



2023 Service Review Council Questions

SERVICE AREA: Transit

PAGE NUMBER: 2

ELECTED OFFICIAL: Pelham

QUESTION:

Does the contracted & general services = Requisition from Roam? Also how much of the \$1.6M tax funded required comes from VPP?

ANSWER:

Yes, the vast majority of the contracted & general services expense is the operating and capital requisition from Bow Valley Regional Transit. There is a small amount for insurance premiums and contracted services related to the operations and maintenance of the Transit Storage Facility. The \$1.6M is the net tax funding required for transit service. There is an additional \$1.03M of expenditures funded from the Visitor Pay Parking reserve and \$300k in other revenue.



2023 Service Review Council Questions

SERVICE AREA: Transit - Town of Banff Service

PAGE NUMBER: 10

ELECTED OFFICIAL: DiManno

QUESTION:

What are some new ways we can promote fare free transit in Banff to residents? Summer active modes campaign?

ANSWER:

Roam is currently running a Mountain FM radio campaign promoting fare free transit for residents with a reminder to sign up and/or renew your resident fare free pass. In addition, Social Media campaigns have shown to increase awareness of the program and encourage participation. Fare free transit for residents is embedded in the Banff Ambassador program and is therefore shared with new and current residents who attend these sessions. Including fare free transit for residents as a regular feature in the Town of Banff weekly page in the RMO would be an option to increase exposure, along with additional mailout campaigns and displays in popular resident areas downtown.



2023 Service Review Council Questions

SERVICE AREA: Transit - NSLR Regional fare free for residents on 8X and 3

PAGE NUMBER:

ELECTED OFFICIAL: DiManno

QUESTION:

Can Administration summarize the feedback the Town of Banff heard from the Bow Valley Regional Transit Services Commission partners on these two NSLRs?

ANSWER:

The partners in the BVRTSC would be appreciative if Banff delayed considering these proposals until next year, following the Roam fare review. This allows time for the Commission partner municipalities to further analyze the implications that Banff fare free on regional services would have on their municipalities.



2023 Service Review Council Questions

SERVICE AREA: Transit - NSLR Route 3 Additional Service

PAGE NUMBER:

ELECTED OFFICIAL: DiManno

QUESTION:

Do I have this right: if both of these are approved then Route 3 service will be the same on weekdays and weekends, and in addition, the last bus out of Banff and Canmore will be 11:15pm and 11:45pm, respectively?

ANSWER:

Yes, those are the correct approximate times, with some latitude for schedule adjustments



2023 Service Review Council Questions

SERVICE AREA: Transit - NSLR Route 3 Additional Service

PAGE NUMBER:

ELECTED OFFICIAL: DiManno

QUESTION:

Is the Visitor Pay Parking reserve an appropriate alternative funding source?

ANSWER:

Yes



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SERVICE AREA: Transit - NSLR Route 3 Additional Service

PAGE NUMBER:

ELECTED OFFICIAL: DiManno

QUESTION:

Can you remind me: is this addition service possible because of a new bus coming online in 2023 or through existing buses?

ANSWER:

This additional service is possible because of past bus purchases made in 2020



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SERVICE AREA: Transit - NSLR Route 3 Additional Service

PAGE NUMBER: 7

ELECTED OFFICIAL: Pelham

QUESTION:

would costs for increased service on Route 3 be shared with Canmore?

ANSWER:

Yes - all costs for the operation of Route 3 are shared equally with Canmore



2023 Service Review Council Questions

SERVICE AREA: Transit - NSLR Mountain Ave Transit Lane

PAGE NUMBER: 15

ELECTED OFFICIAL: Pelham

QUESTION:

would the walking paths on east side of Mtn Ave between park and Kootenay Aves still exist with bus/bike lane on Mtn Ave?

ANSWER:

Yes, this informal trail on the east side of Mountain Avenue between Kootenay Ave and Park Ave will likely stay, however road expansion requires the existing sidewalks on the east side of Mountain Avenue between Park Ave and Spray Avenue be removed.



2023 Service Review Council Questions

SERVICE AREA: Transit - NSLR Mountain Ave Transit Lane

PAGE NUMBER:

ELECTED OFFICIAL: DiManno

QUESTION:

Any discussions with Parks Canada about the ability to extend the transit lane to the Banff Gondola/Upper Hot Springs/Rimrock?

ANSWER:

Not recently. Vehicle-volume-related congestion backups that extend beyond the town boundary at Middle springs are rare (only on the May long weekend in 2022 when we had traffic signal issues and usually on the July and August long weekends in 2016 - 2019) and administration believes that the low-hanging fruit for transit priority on Mountain Avenue is between Middle springs and the Silver Dragon.

However removing away roadside parking on Mountain avenue (potentially in favour of a transit lane), increasing the proportion of gondola of tickets available for advance purchase, creating a booking system for the hot springs and charging for parking in the Gondola lots would likely reduce Mountain Avenue vehicle volume - and resultant congestion delays.



2023 Service Review Council Questions

SERVICE AREA: Transit - NSLR Mountain Ave Transit Lane

PAGE NUMBER:

ELECTED OFFICIAL: DiManno

QUESTION:

Cyclists are able to use both the multi-use path and the transit lane?
The "two-way separated bike lane" is also the sidewalk? So like how the Legacy Trail functions with a mix of pedestrians and cyclists?
But the bike lanes are only at the intersections the rest is multi-use? Clearly, I need to see the detailed design to understand what's happening -ha. Maybe walking through the design again will help clear this up for me if it's too cumbersome to write, thank you!

ANSWER:

Yes - similar to St Julien, where space is also limited, the concept envisions that down hill and/or more confident cyclists would travel down hill in the bus lane. Uphill and less confident cyclists would use the separated bike lane.

Yes - the two way separated bike lane is a multi use pathway for cyclists, strollers, people walking/running etc.

Multi-use separated pathway would extend all the way from the Silver Dragon to Middle Springs Drive. Transit lane can be shared with cyclists and would start and finish in the same places.



2023 Service Review Council Questions

SERVICE AREA: Transit - NSLR Mountain Ave Transit Lane

PAGE NUMBER:

ELECTED OFFICIAL: DiManno

QUESTION:

At what stage can we apply for an ICIP grant?

ANSWER:

Administration is in the process of applying for the ICIP grant as the deadline is December 5th. The grant application is non-binding and Administration believes that this project has the potential to increase transit ridership, increase the cost-efficiency of transit (as buses will pass traffic jams), provide comfort and safety for Banff resident cyclists, provide congestion relief for Banff residents driving and reduce CO2 impacts through driving. The road is scheduled for overlay in the coming years and construction the project along with the overlay will achieve an economy of scale and a reduction in overall construction impacts to residents and visitors.

40% federal contribution would reduce the required contribution from reserves or borrowing. In addition to the \$2.2 Million for the completed pedestrian bridge, Banff has been allocated \$1,100,000 in ICIP funding, \$750K for the Mountain and Spray Ave transit express lanes projects and \$350K for hybrid bus replacement. Should this funding not be used, it would be returned or spent by other commission partners.



2023 Service Review Council Questions

SERVICE AREA: Transit - NSLR Mountain Ave Transit Lane

PAGE NUMBER:

ELECTED OFFICIAL: DiManno

QUESTION:

Have we done any consultation with our partners up the hill? What will the public engagement process look like?

ANSWER:

Formal engagement about Mountain Ave has not started. However, in 2022, the Town gathered public input and feedback on the proposed Spray Avenue Express Bus Lane. Participants in that engagement included residents of Spray Ave as well as residents from other areas on the south side and open to town-wide residents. A key theme from the Spray Ave engagement was the recommendation to implement an express bus lane on Mountain Ave as it was perceived to have significant benefit when compared to Spray Avenue.

Based on that strong support expressed for a Mountain Ave bus lane, the processes for seeking public feedback about an express bus lane on Mountain Ave, northbound between Middle Springs and Spray Avenue would be focussed on identifying concerns or unintended consequences, and local knowledge about how to successfully implement an Express Lane. Engagement would include assessing Parks Canada's future plans for Mountain Avenue outside the town as it relates to resurfacing or parking controls. Public engagement would include an in-person engagement in the Middle Springs or Valleyview areas, and at the south end of the proposed route, displays along the proposed route in downtown and on social media to drive interested people to an online engagement, and special outreach to involve transit riders, cyclist community representatives and most-affected organizations such as businesses and Parks Canada with operations on Sulphur Mountain, businesses on Mountain Ave, and visitor services organizations.

Ongoing processes in 2022 about managing traffic congestion involved informal discussion with partners such as Pursuit and Parks Canada, but this was mainly an information sharing about a potential project rather than seeking input for consideration on a decision to proceed. Administration would continue these discussions.



2023 Service Review Council Questions

SERVICE AREA: Transit - NSLR Mountain Ave Transit Lane

PAGE NUMBER:

ELECTED OFFICIAL: DiManno

QUESTION:

Could Visitor Pay Parking Reserve be a funding source for some of the TOB's share? Same question for Spray Ave.

ANSWER:

Yes, for both projects.



2023 Service Review Council Questions

SERVICE AREA: Transit - NSLR Spray Ave Transit Lane

PAGE NUMBER:

ELECTED OFFICIAL: DiManno

QUESTION:

Does Administration still see the benefit of trialing Spray Avenue before constructing Mountain Avenue?

ANSWER:

There are benefits to a trial at this specific location, but transit lanes are well proven in other communities and we believe a transit express lane on Spray Ave would be successful at reducing transit travel times relative to private vehicle use at times when backups exist. Traffic backups on Spray avenue are not a daily event in summer and Mountain avenue is certainly the more pressing issue. Given feedback received from Spray avenue, the gains for cyclists on the proposed multi-use pathway and the frequency of traffic congestion backups we believe Mountain avenue would be the best focus for the next project.



2023 Service Review Council Questions

SERVICE AREA: Transit - NSLR Spray Ave Transit Lane

PAGE NUMBER:

ELECTED OFFICIAL: DiManno

QUESTION:

How can we work to better educate the public before the 2025 implementation on the benefits and philosophy behind transit lanes?

ANSWER:

Experience would be the strongest education tool about the value of express bus lanes. Experience on Mountain Ave would be useful for conveying the benefit. Other variables about Spray Avenue generate significant opposition. Across North America, the concept of removing parking spaces becomes a lightning rod for opposition, that can eclipse the benefits of that public space can be used for other methods that benefit relatively few residents. Spray Ave consultation was not effective in gathering voices of existing bus riders or visitors due to capacity limits in engagement, but these interests could help balance a general negative reaction to removing parking.

Banff is well positioned to demonstrate the value of prioritizing transit, and steps such as free transit for residents will have gone along way to demonstrating a community value for transit and a tangible resident benefit. The potential benefits of an express bus lane for residents living along Mountain Ave can more easily be understood than for people elsewhere in the community, who don't widely experience traffic congestion to the same degree, and therefore focus on aspects such as loss of parking as a critical factor. Yes, we could invest in public information campaigns to socialize the need to further disincentivize driving among residents, but this would be challenging with current exceptions for residents regarding disincentives, such as with providing free parking.



2023 Service Review Council Questions

SERVICE AREA: Transit - NSLR Electric Bus Purchase for 2025

PAGE NUMBER:

ELECTED OFFICIAL: Pettigrew

QUESTION:

How much money is in VPP for year end 2022? What is the life cycle of an electric bus? And how would this affect our 10 year capital reserve funding? What are the affect on operating cost/tax burden of replacement of the asset?

ANSWER:

The forecasted balance in the VPP reserve for the end of 2022 is \$1,274,350.



2023 Service Review Council Questions

SERVICE AREA: Transit - NSLR Electric Bus Purchase for 2025

PAGE NUMBER:

ELECTED OFFICIAL: DiManno

QUESTION:

Is 15 minute the highest possible frequency we can achieve - ever?!

ANSWER:

As outlined above, additional frequency is possible with added restrictions on driving and further build up of Roam infrastructure



2023 Service Review Council Questions

SERVICE AREA: Transit - NSLR Electric Bus Purchase for 2025

PAGE NUMBER:

ELECTED OFFICIAL: DiManno

QUESTION:

What year does the Zero Emission Transit funding program end? Should we be looking at more than two buses under this funding program?

ANSWER:

The Zero Emission Transit Fund ends in 2026, however the Government of Canada has committed to a permanent transit fund beginning in 2026. From Infrastructure Canada website: "This funding includes \$3 billion per year in permanent, predictable federal public transit funding which will be available to support transit solutions beginning in 2026/27". The BVRTSC is currently engaged in multiple zero emission transit studies to determine the best fleet composition moving forward, taking into account current routes, growth and rapidly advancing technologies.