



2023 Service Review Council Questions

SERVICE AREA: Pedestrian Zone

PAGE NUMBER:

ELECTED OFFICIAL: Canning

QUESTION:

Purchase and implement sensors to track traffic counts on Lynx and Beaver streets.

ANSWER:

This is not an administrative question but Council may wish to discuss this when the pedestrian zone is discussed in Service Review. Alternatively if the intent is not in conjunction with the pedestrian zone then it could be brought up when Engineering is being discussed.

Vehicle volume detection loops for on-going counters would be in the order to \$60k per location but without volume data from pre-ped-zone then the data would be impossible to calibrate.

Manual intersection counts could be carried out at selected times with the ped zone in place but, again calibration to determine the effects of the ped zone would be difficult. Allow \$10K - \$20K for manual spot checks which would be carried out a several locations before and during the ped zone, with an attempt made to correlate vehicle volume increases on Lynx and Beaver streets as a result of the ped zone



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ELECTED OFFICIAL: Pettigrew

QUESTION:

what are, or where are conceptual drawings? Do we have any economic recovery funds left?

ANSWER:

Council motion COU22-345 directed administration to prepare a New Service Level Request for a conceptual design of a permanent downtown pedestrian zone along with community consultation.

The proposed conceptual design would be similar to those prepared for the Bear Street project, with examples included in the staff report. These would form the basis for discussions with the community.

The current (Nov. 21, 2022) undedicated balance on the Economic Recovery Reserve is \$371,893



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ELECTED OFFICIAL: Pelham

QUESTION:

2023 - Pedestrian zone improvements, 1. I think the description was copied and pasted from 2. I think the description of 1. might be slightly different. Also, I'm wondering why #1 & 2 were not implemented in 2022.

ANSWER:

Apologies. Bullet 1 should read "Increase Route 1 service along Banff Avenue to Sulphur Mountain" and Bullet 2 should read "Increase Route 2 service from the campgrounds to connect to Sulphur Mountain (Route 1)".

Both Route 1 and Route 2 were intended to have increased levels of service in summer, 2022 however driver staffing challenges and fleet challenges due to the failure of two original Hybrid buses resulted in these service changes being deferred until 2023. Roam is currently in the process of planning training classes for January to ensure enough staff for summer 2023. Typically training does not start until late March.



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ELECTED OFFICIAL: Pelham

QUESTION:

5. where is the beaver st detour? Could speed bumps be utilized as speed deterrents on Beaver St?

ANSWER:

The "Beaver Street detour" is a reference to traffic signage in place during the pedestrian zone directing cars down Beaver Street when Banff Avenue is unavailable. Administration does not understand speed to be an issue on Beaver Street due to volume and congestion and therefore do not recommend speed bumps.



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ELECTED OFFICIAL: Pelham

QUESTION:

Once the ped zone closed, was the Buffalo St/Banff Ave left turn light shortened to illustrate that northbound congestion exists even without the Ped Zone? It seems much shorter than in the summer. If it is extended on wknds would it mitigate some of the north bound congestion? Could we look at truck deliveries cleared out of alleys by noon so alleys are free for car traffic (i know - sounds counter-intuitive to make it easier for cars to travel downtown...) Wondering about accessibility for residents with mobility issues - what is the service level for the handibus. Or taxi voucher program for seniors? Where is that outlined/described?

ANSWER:

The NB LT (northbound left turn) advance arrow was shortened when Banff Avenue opened to vehicles; but shortened to the normal time. Banff Avenue closure is an exception to how the signals normally operate. The time allocated to this advance arrow is the same as it always has been with Banff Avenue open. When Banff Avenue is closed to vehicles the NB solid green lights do not run (because motorists are not permitted to drive straight through), only the green arrows run for the entire phase length (because motorists can only turn and there is no opposing traffic). Therefore, it appears shorter, but in fact it is running the same way it always did with Banff Avenue open. If the NB LT advance arrow is running, the opposing direction (SB) is not moving, consequently extending the NB LT advance arrow comes at a cost to other movements.

Administration has worked with businesses to streamline deliveries as much as possible - eg re-scheduling deliveries to avoid delivery trucks backing into the post office alleyway at long weekends. Administration's recommendation would be to not incentivise the use of private vehicles in the alleyways:

- the road system is full and more driving will cause more congestion
- alleyway delivery is an important part of economic growth

Crossing times have been reviewed in the past and the current timings have been found to offer the "best" compromise for all road users - allowing sufficient time for pedestrian crossings to occur and balancing turning movements with the proportion of vehicles making them.



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ELECTED OFFICIAL: Pelham

QUESTION:

Please explain the potential partnership with Liricon to expand the north side (Fenlands) parking. Why do we need that partnership if it's on Town land?

ANSWER:

The Railway Lands ARP contemplates additional parking stalls north of the CPR right of way. As noted, one option administration could explore is opening up discussions with Liricon around how to expedite the construction of these stalls and / or reconfigure the existing Fenlands parking lot to increase stall count.

The entirety of parking stalls located within the existing Fenlands parking lot are located on land owned by the CPR, leased to Liricon, and then sub-leased to the Town of Banff.



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ELECTED OFFICIAL: Pelham

QUESTION:

Roam's schedule adherence was negatively impacted by 2-way bus traffic competing for 1 lane. Could we trial utilizing 2 lanes for Roam use... the left hand lane of the south bound side of Banff ave And the left hand lane of the north bound side of Banff Ave and the left lane of the north bound side of Banff Ave. Busses are travelling so slowly, pedestrians can move out of the way.

ANSWER:

This could be explored but is not recommended for a single year. Some complexities include adding additional gate infrastructure to the northbound lanes, revising accessible ramps currently in place for Roam, displacing service vehicles such as watering and garbage trucks, and changing signal patterns. Roam busses have also been observed to dissuade pedestrian use in their travel path, and may therefore have the effect of creating a less than desirable environment for pedestrians. Administration will work with Roam transit on tactical improvements such as additional passing zones for busses within the pedestrian zone.



2023 Service Review Council Questions

SERVICE AREA: Pedestrian Zone Concept Exploration

PAGE NUMBER:

ELECTED OFFICIAL: DiManno

QUESTION:

So I have it right - the \$70K includes a range of designs ie a design with amendments to Banff Refreshing, a design that includes a complete redesign?

ANSWER:

This is correct. The level of drawing development would be conceptual in nature and not detailed design.



2023 Service Review Council Questions

SERVICE AREA: Pedestrian Zone Concept Exploration

PAGE NUMBER:

ELECTED OFFICIAL: DiManno

QUESTION:

Would it be possible to add traffic monitoring data on Beaver and Lynx Street for the 2023 pilot? What would the associated costs be?

ANSWER:

Vehicle volume detection loops for on-going counters would be in the order to \$60k per location but without volume data from pre-ped-zone then the data would be impossible to calibrate.

Manual intersection counts could be carried out at selected times with the ped zone in place but, again calibration to determine the effects of the ped zone would be difficult. Allow \$10K - \$20K for manual spot checks which would be carried out at several locations before and during the ped zone, with an attempt made to correlate vehicle volume increases on Lynx and Beaver streets as a result of the ped zone



2023 Service Review Council Questions

SERVICE AREA: Pedestrian Zone Concept Exploration

PAGE NUMBER:

ELECTED OFFICIAL: DiManno

QUESTION:

When the downtown pedestrian zone was discussed for 2022, Administration anticipated it would cause delays. Now that we have some evidence from the summer which speaks to the opposite being true, is Administration of the opinion that a seasonal pedestrian zone could be a tool to help disincentivize driving and incentivize mode shift?

ANSWER:

The pedestrian zone has become a popular visitor amenity in its own right, with visitation in the tens of thousands on a typical summer day.

Administration believes that in 2022 this attractive public amenity, coupled with intercept parking and signage to dissuade discretionary travel across the bridge, all combined to greatly assist with congestion on the south side of the river. It is administration's assumption that looking ahead, a permanent pedestrian zone would necessitate further efforts in managing traffic across the bridge by increasing intercept parking, dissuading discretionary trips, and increasing the convenience and reliability of transit.



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ELECTED OFFICIAL: DiManno

QUESTION:

Fabulous to learn Route 1 and Route 2 will have frequency of 17 minutes and 22 minutes, respectively. Is this as much frequency as the system can handle? At one time, I believe we were hopeful we could get to 10 minutes and 15 minutes. Curious around what the new realistic peak frequencies are.

ANSWER:

10 and 15 minutes has become more challenging with passenger volumes, traffic. Going to 10 and 15 minutes would require 7 buses on Route 1 and 5 buses on Route 2 (a total of 5 more buses than 2023 planned operations). For these frequencies to be realistic and achieve the increased ridership desired, significant restrictions and disincentives to driving need to be further explored. Additionally Roam needs to resolve the continuing staffing challenges prior to being able to implement these frequencies.



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SERVICE AREA: Pedestrian Zone Concept Exploration

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ELECTED OFFICIAL: DiManno

QUESTION:

Can you give us a sense of what increasing flexibility for transit in the pedestrian zone could look like with a redesign options of the street?

ANSWER:

Transit is currently challenged with a number of design aspects that come with fitting busses into a temporary pedestrian zone. Areas for exploration on this topic include a redesign of entry systems (e.g. gates), a single driving lane (e.g. removing central median), and additional dedicated space for busses to pass (e.g. reduce "bus bunching").



2023 Service Review Council Questions

SERVICE AREA: Pedestrian Zone Concept Exploration

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ELECTED OFFICIAL: DiManno

QUESTION:

Are discussions currently underway with Liricon about expanding the northside parking?

ANSWER:

The Railway Lands ARP contemplates additional intercept parking stalls north of the CPR right of way. One option administration could explore is opening up discussions with Liricon around how to expedite the construction of these stalls and / or reconfigure the existing Fenlands parking lot to increase stall count.



2023 Service Review Council Questions

SERVICE AREA: Pedestrian Zone Update

PAGE NUMBER:

ELECTED OFFICIAL: DiManno

QUESTION:

Has Pursuit shared how many customers arrived to the Gondola via their shuttle? Do we know their goals for 2023?

ANSWER:

Pursuit's estimate of shuttle ridership in 2022 was a maximum of 15,000. Their shuttle ridership numbers were 41,000 in 2018 and 49,000 in 2019. The lower numbers in 2022 was attributed to their shuttle schedule and number of buses available was not as consistent this summer as they would have liked as their transportation team struggled with finding drivers at times. Pursuit has committed to operating their shuttles on a consistent daily basis in summer 2023.



2023 Service Review Council Questions

SERVICE AREA: Pedestrian Zone Update

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ELECTED OFFICIAL: DiManno

QUESTION:

So that I have it right - of the entire Downtown Pedestrian Zone space - only 8% of the space was used for commercial activity under the Sidewalk Seating/Outdoor Merchandising policies?

ANSWER:

Yes. 7% for sidewalk cafe seating and 1% for outdoor merchandise.



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ELECTED OFFICIAL: DiManno

QUESTION:

Any ideas for how to help solve the four minute delay time for transit within the zone while they are waiting for other buses to pass?

ANSWER:

Additional dedicated passing areas would be a short-term solution although this may impact other pedestrian zone amenities (e.g. seating, bike racks, landscape, etc...). A longer term approach would be removing the central median to allow for more flexibility for all users. Administration will work with Roam transit on tactical improvements such as additional passing zones for busses within the pedestrian zone.



2023 Service Review Council Questions

SERVICE AREA: Pedestrian Zone Update

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ELECTED OFFICIAL: DiManno

QUESTION:

Does Administration have any evidence that would suggest reopening Banff Avenue to vehicles would reduce traffic congestion?

ANSWER:

Based on the limited data we have then a reopening of the ped zone might actually cause an increase in congestion over the Bow River Bridge - the 8% induced demand we saw when the ped zone reopened to vehicles suggests that more driving lanes equates to more vehicles. Congestion occurs as a result of vehicle volume over the bridge exceeding the finite capacity of the road network. Reopening Banff Ave to vehicles would however reduce traffic on the 100 and 200 blocks of Beaver, Muskrat and Otter St but not congestion at the Banff-Buffalo and Spray-Banff-Cave intersections. The solution to congestion is to reduce vehicle volume and providing more lanes may achieve the opposite.



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ELECTED OFFICIAL: DiManno

QUESTION:

Does Administration have a pedestrian capacity number that the sidewalks can comfortably hold? Are the numbers of pedestrians provided from the 200 block higher than 2019?

ANSWER:

It is difficult to compare actual pedestrian counts between 2019 and 2022 given that the 2022 figure in the report is interpolated (estimated) based on a single, sidewalk based counter.



2023 Service Review Council Questions

SERVICE AREA: Pedestrian Zone Update

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ELECTED OFFICIAL: DiManno

QUESTION:

How much in total has the pedestrian zone generated through sidewalk seating and outdoor merchandising fees in 2021, 2022, as well as anticipated in 2023?

ANSWER:

2021 Fees - \$78,000

2022 Fees - \$82,000

2023 Fees (Anticipated) - \$140,000



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ELECTED OFFICIAL: DiManno

QUESTION:

The public outreach and education would be outside of the community consultation process if that were to pass in the other NSLR? This would be for the summer of 2023 only? What could a campaign or an event look like?

ANSWER:

Yes, this proposed approach would be outside of the community consultation contained within the NSLR relating to exploration of a permanent, seasonal pedestrian zone.

Administration would conduct a series of local "tent events" in the community in the months of April and May to answer questions about the pedestrian zone, take suggestions on improvements, and explain the background and potential future steps for the pedestrian zone.



2023 Service Review Council Questions

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ELECTED OFFICIAL: DiManno

QUESTION:

Are flaggers identified in the 2023 budget?

ANSWER:

Yes - in Engineering \$25K for general flagging and a further \$73k for flagging specific to the ped zone