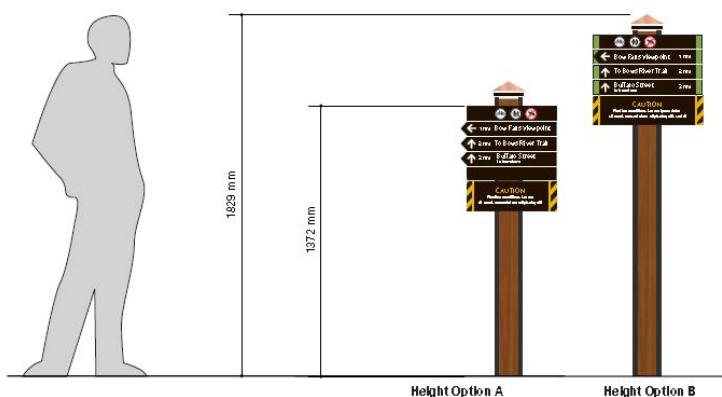
This recommendation would work alongside the projects to extend the Legacy trail along Norquay road (planned for construction in 2013) and the proposed Legacy Trail extension along Banff Avenue (proposed in AM2). The concept is to provide integrated routes for cyclists that allow for easily-identifiable connections to be made across the Town site between the two existing Legacy Trail terminations and to downtown – in both cases avoiding arterial roadways where possible. The extract from the TMP below shows various potential additions to the trail which are summarised below:

1. Add sharrows & pavement markings at intersections
2. Add Bike Route signage



The addition of sharrows and pavement markings at the intersections will help to alert motorists of the need to share the road with cyclists and could be completed in isolation of bike route signage. A combined approach however, with both pavement markings and bike route signage, may provide a more intuitive experience for trail users and will help guide them to their final destinations.

Some preliminary work was done during the design phase of the wayfinding project and the concept below is provided to give Council an idea of how a bike route signage plan could look and how it could be integrated with the existing wayfinding signage.



The bike route signage plan could also be expanded to cover all of the trails within the Town site as well as guiding pedestrians to the trails on the lands adjacent to Banff (LATB). This option would be considerably more expensive but would also tie in well with the both the survey results from the Recreation Master Plan, which show the importance of the trail system to residents, and the intent of the TMP recommendations which is to provide ways to encourage sustainable transportation.

Public Feedback:

Feedback was generally supportive of the recommendation with 68 of the total 107 responses (64%) agreeing or agreeing strongly. 19 respondents (18%) disagreed or disagreed strongly with the recommendation.

Answer Options	1 Disagree Strongly	2	3	4	5 Agree Strongly	Rating Average	Response Count
B. Develop off-street route from Wolf and Bow streets to Central Park, to connect to the new pedestrian bridge	10	9	20	26	42	3.76	107

Implementation Options:

1. Direct Administration to provide sharrows and lane markings at key intersections along the routes identified above.
2. Direct Administration to design a bike route signage programme to guide trail users between the two existing termination of the Legacy Trail and to downtown.
3. Direct administration to proceed with design work for a new trail wayfinding plan that would encompass the pedestrian and shared use trails throughout the Town site.
4. Direct Administration to proceed with some or all of the items above.

Internal Resources:

Internal resources in the communications and engineering departments would manage the process of developing the trail wayfinding signage program. Road marking improvements would be carried out by the Streets department.

Budget:

Option 1 would require a design budget of \$15,000 to install the sharrows and pavement markings. Pavement markings would be semi-permanent and an annual operating cost of \$3,500 would also need to be added.

Option 2 would require a design budget of \$5,000 to develop the wayfinding signage program. A new capital project would be brought back at a future date for Council consideration; design work would help to inform the budget but construction costs are likely to be in the order of \$80,000.

Option 3 would require a design budget of \$20,000 to develop the wayfinding signage program. A new capital project would be brought back at a future date for Council consideration; design work would help to inform the budget but construction costs are likely to be in the order of \$300,000 to \$500,000.

Communications:

A communications strategy, which could include newspaper advertisements, website postings and social media, would be implemented to inform visitors and residents of any changes.

Recommendation AM4: Develop bicycle rental process.**Description & Comments:**

This concept has been brought to Council previously and was rejected for a variety of reasons. Council could direct administration to bring back a report citing the benefits and drawbacks of this concept as a way to encourage a shift to sustainable transportation.

Recommendation AM5: Implement new street design for Bear Street (i.e. traffic calming to Woonerf type design).

Description & Comments:

An extract from the TMP best summarises up the intent of this recommendation:

The essence of this concept is the creating of an area that continues to accommodate traffic, but in a down-scaled way, and at the same time creates an environment that is more friendly to pedestrians and bicycles ideally giving them the primary rights of way within the precinct. It also serves to create a central area that could be used for special events and could be closed to traffic for those purposes. Access to individual private properties would need to be protected, of course, but the essence of place making would be clear. Note, on-street parking is considered a permissible and often even a critical component of a traffic calmed or Woonerf design, so the potential conversion of Bear Street to a traffic calmed zone or a Woonerf-style surround would not preclude parking to occur, though the actual on-street parking stall count may be reduced. While this is counter to the logic outlined elsewhere in this report in terms of preserving parking supplies in the Town core area, given the nature of the improvement being considered for Bear Street, the loss of these few stalls could be deemed appropriate and acceptable.



Bear Street Woonerf concept

Council could direct administration to develop design concepts and preliminary pricing for a capital project to be developed at a future date.

Public Feedback:

Feedback was generally supportive of the recommendation with 65 of the total 107 responses (61%) agreeing or agreeing strongly. 29 respondents (27%) disagreed or disagreed strongly with the recommendation.

Answer Options	1 Disagree Strongly	2	3	4	5 Agree Strongly	Rating Average	Response Count
C. Redesign Bear Street to provide pedestrians and cyclists with primary right-of-way; vehicles still permitted - similar to Granville Island in Vancouver, BC	18	11	13	22	43	3.57	107

Implementation Options:

1. Direct administration to provide design concepts for a potential woonerf on Bear Street.
2. Leave the current Bear Street unchanged

Internal Resources:

If option 1 were to be selected, internal resources would manage the process of developing design concepts. The project would require input from planning, street, engineering, grounds and utilities. External consultant support would be required for the development of design concepts.

Budget:

If option 1 were to be selected taken a one-time capital cost of \$10,000 would be required for external consultant support.

Dependant on the scale of the redevelopment and surface treatment (to be informed by the conceptual design), a capital project for the re-construction work would be brought back to Council for consideration. Costs for this construction work are yet to be determined but are likely to be in the order of \$500,000 to \$1,500, 000

Communications:

A communications strategy, which could include newspaper advertisements, website postings and social media, would be implemented to inform visitors and residents of any changes.

Recommendation AM6: Create a Cyclist Rest Area (or end-of-trip facility) located adjacent to Town Centre area. Link with the extended Legacy Trail.**Description & Comments:**

An extract from the TMP best sums up the intent of this recommendation:

Given the large number of cyclists that frequent the Town centre, it would logical and helpful to promote this activity and to consider the development of a central gathering point(s) for bicycle parking that is prominent, has a unique design, and is better-suited for longer-term parked bicycles (1/2 day plus). The location should be in an open space with shelter, a strong bicycle locking station; possible security camera, water fountain/water supply, and a public washroom. It should make cyclists feel welcomed and well-



Typical cyclist rest area – possibly integrated with Central Park washroom reconstruction.

looked after, and would supplement the shorter-term spaces throughout the town centre. One potential location is at the north end of Bear Street where space can be created by narrowing the entry to Bear Street. This could be developed concurrent with or as part of the traffic calming or Woonerf program being recommended for this roadway.

This recommendation should be considered alongside recommendation AM3 (cycle route) and AM5 (Bear street Woonerf). This could also potentially become part of the Central Park washroom reconstruction scheduled for 2014.

Public Feedback:

Feedback was generally supportive of the recommendation with 50 of the total 107 responses (47%) agreeing or agreeing strongly. 38 respondents (35%) disagreed or disagreed strongly with the recommendation.

Answer Options	1 Disagree Strongly	2	3	4	5 Agree Strongly	Rating Average	Response Count
E. Create cyclist rest area adjacent to downtown	21	17	19	19	31	3.21	107

Implementation Options:

1. Approve in principal the concept of a cyclist end-of-trip facility and direct administration to consider integrating the facility into a future capital project.
2. Direct administration to proceed with design work for a stand-alone end-of-trip facility.
3. Take no action to the concept of a cyclist end of trip facility.

Internal Resources:

Internal resources would manage the process of design budgeting and, if approved at a future date, construction.

Budget:

If option 1 were to be selected then the design costs could be absorbed into the principal project design cost. Construction costs, depending in the scale of the project and how well foundations perimeter walls and other building components can be integrated, are likely to be in the order of \$30,000 to \$50,000.

If option 2 were to be selected a one-time design budget of \$5,000 would be required. Capital costs would be informed by the design budget but are likely in the order of \$50,000

Communications:

A communications strategy, which could include newspaper advertisements, website postings and social media, would be implemented to inform visitors and residents of any changes.

Recommendation AM7: Enhance pedestrian realm on laneway located parallel and to the west of Banff Avenue

Description & Comments:

The Bear Street/Banff Ave alleyway provides an essential link both for goods vehicles and for pedestrians wanting to connect between Banff Avenue and Bear Street. The alleyway is not at all inviting and may be a deterrent to pedestrians wanting to make connections either East-West or along the alleyway itself. The 1992 downtown enhancement plan also cited the importance of this connection between the two principal commercial districts of downtown Banff.

One potential way to encourage pedestrian movements from Banff Avenue and to increase visitation on Bear street could be to develop both the functionality and appearance of the alley.

Wayfinding signage and other visual clues to lead visitors across the Bear Street parking lot and through the adjacent buildings; and surface treatments, such as block paving, to delineate crossings and walking surfaces would be developed in the design process. A potential project could also be combined with local storm water system improvements to help deal with annual catch basin freezing issues which cause ponding in the alleyways.



Potential Bear street / Banff Ave alley enhancements

Public Feedback:

Feedback was generally supportive of the recommendation with 60 of the total 107 responses (56%) agreeing or agreeing strongly. 27 respondents (25%) disagreed or disagreed strongly with the recommendation.

Answer Options	1 Disagree Strongly	2	3	4	5 Agree Strongly	Rating Average	Response Count
D. Enhance the pedestrian experience in Banff Ave/Bear St laneway through alternative materials for a walking surface, improved signage and lighting	14	13	20	21	39	3.54	107

Implementation Options:

1. Direct administration to provide design concepts to enhance the pedestrian realm in the Bear Street/Banff Avenue laneway.
2. Leave the Bear Street/Banff Avenue laneway unchanged.

Internal Resources:

Internal resources would manage the process of design, budgeting and (if approved at a future date) construction.

Budget:

If option 1 were to be selected and one-time design budget of \$10,000 would be required.

Capital costs would be informed by the design budget but are likely in the order of \$500,000 to \$1.5M.

Communications:

A communications strategy, which could include newspaper advertisements, website postings and social media, would be implemented to inform visitors and residents of any changes.

Public Transit

Key Findings

1. The profile and public (particularly visitor) recognition of the transit system needs to be enhanced.
2. Route changes consistent with a visitor-orientated transit system should be considered. An additional ridership survey is needed to test the recommendations.
3. 5% of the residents and 13% of the visitors surveyed use public transit.
4. 42% of visitors surveyed stated that availability of public transit is important when choosing vacation destination.

Goals

- To increase ridership on the current system.
- To consider areas for changes that could further increase transit ridership.

Recommendations

Recommendation TR1: Modify the transit bus wrap design to make the system instantly recognizable as a public transit system.

Description & Comments:

Survey feedback from the TMP suggests that, whilst the buses are widely appreciated among visitors and residents alike, they are not instantly recognisable as public transit buses and many people interviewed did not realize that public transit was an option for their journey. Methods to modify the bus wrap whilst maintaining or enhancing the visitor experience of riding the public transit buses without compromising the brand could be developed.

Public Feedback:

Public feedback was strongly divided on this recommendation with 45 of the 105 responses (42%) disagreeing or disagreeing strongly with the recommendation and 38 responses (36%) agreeing or agreeing strongly. 22 responses (21%) neither agreed on disagreed with the recommendation.

Answer Options	1 Disagree Strongly	2	3	4	5 Agree Strongly	Rating Average	Response Count
B. Modify bus wrap design to enhance recognition as a transit system	23	22	22	17	21	2.91	105

Implementation Options:

Over all 91% of the survey respondents were either residents in Banff or workers in Banff and findings of the online survey would appear to suggest that the majority of the respondents (principally residents) have a strong attachment to the look of the Roam buses. This finding needs to be carefully considered along with the visitor study findings in the TMP when potential design changes are developed.

The Banff local service bus wraps are coming to the end of their life and replacement costs are part of the RTC operating budget. The Regional Transit Commission and administration will work closely together to ensure that any proposed changes to the wrap are carefully considered in the light of the TMP findings and the findings of the close-out survey; also that any proposed changes to the bus wrap meet the requirements of the Roam brand standard.

No further direction from Council required at this time.

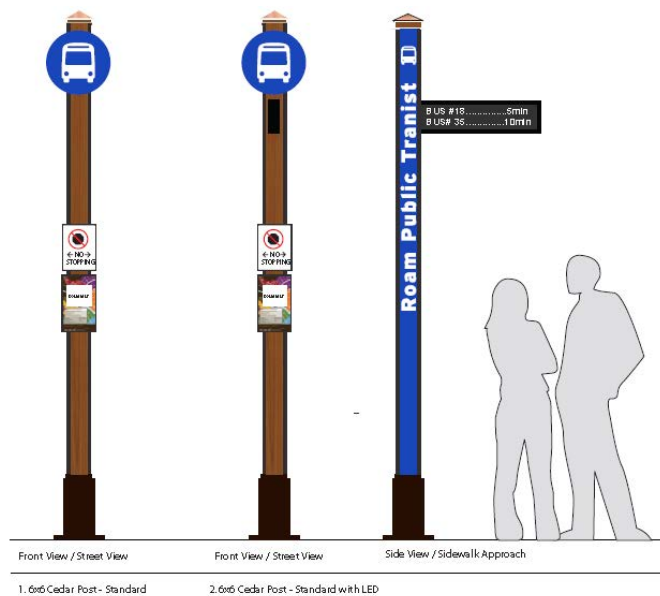
Recommendation TR2: Enhance bus stop signage to increase visibility.

Description & Comments:

To increase the visibility of the transit stops and help to increase ridership on the transit system signage could be replaced with designs in keeping with the wayfinding signage and proposed banner signs.



Transit Stop by Clock Tower Mall



Potential transit stop changes

Public Feedback:

Feedback was generally supportive of the recommendation with 57 of the total 106 responses (54%) agreeing or agreeing strongly. 22 respondents (21%) disagreed or disagreed strongly with the recommendation.

Answer Options	1 Disagree Strongly	2	3	4	5 Agree Strongly	Rating Average	Response Count
A. Enlarge and enhance bus stop signs to increase visibility and awareness	12	10	27	19	38	3.58	106

Implementation Options:

1. Direct administration to complete the design work and return with a capital project at a future date for Council’s consideration.

Internal Resources:

Internal resources in the communications department would manage the process of developing the transit stop designs.

Budget:

If option 1 were to be selected then Council would need to approve an associated one-time capital cost of \$5,000 for the detail design work.

Capital costs would be informed by the design process but are likely to be in the order of \$350,000 if all 35 transit stops were to be changed to a cedar post design similar to the illustration above.

Another option for implementation that would be brought back to Council for consideration, once the design work is complete, would be to upgrade the 12 principal transit stops with Next Bus signage with cedar posts and improved graphics to match the existing wayfinding signage and to complete the remaining 22 stops with the graphics applied to new square steel posts which could be anchored to the existing sidewalk. The capital cost with this approach is likely to be significantly reduced (due to the removal of the foundation and cedar components) to around \$200,000 to \$250,000.

Communications:

A communications strategy which would include newspaper advertisements, website posting and social media applications would be implemented to inform visitors and residents of any purposed changes.

Recommendation TR3: Carry out intercept studies to improve understanding of the ridership profile.**Description & Comments:**

The Town of Banff and now the Regional Transit Commission maintains data on bus stop use; the information is detailed in that we are able to determine where riders board the bus, what type of pass is being used and whether riders are carrying passes from partners in the system. Data that is missing, however, includes the split between residents and visitors as well as the stops where the riders get off the bus. This data is critical in testing route-changes and frequency recommendations suggested by Bunt & Associates (recommendations were made with the data available).

Public Feedback:

Feedback was generally supportive of the recommendation with 51 of the total 107 responses (48%) agreeing or agreeing strongly. 18 respondents (17%) disagreed or disagreed strongly with the recommendation.

Answer Options	1 Disagree Strongly	2	3	4	5 Agree Strongly	Rating Average	Response Count
C. Improve understanding of ridership profile	6	12	35	28	23	3.48	104

Implementation Options:

1. Direct administration to work with the Regional Transit Commission to carry out 4 sets of intercept studies at low peak and high peak times during 2013 and 2014

Internal Resources:

Administration and the Regional Transit Commission would work closely together to obtain the survey data. Outside consultant support would be required to help in setting up the survey and analyzing the results.

Budget:

If option 1 were to be selected then a one-time operating cost of \$5,000 would be required to finance the intercept studies.

Communications:

Communications using social media and the website will alert riders that surveying is underway.

Recommendation TR4: Possible route changes (dependant of ridership study findings – see TR3)**Description & Comments:**

Based on the results of the intercept studies, new route changes and frequency alterations could be made including the suggestions from the TMP below:

1. The main route should be a mountain connector service between Sulphur and Tunnel Mountain, providing service to the main users of the system.
2. The secondary route would be run between Whiskey Creek and Banff Springs Hotel.
3. Summer service could include an additional service through the downtown centre.
4. The main route should aim for 15 minute service as a goal, and 30 minutes for the secondary route.

Public Feedback:

With regard to the concept of offering greater seasonality and providing a single route to key destinations feedback was generally supportive of the recommendation with 65 of the total 105 responses (62%) agreeing or agreeing strongly. 14 respondents (13%) disagreed or disagreed strongly with the recommendation.

With regard to the concept of increasing frequency feedback was generally supportive of the recommendation with 69 of the total 105 responses (66%) agreeing or agreeing strongly. 14 respondents (14%) disagreed or disagreed strongly with the recommendation.

Answer Options	1 Disagree Strongly	2	3	4	5 Agree Strongly	Rating Average	Response Count
D. Improve routes - offer greater seasonality, a single route to key destination	6	8	26	25	40	3.81	105
E. Improve frequency - with ultimate goal of 15 minute service	9	5	22	28	41	3.83	105

Implementation Options:

Future route would be determined based on the findings of a potential intercept study (see TR3), no council direction is required at this time.

Goods Movements

Key Findings

The alleyway between Banff Ave and Bear St can be difficult to negotiate when illegal parking or traffic movements occur.

Goal

To maximise the efficiency of the available infrastructure

Recommendations

Recommendation GM1: Increase enforcement in lane and near driveways

Description & Comments:

Replace and relocate regulatory signage in the Bear St/Banff Ave alleyway and increase enforcement of illegal activities that restrict the efficiency of loading operations.

Bylaw staff will increase monitoring and enforcement in the alleyway for summer 2013 and signage can be replaced using existing approved budget. No further Council direction is required at this time.

Public Feedback:

Feedback was generally supportive of the recommendation with 63 of the total 101 responses (62%) agreeing or agreeing strongly. 20 respondents (20%) disagreed or disagreed strongly with the recommendation.

Answer Options	1 Disagree Strongly	2	3	4	5 Agree Strongly	Rating Average	Response Count
A. Increase enforcement in lanes and near driveways	8	12	18	30	33	3.67	101

Recommendation GM2: Consider on-street loading during off-peak periods

Description & Comments:

Consider permitting on-street loading outside peak hours to relieve the goods delivery issues in the alleyways.

Public Feedback:

Feedback was generally not supportive of the recommendation with 31 of the total 101 responses (31%) agreeing or agreeing strongly. 49 respondents (48%) disagreed or disagreed strongly with the recommendation.

Answer Options	1 Disagree Strongly	2	3	4	5 Agree Strongly	Rating Average	Response Count
B. Load from the street during off-peak periods	27	22	21	17	14	2.69	101

Implementation Options:

No further Council direction is requested at this time - this recommendation will be considered further by Administration and, should areas for on-street loading be identified that would improve the efficiency of goods movements, further direction may be sought from Council at a future date.

Communications:

A communications strategy which could include newspaper advertisement, website posting and social media applications would be implemented to inform visitors and residents of any changes.

Recommendation GM3: Implement geometric improvements at driveways and lanes

Description & Comments:

Design for bump-outs to prevent illegal parking close to the alley entrances on Wolf Street and Caribou Street can be completed in-house and could have design elements that are consistent with the Banff Avenue 100 and 200 blocks. Improvements could be carried out in conjunction with recommendation AM7 (alleyway enhancement)



Proposed bump-out locations

Public Feedback:

Feedback was generally supportive of the recommendation with 50 of the total 101 responses (50%) agreeing or agreeing strongly. 11 respondents (10%) disagreed or disagreed strongly with the recommendation.

Answer Options	1 Disagree Strongly	2	3	4	5 Agree Strongly	Rating Average	Response Count
C. Implement geometric improvements at driveways and lanes	5	6	39	27	23	3.57	100

Implementation Options:

1. Direct administration to design and construct geometric improvements to the entrances to the alleyways between Banff Avenue and Bear Street. Complete the construction as a stand-alone project.
2. Direct administration to consider geometric improvements as part of an overall redesign of the alley way (see recommendation AM7)

Internal Resources:

Internal Resources in the engineering department would manage the design and construction of any alterations to the alleyways.

Budget:

If option 1 were to be selected then a one-time capital cost of \$50,000 would be required to cover the construction costs.

If option 2 were to be selected then design costs could be absorbed into the design costs for the principal project (if approved in AM 7). Capital costs may be slightly lower for the geometric improvements if they are carried out in conjunction with a larger project.

Communications:

A communications strategy which would include newspaper advertisement, website postings and social media applications would be implemented to inform visitors and residents of any proposed changes.

Recommendation GM4: Upgrade loading areas**Description & Comments:**

Upgrade loading areas as redevelopment permits. This is a long-term goal and is already incorporated in the planning guidelines which apply to new developments of major renovations throughout Banff. No further Council direction is requested at this time.

Public Feedback:

Feedback was generally supportive of the recommendation with 58 of the total 101 responses (57%) agreeing or agreeing strongly. 14 respondents (14%) disagreed or disagreed strongly with the recommendation.

Answer Options	1 Disagree Strongly	2	3	4	5 Agree Strongly	Rating Average	Response Count
D. Upgrade loading areas as redevelopment permits.	8	6	29	29	29	3.64	101

Recommendation GM5: Consider the development of a loading hub to centralise the delivery process**Description & Comments:**

This is a long term recommendation and is not considered to be warranted given the present transportation conditions. No further Council direction is requested at this time.

Public Feedback:

Feedback was generally not supportive of the recommendation with 35 of the total 101 responses (35%) agreeing or agreeing strongly. 32 respondents (32%) disagreed or disagreed strongly with the recommendation.

Answer Options	1 Disagree Strongly	2	3	4	5 Agree Strongly	Rating Average	Response Count
E. Develop a loading hub.	18	14	34	14	21	3.06	101

Response Options

1. Council could consider each of the recommendations contained within the report and select options to direct Administration to implement.

IMPLICATIONS OF DECISION

Budget

Budget amounts have been provided with each of the items derived from the recommendations in the TMP.

Council will be aware that \$270,000 funding for a potential traffic signals timings integration project was approved in 2011. This project would be superseded by TM1 and TM4 (if selected for implementation). The budget for the timings integration project has been carried forward and Council could direct Administration to re-allocate the \$270,000 budget to cover some or all of the capital costs for each of the recommendations to be implemented.

Internal Resources

Dependant on the scale and timing of options to be implemented, internal resources could manage the improvements. If Council were to direct the majority and some of the more complex options to be completed prior to the summer 2013 it is possible that additional resources (likely outsourcing) would be required.

Communication

Communication on the TMP has been extensive, engaged and very productive with stakeholders, residents and visitors providing valuable input on the data to be collected, improvement methods to be tested and feedback on the recommendations in the report. Once Council determines which recommendations should be implemented and when, further communication will be required.

Council Strategic Priorities

The report and the recommendations contained within it have been entirely driven by the content of Council's number 1 strategic priority and the objectives of the community plan.

ATTACHMENTS

Circulation date: _____

Submitted By: _____
Adrian Field, Manager of Engineering

Reviewed By: _____
Robert Earl, Town Manager